

Catboat Association Bulletin



Bulletin No. 147

No. 147



Fall 2008

CAT ON THE FRONT COVER

NEWPORT, RI – *Aletta*, a Menger 19 built in 2000 by the late Bill Menger of Amityville, NY, enjoys a beautiful summer day in lower Narragansett Bay.

Photograph by Seth Moyer.

Catboat Association

www.catboats.org



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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

Notify the Membership Secretary, Dave Calder, at the address above.

Letters to the Editors



Editor's Note: This section of the **CBA Bulletin** is a forum for members and nonmembers to ask and answer questions, make proposals, report, comment, raise ideas, and air concerns about catboats and about our Association.

Members may answer the letters directly to the writer, since some questions may need an early response rather than waiting for the next Bulletin.

Please direct questions to members of the Editorial Board or to the panel of Contributing Editors.

To the Editors:

Enclosed are two drawings I did. In the past I have submitted some art work which has been used in the CBA Bulletin. Hope these will be of use.

Charlie Chapin
Barrington, RI



Dear Editors:

Enclosed is a photograph of my new 19-foot William Garden cat-schooner *Brillig*, which was launched this past summer. It took me four years to build her. I think that she qualifies as a catboat and that the membership would like to see a picture of her.

Sincerely yours,
William B. Hickman
Beaufort, SC



To the Editors:

You need to sit in the Methodist church on Tilghman Island to really appreciate the kind of community it is . . . sort of like my dad's hometown in Eastern Nebraska . . . 700 people. The service for Maynard and Alma was as it should be. It brought out the best in a small community; from the father and sons' quartet to the young lady who sang Wind Beneath My Wings for Alma, it doesn't get any more personal. No one could say enough about either of them.

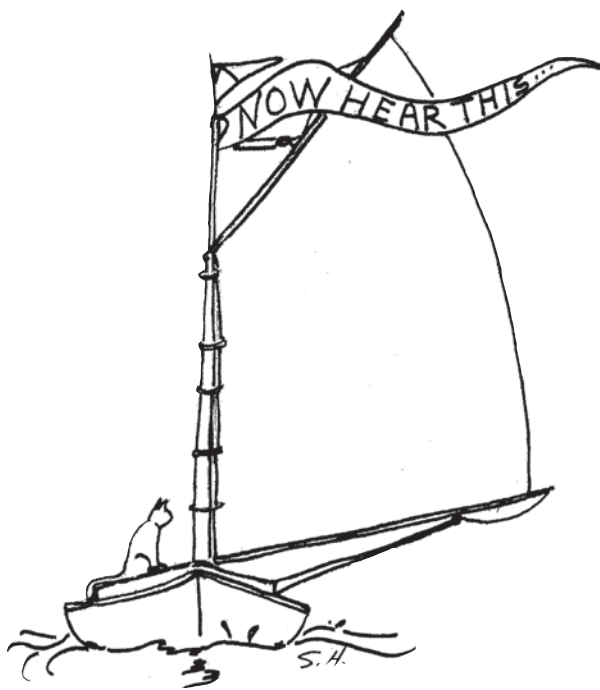
Marc presented Maynard's son, Doug, and the family with a CCBA burgee, which I think meant a lot to those who knew about Maynard's catboat building. Tom Caplan delivered an eloquent speech about the man we only knew for his catboats, but who had many varied interests from playing the piano to building and flying airplanes. He was truly one of a kind and will not be replaced on the Bay in our lifetimes.

The reception was held at Harrison's next to the room where Maynard was born. Three Coast Guard officers from Baltimore came down for the service and reception to pay their respects. We were talking about the Liberty ship models that Maynard built during World War II for training fire response teams when one of the officers mentioned the rumor that Maynard left his signature on the models by designing props in reverse of the actual way they turned. All of us had a good laugh over that one!

On behalf of the CCBA we made a donation to the Tilghman Community United Methodist Church. Maynard sang in their choir and would have approved! And besides, after spending a few hours there, it looked like the right thing to do.

Although Maynard never sailed with us - that would have been a kick - his spirit will be out there whenever we raise sail.

Steve Flesner
St. Leonard, MD



– *Bulletin Editorial Board*

2009 Annual Meeting Announcement

The 2009 Catboat Association Annual Meeting is tentatively scheduled for February 6 - 8 at the Mystic Marriott in Groton, CT. Details will be posted on the website as they are finalized, and members will be mailed a proposed program and registration materials early in 2009.

Request for Nominations

Please take some time to consider those who have made a significant contribution to the Catboat Association. At each Annual Meeting we recognize those who:

- have been active in organizing catboat activities in their local area;
- have been involved in restoring or building a catboat; or
- have furthered the mission of the Catboat Association in a meaningful way.

Nominations may be sent to:

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Your Bulletin Needs You!

Your stories, that is, and your jokes, recipes, artwork, clever solutions to sailing problems, book reviews, product evaluations . . . you get the picture. If your writing skills are a bit rusty, don't worry; our friendly editors are here to help you whip your material into shape! Just contact any of the folks listed under "Where to Send Editorial Copy" on page 2. We look forward to hearing from you.



In Memoriam

— *Eric Peterson*

Pinkie Leavens

A co-founder of the Catboat Association, Marion “Pinkie” Wright Backus Leavens, passed away July 3rd in Naples, Florida, at age 100.

Mrs. Leavens was born in Windsor Locks, Connecticut, on August 27th, 1907. She married a fellow graduate of the University of Vermont, John M. Leavens, in 1932 and settled in Summit, New Jersey.

For almost half a century the Leavens were seasonal residents of Chilmark on Martha’s Vineyard, sailing local waters in *Pinkletink*, their Herbert F. Crosby catboat. More recently, Mrs. Leavens spent her summers in West Tisbury, where she was active in the Polly Hill Arboretum, the Martha’s Vineyard Garden Club, and the Martha’s Vineyard Museum.

A memorial service was held for Mrs. Leavens on August 16th at the First Congregational Church in West Tisbury. She will be greatly missed by those whose lives she has touched with her humor, industry, and joy of life.



Lolinda Fife

Friends and family of the late Lolinda Fife gathered aboard Eric Peterson’s boat *Loose Cannon* on June 16th to scatter her ashes in Hadley’s Harbor, MA. A similar ceremony was held at Beaton’s Boat Yard in Brickton, NJ, with friends aboard *Scat*.



Our Lolinda is at sea, now to be with Max.
We have all booked passage on other ships
ourselves
to sail across the lifetime of memories
that describe our times together.
Good-bye my love, my daughter,
good-bye my buddy, my pal, my second mate
and ship’s cook,
my helper in everything.
Life’s tough enough, but without you its
unbearable.
We all loved you dearly and miss you very
much.
Time is supposed to heal, but time has stopped.

Bob Reddington

P.S. At Hadley’s, Lolinda’s bouquet drifted over to Catboat Corner; at Beaton’s her bouquet stayed with the boat.

Maynard Lowery

Boatbuilder and self-described “catboat man,” Maynard lost his life in an automobile accident in St. Michael’s, MD, on 11 August. (See Letters to the Editors for a related letter.) Also killed were his sister Alma and his dachshund Greta.

Born in 1919 on Tilghman Island, MD, Mr. Lowery spent most of his life there except for a stint in the Coast Guard during World War II, where he

rose to the rate of Chief Carpenter’s Mate. A full-time boatbuilder for almost six decades, his first catboat was a 21 ft. Fenwick Williams design which he completed in the 1960’s. Finding the 21 footer “too big” for his type of sailing, Mr. Lowery requested plans for a 16 ft. boat from Mr. Williams, of which he built several. His most recent commission, *Pyewacket*, which is featured in this issue of the *CBA Bulletin*, was completed this spring.



2008 Race/Rendezvous Results, Part I

— Lyn Behne, Editor

Editor's Note: The following is the first in the series of reports of the 2008 Race/Rendezvous scheduled by the CBA and CCBA members.

Lyn Behne is the contributing editor for the races and rendezvous. Questions, comments and reports should go directly to her at ymilb@aol.com or 6 Hawthorne Lane, Niantic, CT 06357 Tel. 860-691-2074



Bill and Judy Sayle Catboat Rendezvous at Nantucket

NANTUCKET, MA — The Bill and Judy Sayle Catboat Rendezvous was held July 12 in Nantucket Harbor. At the 9 AM skippers' meeting, there was hardly a breath of air, but by race time at noon we had a nice southerly, which gradually filled to 12 to 15 kn. out of the southwest. An absolutely sparkling day saw the Nantucket Community Sailing Race Committee send the three fleets up harbor, turning the Rainbows (Beetles) at the government mark north of Pocomo Head, but sending the larger boats all the way to the head of the harbor.

In keeping with Bill and Judy Sayle's tradition of racing for fun and fellowship, the race committee announced at the skippers' meeting that no protest committee would be formed, and the expectation was that all would conduct themselves appropriately on the course, which is exactly what happened. A great day for Catboat sailors.

Post Cally and Jud Judson again hosted race awards and rehashing on their deck, which extends over the Easy Street boat basin. Our thanks to them for their hospitality.

THE RESULTS: DIVISION ONE

Place	Captain	Boat	Design
1	Nat and Melissa Philbrick	<i>Cleo</i>	Beetle Cat
2	Henry Gewirtz	<i>Huck</i>	Beetle Cat
3	George and Mimi West	<i>G 5</i>	Beetle Cat
4	Tony Millington	<i>Cole Cat</i>	Beetle Cat
5		<i>West Highlander</i>	Beetle Cat
6	Dennis and Anne Cross	<i>Oyster Cracker</i>	Beetle Cat

DIVISION TWO: WOODEN CATS

1	Bill Sayle	<i>Pinkletink</i>	Crosby Cat
2	Doug Beatty	<i>Gannett</i>	Fenwick Williams
3	Bill McKay	<i>Calico</i>	1900 Cat Yawl
4	Cal Perkins	<i>Cape Girl</i>	1979 Chappaquiddick

DIVISION THREE: FIBERGLASS

1	Steve Caulfield	<i>Tigger</i>	Marshall 18
2	Duffy Ross	<i>Nan II Cat</i>	Marshall 18
3	John Everets	<i>Caterpillar</i>	Marshall 18
4	Geoff Verney	<i>Catnip</i>	Marshall 18
5	Paul Wolfe	<i>Luna</i>	Marshall 18
6	Brent Putnam	<i>Cranberry</i>	Marshall 22

— Steve Caulfield

Noroton Rendezvous

NOROTON, CT — The Noroton Yacht Club catboat fleet hosted a rendezvous on Saturday, June 21, 2008. This was the fifteenth annual meeting of local cats, on a beautiful June afternoon.

The committee, comprised of members of Noroton Yacht Club, staffed their spacious signal boat, *Volunteer*, as well as a swift mark-boat. The committee consisted of catboat veterans and sympathizers: Sam Bridges, Ken Coventry, and Mark Haranzo.

At the scheduled time, the winds off of Long Island Sound were too light to have a respectable start, so the postponement flag was raised and the fleet drifted about, trying not to be swept too far away from the signal boat in anticipation of the restart of the

THE RESULTS:

Place	Captain	Boat	Design
1	Mats Josefsson	<i>Malo</i>	Marshall 18
2	Roger Klein	<i>Owl</i>	Marshall 18
3	Robin Varian	<i>Sea Smoke</i>	Marshall 22
4	Frank Kemp	<i>Lovinde</i>	Marshall 18
5	John Reffner	<i>Sally E</i>	Atlantic City 24

— Frank Kemp

sequence. When the mark-boat reported the arrival of the afternoon breeze, and it arrived from the South, the turning mark was repositioned, the starting pin was adjusted, and the familiar five-minute sequence was started.

The results determined the distribution of “silverware” for the afternoon, and will be factored into the overall season rankings.

After the race, refreshments and awards were presented on the club’s front deck. Toasts were made to the rest of the fleet in anticipation of more good racing for the rest of the season.

While this small fleet of competitors might indicate a lack of interest in catboats in this region, this is not the case. Each of our missing members had a good excuse: weddings, graduations, business travel, etc., so panic did not set in. We just “enjoyed the moment,” and look forward to the next rendezvous.



Roger Klein awaits the breeze.



Frank Kemp, host, “The Old Man and the Sea.”



Sam and Ken (race committee) looking for air.



Mats in *Malo* and John in *Sally E* await the breeze.

Patuxent River Shootout

PATUXENT RIVER, MD — Steve & Lois Flesner and Butler & Maria Smythe hosted the third annual Patuxent River Shootout on July 5th, held at the Flesner's place on St. Leonard Creek in Southern MD. Dave Bleil and Jim Ohlmacher aboard *Gull* and Butch & Denise Miller aboard *Dusty* arrived Friday evening after a long cruise from the Eastern Shore and were greeted with crab cakes and steaks. It pays to arrive early!

Catboat races require three ingredients: people, boats and wind. Unfortunately, this year we only had two of the three. No wind...not even a whisper. Seven boats were at the mark at the start when the tide took command of the event. More tide, no wind. What now? The race was called and we headed back to the Flesner's for a unique approach for the awards ceremony. Leslie Dale, a local artist created our trophies. Unfortunately, the kiln did not cooperate, and we wound up with three first-place plates, two second-place plates and two third-place plates. We had backups...what unforeseen luck! So, in the spirit

that catboat sailors' camaraderie is noted for, Steve and Marc Cruder, Commodore without portfolio, decided the awards would be given to skippers in order of their arrival! This explains the group picture and no times!

Steve was kind enough to donate his award to Kent Mumford who ran the committee boat from his Nimble yawl and all other catboat sailors were happy with their trophies even if they arrived third and the trophy said first! Kent desecrated his trophy by adding a mizzenmast to the catboat.

Awards were followed by a potluck dinner with North Carolina barbeque and other tasty dishes.

After such a "flat" day, a nice light breeze came up and Commodore Marc joined Deborah Keir on *Patience* for some very pleasant, educational sailing. So you see, our "first" place arrival actually earned her "first" place amongst the trophies. She got in the only sail of the day! Dave Bleil put it succinctly when he said, "it's not always about racing; it's about spending the day with your catboat friends." How true!

THE RESULTS: ARRIVAL ORDER!

Captain	Boat	Design
Deborah Keir	<i>Patience</i>	Handy Cat 14
Dave Bleil	<i>Gull</i>	Legnos 20
Butch Miller	<i>Dusty</i>	Marshall 18
Butler Smythe	<i>Caerulean III</i>	Menger 23
Ned Sprague	<i>Scaredy Cat</i>	Marshall 18
Rob Dale	<i>Heron</i>	Marshall 22
Steve Flesner	<i>Scott</i>	Marshall 15



The "winners."



Everybody but the wind.

Squeteague Harbor Rendezvous

CATAUMET, MA – The Squeteague Harbor Rendezvous celebrated its tenth anniversary, on July 12th, with particularly delightful weather.

This year’s close race covered the north end of Buzzards Bay from Meganset to West Falmouth Harbor, out to Cleveland ledge, then the Canal Entrance and back. Winds, a perfect 10 to 15 kn., seas to two ft. The lead changed between three boats four different times with *Manatee*, skippered by Kevin White, eventually winning 30 sec. ahead of *Loose Cannon*, skippered by Eric Peterson Jr. *Red Squirrel*, who led the race several times, came in third. Kevin noted he would have won by a much larger margin

if he had not let the main sheet run out of the main block at one point, or forgotten to lower his center board at another point in the race.

In the Marshall 18 class, *Legacy* came in first with *Pandora* finishing second.

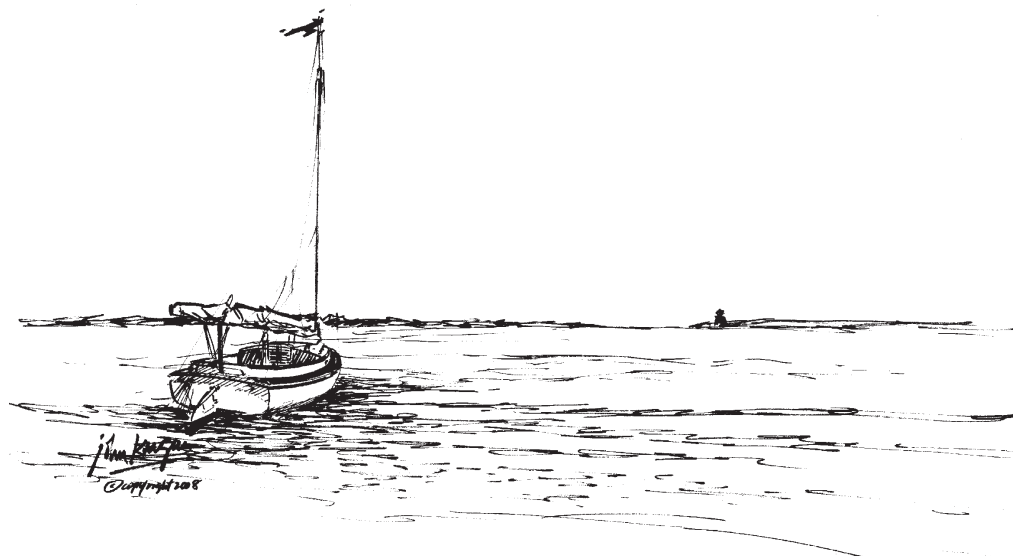
After the race, more than 40 people enjoyed a beautiful sunset dinner overlooking Squeteague Harbor. John Greene, as usual, emceed the awards ceremony and made sure everyone came away with a large “goodie bag” filled with great stuff. All agreed the weather and setting were perfect and the race “the best of the decade.”

THE RESULTS: MARSHALL 22s

Place	Captain	Boat	Time
1	Kevin White	<i>Manatee</i>	2:45:00
2	Eric Peterson	<i>Loose Cannon</i>	2:45:30
3	Tim Lund	<i>Red Squirrel</i>	2:47:45
4	Don Jones	<i>Nellie J II</i>	2:50:15
5	John Webster	<i>Ishmael</i>	2:51:15
6	John Greene	<i>Sonatina</i>	3:05

MARSHALL 18s

Place	Captain	Boat	Time
1	Fritz Casselman	<i>Legacy</i>	2:51:45
2	Dick Currier	<i>Pandora</i>	3:03
3	Jim Burns	<i>Grace</i>	DNS
4	Bill Cavanaugh	<i>Scat</i>	DNS



Padanaram Rendezvous

SOUTH DARTMOUTH, MA – On Saturday July 26th we were blessed with great weather for the annual romp around the buoys. Winds were out of the southwest at 12 to 14 kts. These were perfect conditions for all the cats to gracefully sail the 1 ½ to 2 ½ hr. course in style. Many of us enjoyed the sailing so much we forgot it was a race – well at least it sounds like a good reason to justify not finishing as one of the fleet leaders.



A perfect sailing day (photo courtesy Kristen Marshall).

Thirty-two catboats were registered for the event with *Kathleen* again outdistancing all the catboats in the fleet, completing the course over 7 minutes faster than the next boat! CC Hanley's legacy of knowing how to design a racing cat for an accomplished sailor was expertly demonstrated by Tim Fallon. Needless to say *Kathleen* was first in the wood division (Breck Marshall Trophy). *Red Squirrel*, sailed by the Lund family, came in first in the fiberglass division (Marshall Marine Trophy); and *Sunshine*, sailed by Gaelen Canning & crew, came in first in the altered cat division (Captains Smith Trophy).



Kathleen is sailed without an auxiliary engine and is seen here sailing through the Padanaram Bridge opening (photo courtesy Anne Smith).

Marshall Marine was host to the festivities. Special thanks to the crew at Marshall's who help prepare and support the Friday and Saturday activities. Thanks also to Lee's Market for supplying refreshments; to Lawrence Fisher, Executive Director of the Herreshoff Marine Museum in Bristol, RI, who announced their plans to host a catboat rendezvous; and to Steve McGovern, President of MacBoring East Coast, who provided information on Yanmar diesel auxiliaries.



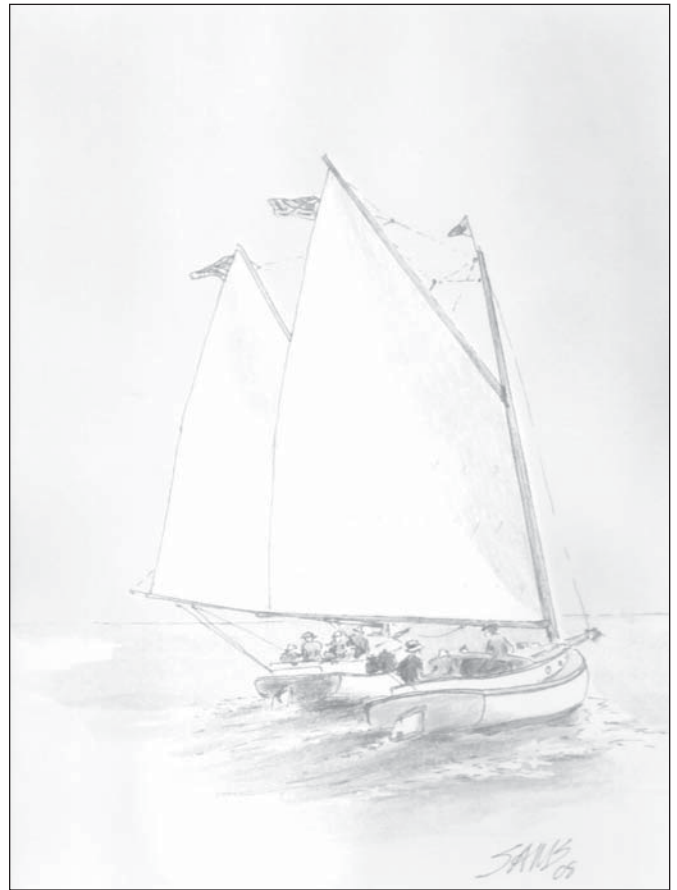
Dylan Marshall sounds the horn on the Committee boat for a cat rigged sloop crossing the finish line (photo courtesy Kristen Marshall).

In addition to painted T shirts, miniature awards, compliments of Sammy Smith, were bestowed by Geoff Marshall on those who displayed special nautical prowess. They included:

- Magic Eraser to *Red Squirrel* for not letting any fiberglass boats get close
- Fenders to *Ishmael* for coming closest to a mark
- Sponges to *Loose Cannon* who was on the receiving end of a water balloon attack from *Calynda*
- Piece of the demolished Padanaram Radar Dish to *HMS Nutmeg* for pursuing a different race course
- Mop to *Kathleen* for including a Pug in their crew
- Salt to *Cape Girl* for having the saltiest looking skipper
- Overboard buckets to *Shellback II* & *WULI* for competing for last place

New this year was a designation of DNFL (Did Not Float) that went to Ken Spindola – his newly acquired Marshal 22, *Spinney Too*, was sitting in the boatyard next to the awards ceremony. Ken has meticulously created a smooth bottom on *Spinney Too* and used a bottom paint none of us can identify – is he aiming to take home the Marshall Marine trophy next year? Also, *Puddleduck* has just taken delivery of a new sail and rumor has it the Delmore professional racing team, missing this year, will be back on board *Ishmael* next year. *Red Squirrel* may just need to hold onto that Magic Eraser.

Continuing past traditions a beautiful numbered print by Sammy Smith was distributed to each boat at the Rendezvous.



Sammy's colored print of catboats sailing in Buzzards Bay off Padanaram.



Seen here is *Red Squirrel* port tacking the fleet – a new racing tactic? (photo courtesy Kristen Marshall).



2008 Saturday night rendezvous celebration and awards ceremony (photo courtesy Kristen Marshall).

On a more somber note a card was signed by everyone Saturday night wishing Mars Earle well. Unfortunately, Mars has since passed away and will be missed by everyone who knew him. Mars and his wife Sandy were frequent past participants in

the rendezvous. They sailed *Dandelion* a Marshall Sanderling and *Lion* a Marshall Sandpiper.

Following are the Saturday race results.

Until next year's party.

2008 PADANARAM RENDEZVOUS RACE RESULTS

Name	Boat Name	Type	Elapsed Time	Place
GLASS CATS				
Lund, Ned & Judy	<i>Red Squirrel</i>	M-22	1:28:39	1
Appleton, Charley	<i>Emmalina</i>	Sanderling	1:30:47	2
Goldman, Dan	<i>Hobbes</i>	M-22	1:35:43	3
Peterson, Eric	<i>Loose Cannon</i>	M-22	1:36:32	4
Putnam, Brent	<i>Cranberry</i>	M-22	1:38:03	5
Cole, Wayne & Dolores	<i>Catfish</i>	M-22	1:39:27	6
Webster, Jay	<i>Ishmael</i>	M-22	1:40:25	7
Fleck, Paula	<i>Cat Nap</i>	M-22	1:43:13	8
Donovan, John	<i>Minus</i>	M-22	1:44:33	9
Smith, Jerry & Sammy	<i>Puddleduck</i>	M-22	1:46:24	10
Weir, Brian & Lynne	<i>Iris</i>	Sanderling	1:47:44	11
Ullian, Arthur	<i>Egret</i>	M-22	1:49:43	12
Clark, Gerry	<i>Emma J</i>	Sanderling	1:52:04	13
Rebello, Skot	<i>Cayuga</i>	Sanderling	2:00:26	14
Ente, Steve	<i>Harvest Moon</i>	M-22	2:05:48	15
Lees, Mary Ellen	<i>Brig A Doon</i>	M-22	2:07:35	16
Braley, Wayne	<i>Shellback II</i>	Sandpiper	2:12:28	17
Lorentzen, Ted	<i>WULI</i>	Herman Cat	2:12:40	18
O'Driscoll, Kevin	<i>Shannon Marie</i>	Herreshoff Amer.	DNS	
Jones, Don	<i>Nelle J</i>	M-22	DNS	
Daggett, Al & Joyce	<i>Tiger II</i>	Arey's Pond 14	DNS	
Spindola, Ken	<i>Spinney Too</i>	M-22	DNFL	
ALTERED CATS				
Canning, Gaelen	<i>Sunshine</i>	Sanderling/Sloop	1:34:30	1
Clark, David & Parsons	<i>Puffin</i>	Altered	1:38:17	2
Titcomb, Carol & Neil	<i>Calynda</i>	Wood/Altered	1:39:14	3
Walsh, Larry	<i>Tango</i>	M-22 Sloop	1:39:44	4
Grassfield, Blue	<i>HMS Nutmeg</i>	M-22 Sloop	DNF	
WOOD CATS, ETC.				
Fallon, Tim	<i>Kathleen</i>	Wood	1:20:55	1
Calder, Dave	<i>Southpaw</i>	Nonsuch 30	1:24:05	2
Perkins, Cal	<i>Cape Girl</i>	Wood	1:55:58	3
Gratz, Bruce	<i>Lottie Cates</i>	Wood	2:13:40	4
Sayles, Bill	<i>Pinkletink</i>	Wood	DNS	

— A Padanaram Sailor



CBA Discussion Group

by C. Henry Depew

Editor's Note: The catboat discussion group is accessed by joining the *LISTSERV* from the Catboat Association's web page www.catboats.org. Anyone can join for free. The talk can range from serious to whimsical. Below is only a sample of the interesting things we discuss. Come and join the group. Get information or put in your two cents worth. It is always entertaining - most definitely one of the best catboat resources available, next to the *Bulletin*.

Q: - Can anyone tell me why most catboat masts are painted white on the top 4 ft. or so? Just wondering.

A: A number of reasons were suggested for the white end of a mast (and some booms). Foremost was visibility by others and to give the helmsman a sense of perspective for clearing overhead obstacles (like a bridge). The paint also would seal the end of the mast or boom and hide sea gull or cormorant dung at the same time.

Also noted was that paint didn't make sense lower down on the mast due to the wear and tear caused by the hoops etc. Lots of the old Gloucester fishing schooners were trimmed in white and much of the present windjammer fleet in Maine is reported to continue the tradition. It was also noted that white mast-tops are not peculiar to catboats.

Q: - Anybody know anything about Beta Marine diesel engines? How do they compare with Yanmar?

A: There were a number of very good responses to this question and concerning marine diesels in general. In summary, the Yanmar GM series (except for the 1-GM10) has been supplanted by the YM-series engines, with similar power outputs and reverse/reduction gears. The differences are: they use glow plugs, are no longer fitted for hand-cranks, no longer have compression-release levers, and they use electric stop-solenoids instead of manual pull-type stop controls to shut down the engines. Thus, one is now dependent on a functioning electrical system in order for the engine to start and stop.



(ListReader's note: A "paddle" of the appropriate size and thickness can be slid over the air intake to stop a diesel if all else fails.)

Another respondent noted that, the new YM series engines have replaced the older 2GM20F and 3GM30F engines due to new EPA emissions regulations. The little 1GM10 model has a little over a year left, then it too will have to be replaced.

Q: - I am considering installing 2 in. closed cell foam insulation under the decking for flotation. My idea is to cut up one of those 4 x 8 ft. sheets with the aluminum foil covers and fill under the decking all the way round.

A: The two major considerations on the list were securing the foam and doing so while making sure that there is room for the underside of the deck to "breathe", or you may get moisture buildup followed by mold and the like.

Q - Hauling the anchor of my Menger 23 (no bowsprit) is a difficult job in a light breeze and near impossible in a stiff wind. Has anyone devised a technique or an apparatus to lessen that job?

A: *Bulletin No. 145* has an article (reprint from No. 72) titled "Plow on the Bow" that describes construction of an anchor sprit for the bow, and is probably the easiest way to go for the long run. *No. 144* has a story of a single handed cruise aboard *Penelope* by W.R. Cheney, with some good descriptions of his process too.

It was also noted that you could use the boat to "sail up" the line and pull the rode in as it went slack. You might have to tack a few times, but it does work. The idea of running the rode back to the cockpit and using a halyard winch to help with the pull might be workable.

Also, check that all cleats, rollers, winches, etc. are properly backed and thru-bolted. You can put a lot of strain on such items when trying to use them to help retrieve the anchor.

Q: - For those out there who have catboats with mast-mounted turning blocks, I was wondering, have any of you mounted those blocks on deck?

A: Some people use the mast and some use the deck. It depends on the amount of deck space available and how the mount can be backed (and thru bolted) on the cabin top. The advantage to using the deck is the saving of "holes in the mast", while the disadvantage is all the lines, blocks, etc. on the deck to "trip over".

Q: - I need to get some new Parrel beads for my gaff saddle. Anyone have an idea where I could get these before I set to making my own? Failing that, anyone know where I can get lignum vitae or black locust doweling?

A: The following web sites were recommended –
<http://www.woodwater.com>
<http://www.pertlowell.com/wood/wood.html>
<http://www.bronzeblocks.com>

Also suggested was filling a section of PVC with some sort of filler, then cutting the pipe into one inch sections and drilling holes for the wire. You could also use some white or grey HDPE or high-density polyethylene, cut into 5/8 in. or 3/4 in. length beads and drill a 1/4 in. hole in each for 3/16 in. line.

Then, there was information on the intricate art of parrel bead making:

1. Take an old wooden broom/rake/etc. handle and drill through the cut end of one side with a bit the diameter of the string to pass through it.

2. Cut it into pieces (about 3/4 in.). Make extra for when you forget to tie off one end when de-rigging at the end of the season.

3. Slide all beads through a metal hanger and hook both ends. Now you can dip the chain of beads in varnish and hang them in a warm dry place.

4. Shake them up a bit, as they dry, to prevent sticking. This should do it!

Go to an arts and crafts store and buy round wooden balls. Drill a hole through each ball and string. The advantage of round balls is there is very little friction. Since the balls I have found are hard wood, they last for many years.

Q: - Anybody have a rope cutter on the prop shaft? I picked up an ad for an outlet called Shaft Shark.

A: Most of the respondents to this thread noted that a "rope cutter" on the prop shaft was illegal in some states and a no-no to most people. Each trap costs the lobsterman or crabber a good deal of money and there's a big investment in line, depending on the depth of the water. Most respondents noted that they simply "kept a good watch" on where the boat was headed and dodged the floats as they saw them.

Q: - I have a 1994 Sanderling with rot on the inside of the cabin on the bulkhead. I believe water is getting in where the seat in the cockpit area joins the exterior of the bulkhead. I would appreciate any suggestions on how to proceed with this project. Any suggestions for repairing and replacing rotted material would be welcome.

A: If the area is wet but not very soft, try some old fashioned anti-freeze (the type that is considered a bio-hazard). It has some very effective fungus/bacteria killers in the mix. You paint it on, let it dry, sand, and repaint. The oils in the anti-freeze are compatible with most oil based paints and reject moisture. If you cannot find any of the old type anti-freeze, try to find some "Wood Life". It does not kill microbes quite as well, but it does seal (it also eats fiberglass and gel coat material, so be careful with it). Other than the above, most suggestions were to "cut and replace" the bad section.

Q: - *Has anyone had any experience or heard anything about Silent Running brand, sound deadening coating for engine boxes? I have a one inch composite foam on the back of the engine hatch and it sure helped the noise quite a bit and was thinking of taking some more steps in that direction.*

A: One respondent noted that he understood that Silent Running takes at least six coats for some level of effectiveness, and application can be messy. Another respondent to the thread suggested purchasing a rubberized type soundproofing with a sticky backing that comes in 4x8 ft. sheets or rolls available in thickness (and thus effectiveness) from 1/8 in. to about 1-1/2 in.

Q: - *Has anybody out there converted a wood gaff-rigged mast to a tabernacle system?*

A: This question elicited considerable and detailed responses covering such issues as the question of the size of the mast (physically and weight wise) and how to carry such a rig with no stays. The second part was answered that the wooden tabernacle masts on gaff-rigged boats in the UK are always stayed. There is also the question of how high up is the “hinge”. Some noted they had (or had seen) the hinge on the deck. Others noted that the hinge should be above the gooseneck to provide support for the boom thrust. Also suggested was that those interested in the question might do some research on Dutch sailing barges of old. They had wooden masts that were regularly raised and lowered.

Q: - *Been thinking about buying a tiller extension for my Sanderling. Anyone have any opinions (makes/models/usefulness)?*

A: Tiller extensions can be obtained at many sailing hardware outlets. Some respondents preferred a fixed length, while others prefer the telescoping models. The recommendation that you go to the store and see the actual product before you buy it sounded like a good idea. You should also make sure your tiller can accommodate the attachment mechanism. One respondent uses a length of line to pull on the tiller while another created an extension out of PVC pipe.

It was also suggested that a search for “tiller extensions” on the Web would give a number of options for consideration.

Q: - *In heavy wind, what should I do?*

(This question elicited a number of responses and questions as to the set of sail, the height of the peak, the number of reefs, and everything else that affects a sailboat. Below is a summary of ideas. For more information on this subject, review the material on the subject in previous Bulletin issues using the archive search engine.)

A: The first suggestion was to reef before the wind built too much (maybe two reefs?) and use the capability of a catboat to head into the wind with no one at the helm to help hold the boat in that position while the main was reefed. Reefing helps flatten the main which should reduce the efficiency of the shape and decrease the stress on the system and boat. You also need to make sure that your outhauls are tight on both the boom and gaff to improve the control of the sail. A number of respondents noted that luffing, cheating or spilling the wind is a good technique for both crewed and single handed sailing when the wind builds.

It was noted by some, that boats are generally designed for specific purposes and often specific waters. This is true of the original cat boats - all designed for cargo and shallow water in inland bays and such. Respect for Mother Nature and knowledge of your boat’s strengths, weaknesses and design purposes are the operative words.

There was also mention of a letter to the editor in *Bulletin 138*, Fall 2005.

One question that was raised in the discussion that did not get a definitive answer was, “Is one point of sail considered safer in a catboat than another in high winds?”

Q: - *I’m taking the brightwork on my aged Menger down to the wood. I am thinking of not replacing the varnish and going to paint or pine tar. The wood is oak, by the way, and in its natural color almost disappears into the buff fiberglass.*

A: The responses to this question ranged from paint it over to use one of the “clear sealers” to protect the wood. A traditionalist noted that “catboats are descendents of fishing boats and the originals had no bright work. Paint her over.” Then there were those who noted that while paint is great, varnish is also traditional. You’ll be painting almost as often as varnishing. Then, there are the other options such as Cetol (light). The Cetol was considered kind of a compromise between paint and varnish. Varnish is

more work than paint but looks so much nicer. Cetol doesn't look "quite" as nice as varnish, but it is pretty much the same upkeep as paint (light sand and re-coat each year). Some respondents did not like the idea of painting the oak as hardwoods are beautiful.

Q: - What do you use for a boom tent?

A: Respondents use everything from a standard 8x10 tarp to a re-cut Tornado sail (battens included) and the top section of a standard camping tent. It was noted that if the boom tent is free standing you can use it to protect those on board from the wind while sailing in the winter (and from the sun in the summer). It was also noted that a good boom tent holds in the engine heat and helps keep the cabin noticeably warmer overnight. It was noted by one person sailing on a large center cockpit boat with a full bimini and zippered sides that the bimini really kept the heat from the engine in, the cold wind and bugs out, and made for delightful sailing and evening dining.

Q: On my to do list this year is stripping the years of bottom paint off the boat. I've also considered applying an epoxy barrier coat and then using an ablative paint. So, my questions. Any recommendations for a barrier coat? Other than Peel Away, can anyone recommend a chemical stripper? (I'd like to do as little sanding as possible)

How do I handle the centerboard? Should I just get the boat raised high enough so it can drop down, or should I remove it entirely?

A: Depending on the type of bottom paint being removed, suggestions ranged from a chisel that was pushed along with moderate force to one of the "sandblasting" methods that use some oatmeal type abrasive.

As far as barrier coat goes, how old is your boat? Does it have any blisters? If your boat is already 10 years old or more and has no blisters it is not likely to develop any. Plus your boat is in salt water and blistering is more prevalent in fresh water. On ablative paints -- Interlux Micron CSC was recommended. A little touchup each season was all that was required

Most respondents did not paint the centerboard beyond the first few inches that show on the trailer and thus would be underwater when afloat.

Q: - I have an AC-24 with a 27 ft. boom. The boom crutch sits in a sleeve that is marginally bigger than the boom crutch's base and that is mounted with six screws

to the cockpit combing. When the boat rocks under motor or at mooring the boom shifts and the boom crutch shifts from side to side. The end result is that the boom crutch is putting tremendous wear on the screws mounting the sleeve to the combing. What can I do to secure the boom and/or minimize the jarring effect?

A: Some people bolted the boom crutch firmly into place while others created a bracing system tied into the aft cleats and the mainsheet. One respondent simply dropped a 6 in. piece of line into the narrow gap between the edge of the crutch and the support bracket (sleeve). It tightens the fit and thus no more movement and excessive wear.

It was noted that the stability of a secured boom is a great aide when walking fore and aft at the mooring or anchor.

Q: - The trailer for my Menger 17 has no keel rollers and no longitudinal member to support the keel. It has two 2 in. crossbars (dropped in the center) with rubber bump pads. If I let the weight of the boat rest entirely on those, all the weight is concentrated on those two 2 in. bars, which seems unwise.

Question: should I stop worrying and just let the keel sit on the two 2 in. cross members or, alternatively, does anyone know of some trailer add-on part that would spread the load? I thought of bolting a keel roller to each of the two cross-members, but that doesn't solve the weight concentration issue.

A: Be careful. More very expensive damage is done to boats on trailers than in the water. The hull needs to be supported evenly, bow, stern and mid ships. When trailering, strap the boat down securely so that the trailer and boat move as one over the road.

Menger's "owner's manual" calls for supporting the keel just forward of the centerboard slot and just forward of the propeller aperture. Rollers might make it easier to get her on the trailer like that and would provide some additional measure of shock absorption. You could do a double roller at each point if you were really concerned, but when we haul we sit our 19 at those two points and she seems to have done ok.

The keel is designed to take the weight on or off a trailer, the bunks are simply there to hold the boat upright on the trailer. Of course, one ought not to fly over railroad crossings, speed bumps, or potholes while trailering. On a long trip, making several stops along the way to check the position of the boat on the trailer is a good idea.

Q: - *I will be trailering my Marshall Sanderling for the first time this week. Does anyone have advice? I am especially interested in the best way to secure the rigging and best places to put tie downs. Thanks in advance.*

A: The responses covered everything from drive slowly and brake early to making sure that all the trailer lights worked properly. In addition, it was noted that you want to lay the mast so it rests in balance on the stern coaming and the forward cockpit bulkhead. Secure it fore and aft to the boat or trailer and to the halyard cleats. Cushion every contact with durable cloth (old towels are great). Lash the boom and gaff along the mast.

Also, be sure to turn off the overdrive if you're hauling with an automatic transmission. Don't forget your hubs. Grease the hubs well (or use Bearing Buddies). After you put in 15 - 20 minutes of highway time with the wheels spinning at a good clip, pull over and wrap your hand around each hub. They can range from cool to quite warm, but too-hot-to-touch means that something is binding and you'll need to take action. Put the hazards on and take it slow off the highway to a shop or a safer place to pull the wheel off.

Some carry a small "trailing kit" of spare bearings, seals, bearing grease, and relevant tools when hauling the boat around. Two people were recommended for any towing any distance so you can trade off the work and the passenger can do the navigating and watch for traffic at intersections. Remember to unplug your trailer lights before you launch and/or retrieve your boat. If the bulbs will be under water, a small leak will blow a bulb when you put the brakes on.

Good trailer handling is contingent on proper load balancing and tongue weighting. Be very careful of borrowed trailers or one not designed for your particular boat.

Q: - *Failing health has forced me to stop sailing and sell my beloved catboat The Old Cat. Now I am thinking of trying to sail a radio controlled model. Does anyone have any words of advice from experience? Like the good and the bad of the hobby, a good supplier, a good starter model, etc?*

A: I have researched this subject somewhat and can offer the following advice.

What you want to get is the RC Laser. Thousands of folks all over the world sail and race these boats. Check out the site below.

<http://sailrclaser.com/>

With some imagination, you will be able to mentally move the mast forward and still be sailing a cat.

Q: - *When on a broad reach on a starboard tack, under a double reef, the top 1/3 of my gaff presses against the topping lift (halyard runs on the port side) in such a manner that I worry that the topping lift block, at the top of the mast, might be pulled out by the lateral pressure. When I relaxed the pressure on the topping lift by letting out more line the end of the boom comes down too much for my liking.*

A: A number of respondents commented on the same problem (boom too low when reefed). One suggestion was to install two lazy-jacks so that the boom could be supported off the deck without changing the shape of the sail. The need to make sure that the peak halyard was tight was also mentioned as part of the reefing process. Since the leech of the sail is carrying the boom load, as part of the reefing process it was suggested that one make sure that the reef cringle is tight to the boom and not "arched". There was also concern that the sail had lost its shape or not been cut correctly to begin with. Or, is there simply too much rake in the mast?

Either way, it was noted that you don't want the wind to hold the boom up; you want the sail to do so. The topping lift is there to support the boom when you are raising or lowering the sail. Otherwise, the topping lift should be "loose" when under sail.

Q: - *How does one go to weather with two reefs in the sail on a catboat?*

A: Everyone agreed that catboats do not go to weather well with two reefs in the main. For one thing, the change in the center of the sail area increases the lee helm and the only solution seems to be to move weight forward or give up sailing and turn on the engine.

Q: - *Two years ago I bought my first catboat, traded up last summer for a restored daysailer, and now am feeling the tickle of two-foot-itis..well, at least...cabin-itis. Is a cabin worthwhile? Any words of wisdom, or should I rely on the KISS (keep it simple, stupid) philosophy?*

A: The cabin also means you can leave a lot of stuff on board and out of the weather: life jackets, charts, tools, safety gear, maintenance supplies, etc. Not to mention keeping the cooler where it's not in the way. As for KISS, the hardest part is moving the cushions in and out twice a year. It sure is nice to stretch out for a

late afternoon snooze in a 76 in. long berth, cook up a hot lunch on my two burner stove, wash the dishes in a real sink, sit on a through hole head and not have to worry about waste until the 10 gal. holding tank is full, drink my fill of water from a 20 gal. tank, use about 2 gal. of diesel fuel a summer and, yes, even be able to make love to my wife in privacy.

(Reader's Note: The following question received many long, informative, and involved answers as to storage, charging, advantages, and disadvantages. By the time this item is printed, things will have changed some more. It is a good question and I have tried to summarize the answers. But, before you buy, see what is now available.)

Q: - *Has anyone had experience with Absorbed glass mat batteries? According to an article in Woodenboat they don't need water and they don't give off toxic gas, so they can be stored in out of the way locations that don't need ventilation.*

A: I use Optima Bluetop deep cycle AGM batteries on my boat. They are maintenance free, they charge very quickly, and have a very low self discharge rate. They can be mounted in any orientation. They charge at regular alternator charging voltages (unlike the earlier gel cell batteries). Any sealed battery has vents that can release explosive gases if the battery becomes too hot. This is quite unlikely to happen if you have a standard alternator charging system, but prudence and good seamanship would dictate installing them in an area that is ventilated and spark free. Any location suitable for a traditional lead acid battery should be fine. The only downside I'm aware of is the upfront cost.

For current information, try:

http://www.windsun.com/Batteries/Battery_FAQ.htm

http://www.optimabattery.co.uk/english_optima/faq.htm

Q: - *I am not sure you are supposed to use different battery types in the same bank? I don't know what the repercussions are, if any? Not sure, but I thought I have heard or read something along those lines?*

A: That is correct, you're not suppose to mix battery types on the same bank. But you can have a AGM on switch one and another type on switch two. The main thing is that your battery charger (a smart charger) will charge AGM at a different rate than lead acid and the float charge is different. It could lead to overcharging

the lead acid battery if you have the lead acid battery and AGM hooked parallel on the same charger.

Q: - *I want to store our M22 on a cradle. There's a metal one there that I would have to customize, but I really would prefer wood.*

A: Do a search at *WoodenBoat*. I seem to remember them doing a detailed article on building a cradle.

Informational Items On Charts:

A: (This thread got a little involved, but herewith is the core of the information. Ed.)

TheBoaters.com have added a new feature to their website.

"They have loaded the entire roster of 70,000 US navigational aids (markers, buoys and lights) to a map on their site at - <http://theboaters.com/explore>.

Each of these navigation aids has a descriptive bubble of information that is accessed by clicking the icon on the map. The aids can be displayed as a satellite view, map view, terrain view and hybrid view." Registration is free (at the top of the page). Enjoy!

Another site that allows you to download NOAA charts in PDF format is www.navquest.com.

You can then import them at high resolution into a graphics program and chop 'em up tic-tac-toe style into mosaics.

You can get the NOAA charts on-line at no cost. NOAA even supplies a viewer with the files. If you want to save the chart to your hard-disk for later use, that is also possible.

<http://ocsddata.ncd.noaa.gov/onlineviewer/>

Recommended Reading In No Particular Order:

Cures for the winter time blues? Read (or listen to) a book:

Catboat Summers

Moby Dick

Heart of the Sea - The Whaleship Essex

Mutiny on the Whaleship Globe

Shadow Divers

Deep Survival

The Competitive Cat

Swallows and Amazons

General Sailing Information

The following web site was recommended for small boat sailors -

<http://www.shallowwatersailor.us/index.html>



Maynard Lowery and *Pyewacket*

- Steve Flesner

After our visit to Maynard Lowery's boat shop last January, Butch Miller and I made plans to go back to see his progress on the then unnamed Fenwick Williams 16. This time we were accompanied by Denise and Lois, our first mates with the promise of lunch, so in mid March we headed for Tilghman Island, a 2 ½ hour drive from our home on St. Leonard Creek in Southern Maryland. We found Maynard and Doug in the garage working on an outboard. I figured a lot of progress had been made because all the wood that he stored in his garage was gone except for the mast that was awaiting final sanding before varnish. Along the back wall of the garage were the patterns and drawings used during the initial construction stage.



Butch and Denise checking her out.

Once in the shop we found the hull completed, fully decked, benches and offset centerboard trunk installed, a nicely curved tiller and the barn door rudder undergoing final installation and the outboard bracket. Maynard uses a stainless steel “crab” pedestal on the foredeck to attach the boom rather than a gooseneck on the mast. The boom was almost finished and just awaiting a few final wood fittings for reef lines. The gaff was fitted with traditional gaff jaws using a wooden tongue and pivot bolt along with the metal tang as shown on pg. 7 of *The Catboat and How to Sail Her*. Maynard walked us through the construction process before we went to lunch at Harrison's Crab House...where it seems everyone knows “Mr. Lowery”!



Pyewacket March 2008.



Maynard and Steve discussing the finer points.

Completion was scheduled for early May and sure enough on April 31st Maynard called to tell me the boat was ready to be launched on May 2nd at the Severn Marine boat yard, which is right next to Maynard's original boat shop. I cleared my calendar... being retired, that's easy, and headed for Tilghman Island for some final photos. You can imagine my anticipation as I rounded the corner at the boat yard and saw the finished product sitting on a trailer under sail! Wow! Sweet was all I could say! Marty Wells and Carol Sargeant, the new owners were there surrounded by a dozen or so folks who had come down to see Maynard's latest catboat. I wore my CBA Tee shirt from the Mystic meeting and told them I was the official "Catboat Association" photographer!

Maynard was a bit stressed out with all the activity...seems the day before, the Department of Natural Resources had given him a problem during registration of the boat, then insurance had to be taken out along with final rigging, ballast and a slew

of other odds and ends that at 88, just seem rather stressful. Oh, on top of all this, it was Doug, his son's birthday...a chipper 59! A crew was busy transferring about 200 lbs. of lead ballast off the back of a pickup truck to Doug who placed it under the cockpit benches...additional ballast would be loaded once she was launched. Since this was a special occasion, Maynard's "lady friends" were also on hand...Greta, his dachshund and constant companion for 15 years and the infamous "Miss. Valerie" for whom he named his 15 ft. 2 in. Wittholtz designed catboat after.

Marty and Carol had named their boat *Pyewacket*...something about Kim Novak and the **Bell, Book and Candle**. Maynard said her name had been painted on the transom the day before by a local artist! Beautiful gold lettering against the varnished transom really looked nice. I checked out every nook and cranny of *Pyewacket* and had one thought...I wish she were going home with me! Unlike most of Maynard's catboats, this one was a bit more special. She was not finished in the traditional workboat white like the others he built, but rather in a "catboat yacht finish"! There was a lot of bright work. The stainless strip along the rub rail and other stainless fittings instead of bronze seemed to update the boats appearance, yet they were balanced by the use of traditional belaying pins instead of cleats. The tiller had some nice spiral hitching at the grab point. A really unique touch was the green "whale strake" along the shear plank matched to the green boot top stripe. When I looked closely at *Pyewacket* everything I saw was "functional" and that about sums up how Maynard builds boats.



Maynard and Greta



Pyewacket – all aboard

The sail (206 sq. ft.) that C. Dudley Boycott made had some interesting features, rather than using the traditional methods of seizing the mast hoops to grommets along the luff, there were two luff cringles in the sail per mast hoop with a line running down the luff thru the top cringle passing on the inside of the mast hoop and then thru the bottom cringle possibly acting as a downhaul when needed....rather unusual but also pretty neat.

Unfortunately, it looked like launch time would be delayed until late afternoon and I had a commitment back home to make so I was unable to see her hit the water. Mollie Boyle sent me a CD with the pictures she had taken of the launch and dock departure. Carol and Marty later sent me a note saying they were thrilled with the sail home.

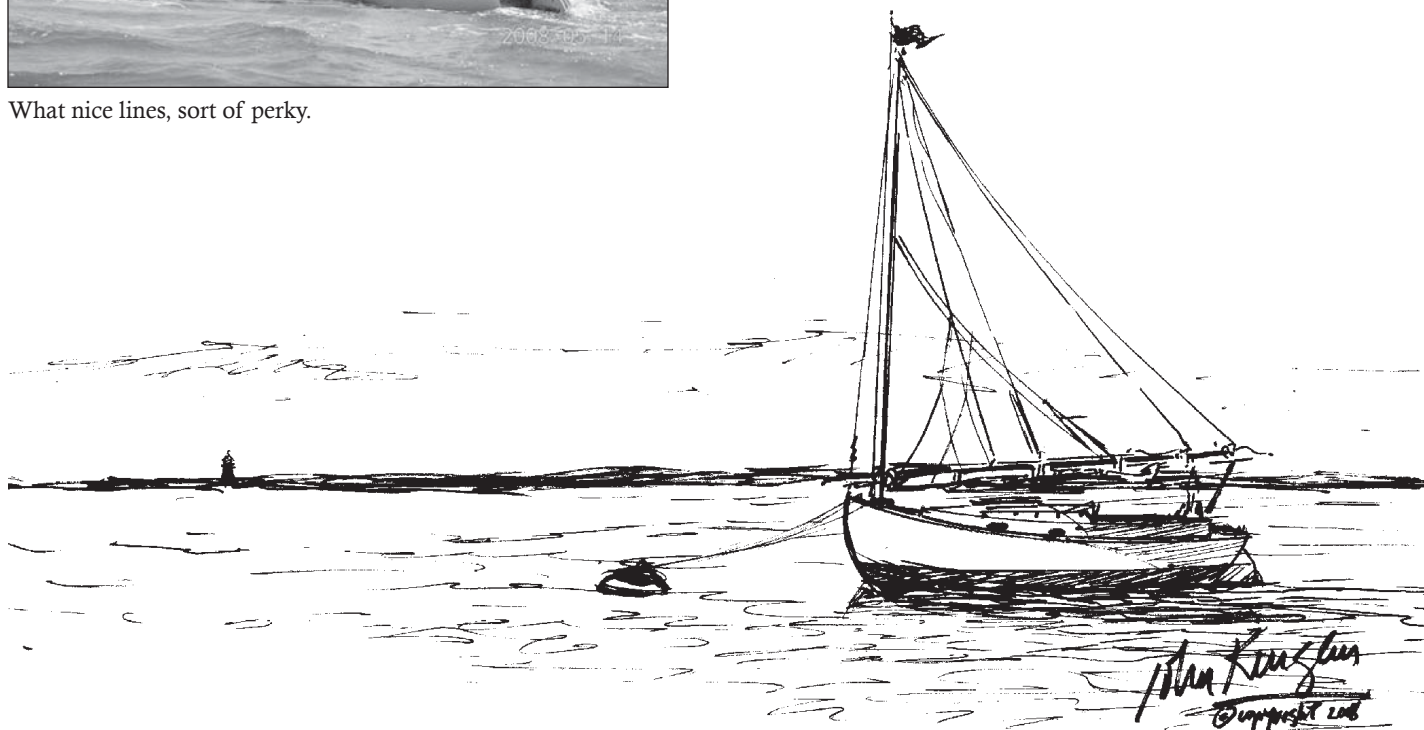
Someone asked Maynard if he was going to build another catboat and he replied.” I’m a bit tired. This one did me in so I think I’ll just rest a while”. I must admit as I drove home, I was a bit down thinking that possibly this might be Maynard’s last catboat, but then I remembered what he told me months ago... “building boats gives you a good reason to get up and keep going.”

Will Maynard sit around all summer...I sort of doubt it, a catbird told me he is keeping *Miss Valerie* at Miss Valerie’s dock on Walnut Cove and plans to give her sailing lessons...pretty sneaky! And just so he has that reason to get up in the morning, he plans on building a few skiffs over the summer....keep on going Maynard!



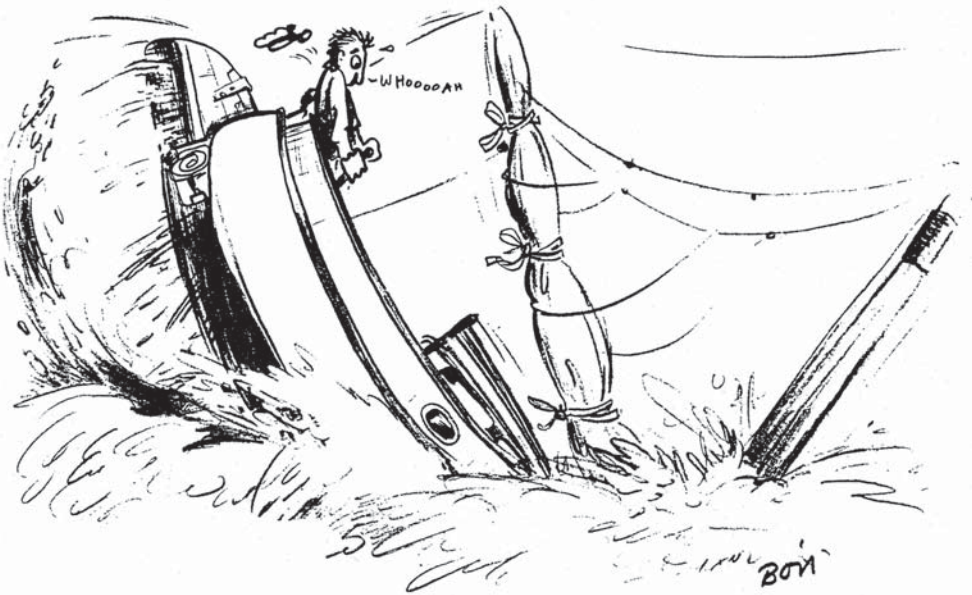
What nice lines, sort of perky.

Editor’s Note: As this issue of the Bulletin was going to press, we learned that Maynard, Greta, and his sister Alma lost their lives in an automobile accident in St. Michael’s, MD, on August 18th. We extend our deepest sympathy to their family and friends. See In Memoriam in this issue.



Boat Building and Maintenance

— Bob Reddington, Editor



Hello Shipmates:

*We need your input –
please send your
contribution to:*

*Robert L. Reddington,
235 Lake Avenue,
Bay Head, NJ 0742*

*Your sinking shipmate,
— Bob Reddington*

Ballasting the Hermann Catboat

By Lea Wilds

Between 1967 and 1970 Ted Hermann built about a hundred 17-foot fiberglass catboats at his boat shop at Seaford Harbor, Long Island, to a design by Charles Wittholz. In 1970, he sold his molds to the Cape Cod Shipbuilding Company of Wareham, MA, and abandoned the catboat business. The Cape Cod Shipbuilding Company developed and marketed two gaff-rigged versions of the Hermann Cat and has continued to provide owners of the older Hermann catboats with parts, spars, and helpful advice. But in the 38 years since Hermann left the scene, much information has been lost and has had to be reconstructed by new owners. I have owned and sailed a Hermann Cat for eight years and have learned from my mistakes and from the experience of other owners, and from correspondence with Ted Hermann. This article is about the need to add ballast to this boat, and where to place it.

The Original Trim

We can start with the original design. Ted Hermann envisioned a family-friendly little cruising boat that would be legally trailerable without a special

permit. This limited the boat's beam to less than 8 feet and led to Wittholz's design of a catboat with a length of 17 feet and a beam of 7 ft. 11 in. Wittholz and Hermann agreed that the boat would need an engine to be truly useful as a cruiser, and they both disliked and distrusted the small two-cycle outboard engines that were then available. They chose the Palmer P27, a four-cycle, 8 hp. gasoline inboard engine for the boat. The dry weight of this engine is 157 pounds. Add stern gear, a battery, and a fuel tank and fuel, and the total dead weight added to the boat would have been about 300 pounds. The engine and the stern gear, being in the centerline and mostly below the waterline, would have contributed perhaps 200 pounds to the boat's stability. The fuel tank and the battery, totaling perhaps a hundred pounds, but being mostly above the waterline, would have little stabilizing function, but would have affected the boat's trim. The design called for 500 pounds of lead ballast, fibreglassed in place under the cabin sole alongside the centerboard trunk. In effect, the design called for about 800 pounds of inside dead weight to be added to the boat.

Hermann's Revision

Ted Hermann wrote to me that the Palmer inboard proved to be too heavy for his boat and pushed the stern too deep in the water. He corrected his fore-and-aft trim problem by adding a substantial but unspecified amount of lead ballast as far forward as he could get it, in front of and around the mast step. My guess, based on solving the same fore-and-aft trim problem, is that he surrounded the mast step with 100-125 pounds of lead.

It is worth noting that Hermann's personal catboat had a Marconi rig, used in about 50 of his boats, and that for this rig, Hermann had substituted a much lighter weight mast than the one specified by the designer. The mast for the gaff rig is much heavier than the Marconi mast used by Hermann and, according to Marc Cruder, obviates the need for adding lead around the mast step in gaff-rigged boats.

Boats without Inboard Engines

The Hermann Cat has a rounder "wine-glass" bottom cross-section than does its Marshall 18' competitor. As a consequence, it depends less on "stability of form" and more on ballast to stay upright under sail. Wittholz and Hermann owned and sailed Hermann Cats with inboard engines and reported favorably on how their boats performed under sail, even under heavy weather conditions. But what of the many Hermann Cats (about half) that were sold without inboard engines? It seems that no ballast was added at the factory to compensate for the absent engine weight, and buyers were left to improvise their own solutions if they found that their boats were under-ballasted and tender under sail.

When I acquired my engineless Hermann Cat in 1999, I found that the entire interior of the hull, to the level of the cabin sole, had been filled with sand and gravel. This seemed to be an inexpensive substitute for adding lead ballast. It also made pumping the bilge almost impossible. The entire load of sand and gravel was washed and pumped out of the hull before I had my first sail because of the need to repair a hull leak at the forward end of the centerboard trunk. I found that the boat was quite tender and required added crew weight for sailing in moderate or strong winds. The boat at rest and unoccupied was in its correct fore-and-aft trim, showing a little more bottom paint at the stern than at the bow. It didn't occur to me to add ballast. I experimented with depowering the Marconi rig by removing the jumper struts and stays and letting the mast bend, and also considered replacing the plywood centerboard with one of bronze or steel.

I eventually added 300 pounds of lead through the cockpit lockers as far forward as possible, on either side of the centerboard trunk, under the cockpit sole. This solved the tenderness problem, but the boat now dragged its stern and lost some of its speed. I had failed to take into account that I had added a 60-pound outboard motor, a 50-pound fuel tank, and a 50-pound battery, all in the aft portion of the boat. Following Ted Hermann's example, I shifted 100 pounds of lead from under the cockpit sole to around the mast step, and in addition shifted a 25-pound Luke anchor from a cockpit locker to the fore-peak. These changes brought the fore-and-aft trim to where it ought to be. Including the 500 pounds of lead ballast specified in the design that came with the boat, my boat is now ballasted with $500+300=800$ pounds of lead distributed from under the cockpit sole to the mast step, plus about 200 pounds of engine, battery, and fuel and water tanks mostly aft of the cabin.

Too Much Ballast?

After Cape Cod Shipbuilding took over catboat production from Ted Hermann, Charles Wittholz designed a keel version of the Hermann Cat, with no centerboard for their newly acquired molds. The keel adds only four inches to the hull's draft and weighs about 700 pounds. Add the inboard engine, and the total stabilizing weight comes to about 1000 pounds, about what I carry in my centerboard boat with an outboard engine. The stability of my boat is now about equal to that of a Marshall Sanderling, as judged by having the same angle of heel under the same wind conditions.

Marshall 15 Boatlift

- *Steve Flesner*

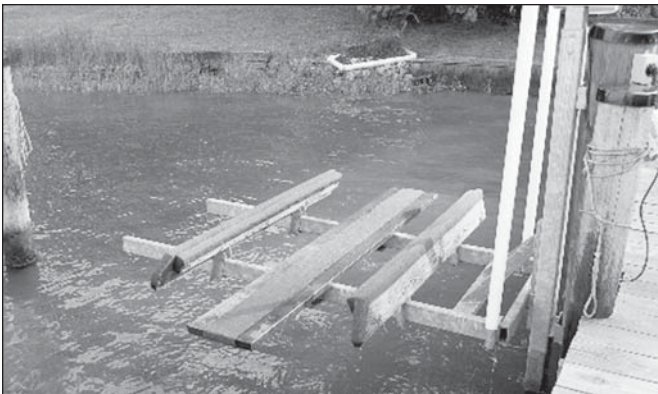
I wanted a boatlift for my Marshall 15, but didn't want to spend \$6000! After many inquiries I found the solution, a Mini Mag 1500 lb., dual jet ski lift.

The Sandpiper weighs approximately 1050 lbs. My initial concern was the 7 ft. 1 in. beam and 15 ft. 6 in. length. The 1500 dual lift has 8 ft. long arms that are 3 ft. apart. Installation was fairly straight forward if you follow the instructions and it only took us about three hours. You need three people, preferably two of whom have a lot of upper body strength because you have to lift the arms to the top of the track which is tricky given the weight and length of the arms. We did it with no one falling off the dock!



Marshall Sandpiper on the jet ski lift.

After installation, came the tricky part...the bunks. The instructions for the lift offer a variety of bunk positions for jet skis, but none specific for a sailboat. Geoff at Marshall Marine recommended keeping the weight of the boat on the keel...just as if it were on a trailer. To support the keel of the boat, we settled on two boards 2 in. X 8 in. X 8 ft. long with four 2 in. X 3 in. X 14 in. strips screwed to the bottom of the 8 ft. boards holding them together giving us a 16 in. wide bed for the keel to rest on. The center bunk should not be any longer than 8 ft. as it tends to warp. We used 3½ in. stainless steel screws for the 14 in. strips and recessed the U bolts that went through the top of the boards to secure them to the arms. The center bunk was then covered with bunk carpet.



Construction details.


The lift company offered various lengths of side bunks that were carpeted so two 2 in. X 8 in. X 10 ft. lengths were perfect for our use. We cut them in half giving us four 5 ft. lengths, two for each side bunk. We then trimmed the width of two of the 5 ft. lengths to 2 in. X 5 in. to be used for the inside lengths of the side bunks leaving us with the 2 in. X 3 in. X 14 in. pieces used for securing the center bunk together. Since the side bunks will be at an angle to the hull, the inside length should have less height than the outside

length or you would have less surface area for the hull to balance on. Screwing the two 5 ft. lengths together gave us almost 4 in. of surface area for the hull to balance on. Remember, the primary weight of the boat is on the keel resting on the wide center bunk. Side bunks offer some support, but are primarily for balance. Longer side bunks will not offer any more support since the curve of the hull will only allow a certain length of the hull to rest on the bunks. With the center bunk in place, we installed the side bunks approximately 2 ft. from the center of the center bunk and guessed at the angle leaving them slightly loose so they could be adjusted.

After centering the boat over the two arms, we hit the up button. All went well other than some initial adjustment to the angle of the outside bunks so the hull rested firmly on both bunks. The lift seemed to be jamming so we removed the boat and after measuring the distance between the track and the hull, we moved everything as close to the track as possible, thus bringing the weight in closer. That seems to have solved the binding problem.



Marshall Sandpiper positioned on the lift.

I occasionally check all bolts to see that they are still snug. The boat sits on the arms with the mid point of the centerboard trunk lining up with the track. The guide poles help a lot when getting in and out of the boat and when centering it on the lift. I spend as little time as necessary in the boat while it's on the lift. It is stable, doesn't rock from side to side and after all is said and done...pushing the down button sure shortens your launch time! So what did all this cost, approximately \$1,600.00. I purchased the lift thru a boat lift dealer and picked it up at Boat Lift's Unlimited, the supplier in Odenton, MD. We installed it ourselves so I'm sure we saved a few hundred dollars....and of course we already had our own dock so that saved a few dollars, not really, but that's another story! If you are thinking about doing this, give me a call, 410-586-8179. 

Catfood

– Jane Walsh, Editor

An Evening To Remember – Progressive Dining On Catboats!



(From L to R – *Glimmer*, *Ishmael*, and *Sonatina*)

As ocean lovers, we witness Mother Nature's boundless beauty and generosity every time we sail in the waters of Buzzards Bay, Massachusetts. And often we are reminded that coastal living offers many unexpected surprises and delights. Here is one of them...

Last October, John and I (*Sonatina*) were invited by Jay and Diane (*Ishmael*) and Jim and Kim (*Glimmer*) to join them in Catboat Corner in Hadley's Harbor, Massachusetts for a last sail of the season. After a long, bumpy, lumpy, and gray sail, we reached our destination and rafted together.

Dusk came quickly and so did the dampness. We all retreated to our separate cabins and warmed them with lamp oil and candlelight. Diane suggested a progressive dinner for the evening. YES! We all shared the food we had brought for the overnight ... And, what a culinary feast we had! *Sonatina* hosted the first course, *Ishmael* the second, and we ended on *Glimmer* for desserts. Conversation flowed as did the libations and extraordinary dishes and it was so much fun moving from cabin to cabin – enjoying the ambiances each cabin offers!

Here are a few recipes from our impromptu menu!

Coconut Shrimp by Jim O'Connor

Heat an inch of oil in a fry pan (carefully drop a piece of bread into the oil to test the temperature; it should start to fry and sizzle in about 10 seconds). Flour the shrimp and shake off the excess, dip into beaten eggs, and dip into a combination of equal parts sweetened coconut flakes and breadcrumbs (panko crumbs work best). Carefully place the shrimp into the hot oil and fry a couple of minutes on each side, drain on paper towels and serve with sweet chili sauce.

Grilled Shrimp with Black Beans by Jay Webster

1 lb of shrimp (or sea scallops)
1 teaspoon olive oil
½ teaspoon ground cumin
¼ teaspoon ground red pepper
Vegetable cooking spray
1 cup diced onion
2 teaspoons minced garlic
½ cup of minced sweet red pepper
2 cups canned black beans, drained
½ teaspoon ground cumin
1 teaspoon balsamic vinegar

Place shrimp in a shallow dish. Combine olive oil, ½ teaspoon cumin, and ground red pepper; drizzle over shrimp, and toss gently. Cover; marinate for 30 minutes, stirring occasionally.

Coat a large nonstick skillet with cooking spray, place over medium high heat until hot. Add onion and garlic; sauté until tender. Add sweet red pepper, and sauté until tender. Stir in black beans and ½ teaspoon cumin, sauté 3 minutes or until thoroughly heated. Remove from heat; stir in vinegar, and keep warm.

Remove shrimp from marinade and thread onto 4 (8" inch) skewers. Grill uncovered 3 minutes on each side or until opaque. Spoon black bean mixture evenly onto individual plates and arrange grilled shrimp over black bean mixture.

I hope you will raft up with friends sometime and enjoy a "progressive" dinner. These recipes express casual food and an entertaining philosophy that works whether you are on the boat or just dreaming of being there.

Bon Appétit!!!
Jane Walsh



Yarns and Adventure

— *Bill McKay, Editor*

Raising Sail, *a meditation*

— *Louis M. Abbey*

The sun rises 10 degrees and a breeze wrinkles the water. Beside your foot on the deck, daubs and pearls of moisture, condensed from night air, wait for the sun to reach thirty or forty degrees before they disappear. Behind you, wind reaches the edge of the marsh and shushes the grass between drilled songs of red-winged black birds.

Grab the throat and peak halyards, plant your bare feet on the deck and curl your toes. Bend forward at the waist, knees flexed, back braced and slowly, evenly shorten your grip. Wheels turn and feed you braided Dacron. Haul into your solar plexus and off to one side. Guide with one hand, tension with the other, over and over, hand over hand. Your sail, flaked and lashed to the boom last night, rises from creases and folds like a snake to the notes of a charmer's horn. Wood hoops crawl up the mast like railroad cars. Behind you, order and disorder fall into a pile of line.

Each haul, legs to arms to back, raises a white synthetic geometry, boom to mast to gaff. Gusts wrestle the stiff cloth and the adolescent trapezium rattles like dry paper. Your boat drifts back. Mooring pennant squawks a complaint in the chock. You let the wind have its way, remembering the day when you tried to have your way with the wind.

Squinting at the black arrow atop the mast, solar glare sets halos in motion. Eyes glaze and you feel transformation. T-shirt and cut-offs chafe like canvas. Leather shoes claim your feet. Scruffy beard skirts your chin, merges with sideburns and long straggly hair. Maybe it's your blurred mind, but there's a whiff of tar from the unshaven knuckles of twisted line you haul from the squeaking blocks. Laughter tumbles over your shoulder— a crew shoves bars into a capstan to raise the anchor on a lumber schooner off your port side. Fresh wind wipes the side of your face, sloshes waves against pilings of a nearby pier. Boats surround you in the pre-dawn light. Yellow sky promises weather. Hauling hard, bracing knees, you

shake your head and clear your eyes. The crew shouts, creaks and flaps of loose rigging, chinks of chain and squeaking iron dissolve into calls of terns, wheeling gulls, blackbirds and the shush of marsh grass. You blink and you're back in the world of aluminum, fiberglass and Dacron.

Sail rattles over your head. Every square foot of cloth between gaff and boom whips side to side, twisting mast hoops. Hauling is hard. Once, raising the sail on your first dinghy, you hauled in the sheet to stop the infernal flapping. "No!" the wind said, "Let 'er loose, hang loose and free," Then just to prove it, a gust slapped that little boat over on her side to fill with water.

Silent behemoths named Glastron, Renken and Thunderbird laze around your mooring. Skeedoos sleep on a strip of sand a hundred yards away, and over your shoulder, a Chris Craft captures the early sun in her varnish. Ask the sun. This day it'll see each one fire up with a roar or a blat or a chain-saw rip and drink hundreds of glasses of gasoline pounding over waves and wakes. *You haul your engine up a stick like a flag.* As long as there's wind, she'll start, and shake and flap, jumping around like an anxious dog on a leash. Vertical wing, counter-weighted hull, a stick fastened to a board to steer and she'll crank out knots on nothing but wind. The rest is in your head and the heads of all the haywire crazies who believed they could capture just the edge of that free fuel.

Flaps and crackles are everywhere — violent and mean — you're almost there, another foot. Stay at your task. Tie off the throat. Haul, haul, hand over hand, inch after inch, the peak advances. A drag and stall — you're lifting boom and sail. Unforgiving plastic line throttles your palm. You glance up — a little off the wind so you loosen the sheet. Then you see it, a loop around the tiller. Try to flip it free, but it still hangs. So you cleat the peak, free the sheet, pick up the tension and haul again. She fights that last inch. If only the line were a little softer. Then you smell it, that whiff of tar. You brace your feet, knees and back for the final assault. You swear your palms feel knuckles of hemp. The chant of the schooner crew curls into your ear on the tongue of the breeze. A final heave and — Ahhh — you're home. She bursts like a goddess across the white-hot morning disk and shakes her final kinks in the ruffian wind.



A New Catboat Rig

— *Garry Hoyt*



By way of establishing catboat credentials, I first started sailing, many years ago, in a Barnegat Bay Sneakbox on Toms River, NJ, subsequently raced a Finn in the Olympics, won the Sunfish World Championship and for the past 6 summers have sailed a Marshall Cat on Nantucket with great pleasure. However, my longstanding enthusiasm for catboats has not blinded me to some persistent flaws—namely:

- Heavy weather helm
- Frightening jibes
- Inability to easily reef underway
- Lackluster windward performance

So I set my designer's mind to remedy these deficiencies—while preserving the essential catboat charm. The latter requirement was as simple as retaining the traditional catboat hull—whose virtues remain undiminished—and concentrating on refinements to the rig. The traditional catboat features of high bow, broad beam, shoal draft, big cockpit, and single sail offer the same practicality that made cats

America's first work boat. No sense fooling around with that, but the rig invites refinement. The reality is that the presence of a large, heavy mast in the bow automatically increases pitching and heavy helm, and generates damaging turbulence in the vital leading edge of the sail with a resulting loss of speed.

I decided that gaining significant performance improvement would require the combination of three special features, which now distinguish the Hoyt Balanced Rig (HBR):

1. A totally clean leading edge to the sail
2. The superior aerodynamics of the square-headed sail
3. The benefits of balance

On the face of it, this would appear to be a conundrum. A mast is necessary to hold up the sail and it has to be well forward to gain the necessary area. So how do we get around that? I have spent the past 3 years puzzling over that dilemma—made countless drawings, and constructed 3 prototypes—none of which lived up to expectations, which was discouraging, but instructive.

My eureka moment came when in a blinding flash of the obvious I realized that the wind doesn't really care about the centerline. Proof of this is a catamaran sailing at speed, flying one hull, with mast and sail clearly not on the centerline. Even more dramatic evidence comes from observing a kite sailor blasting along at 25 knots, with his sail set 20 years to leeward. Gaining the ability to think outside the centerline frees us to create a new kind of clean, balanced, square head rig, with the potential to be swifter, safer, and simpler. My patented design solution involved the creation of two offset gooseneck arms, which rotate around the freestanding mast and support the boom and gaff away from and ahead of the windage interference of the mast. The resulting clean leading edge delivers an immediate and significant speed and pointing improvement for the HBR. Off the wind the benefits of balance really come into play and are graphically demonstrated here:



Lest I be accused of editorial exaggeration, the traditional catboat shown to windward is the rendering found in the *Fall 2007 Bulletin*. The perils of the off the wind, brisk breeze scenario are familiar to all catboat sailors. The unvanged main hikes wildly up. The unrestrained leech twists wildly off with the boom and the gaff operating in different planes, inducing dangerous rolling and severe control problems. Everything is complicated by extremely heavy weather helm, which is the inescapable result of the forward mast position, coupled with the long boom moving the center of effort way out to the side. Lowering the centerboard in the hope of gaining stability only increases weather helm to the point that the boat will spin uncontrollably up into the wind. And then the jibe becomes a moment of terror for even the most seasoned sailor, to the point that experienced Race Committees often prohibit the jibing maneuver for catboats if the wind is blowing over 20 knots.

This does not have to be. For contrast, the catboat with the HBR shows a fully vanged sail, with gaff and boom operating efficiently in concert. By

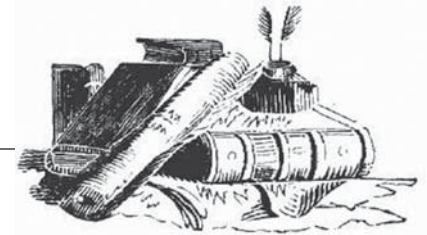
automatically projecting approximately 1/3 of the sail area to windward as the boom is eased out, the HBR gains a balancing force that virtually eliminates the drag of weather helm and excessive rolling. The result is vastly improved downwind speed and control. Perhaps best of all, the dangerous slam of the jibe is significantly softened because the forward part of the sail acts as a brake to slow the swing of the boom during the jibe. This same balancing effect also reduced the sheeting loads on the mainsheet. That's a triple gain in speed, ease, and safety.

In summary, I can guarantee that a traditional catboat hull equipped with the HBR will be swifter, safer, and simpler and will out sail the traditional gaff rig. Geoff Marshall of Marshall Cats has expressed interest in this rig for adaptation to his hulls and I have also designed a new line of traditional catboat hulls with the patented HBR. It is my hope that the improved performance of the HBR will stimulate new interest in the timeless appeal of the classic American catboat.



Book Reviews

– Dolores Cole, Editor



Editors Note: Please submit Book reviews to Dolores Cole at 1 Mayfair St., So. Dartmouth, MA 02748. You may also send them by e-mail (cole.wayne@comcast.net). Electronic versions are preferred.

Deep Survival: Who Lives, Who Dies, and Why by Lawrence Gonzales

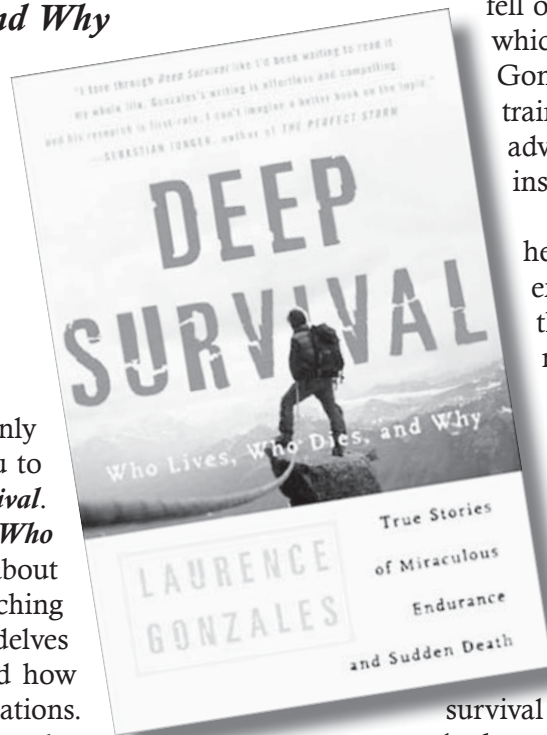
W. W. Norton & Company
ISBN-13: 978-0393326154
Price \$14.95

(Audio Book)
ISBN-13: 978-0786168965
Blackstone Audio
Price \$19.95

If I could recommend only one non-nautical book for you to read, it would be *Deep Survival*. Aptly subtitled, *Who Lives, Who Dies, and Why*, this book isn't about survival techniques like catching fish with a safety pin, rather it delves into the human condition and how the brain reacts in survival situations.

A journalist by trade, author Lawrence Gonzales found himself asking questions about the events he wrote about. Why was it that under the same conditions, some lived and some died? Examples mentioned by Gonzales include the very familiar tale of Ernest Shackleton's crew. Why did every man survive that ordeal, yet Robert Scott and his men all perished?

Gonzales reviews the experiences of a variety of adventurers and adrenaline addicts, including Navy fighter pilots, mountain climbers and sailors, to uncover why, in similar circumstances, young children can survive even as experienced adventurers die. Several of the tales will be familiar, including that of Steve Callahan, author of the book *Adrift*.



Along the way, he explains how the parts of the brain (hippocampus, amygdala, etc.) function and how instinctual reactions – fight or flight – can be altered by learning. In one example, he relates the death of an Army Ranger, Captain James Gabba.

Gabba was on a white water rafting trip when he fell overboard. Instead of accepting the help which was offered, he refused and drowned. Gonzales explains that Gabba's military training – to be self-sufficient in the most adverse of conditions – probably altered his instincts, his “emotional bookmarks.”

Such irrational behavior – to refuse help – can be rational depending upon our experiences, training and how we think in these situations. The old saw, “practice makes perfect,” and the constant drills that coaches impose upon athletes make much more sense after reading this book. By constantly repeating the same tasks, we are essentially reprogramming our mind to react a certain way to a certain situation without having to actually think – a process that is much slower than most of us realize.

However, there is more to survival than simply training, and Gonzales reveals how one's state of mind can overcome instinctual reactions – like Gabba's – which might lead to death.

All that said; *Deep Survival* is actually an easy read. Gonzales discussion of how the brain works is neither watered-down nor laborious and his prose makes the reading enjoyable. Consider this line, “The steel blade of this boat has ripped up the belly of the sea, and I watch for a moment as its intestines glisten with moonlight and roll away behind us.”

Deep Survival is a book that belongs on every weekend adventurer's shelf.

– Brent Putnam
Cranberry
Falmouth, MA

Swallows and Amazons

by Arthur Ransome

Paperback

Amazon.com

\$10.17

The book is set in the Lake District (Cumbria) of England between the two World Wars. The main characters are two sets of children (the Walkers and Blacketts) who summer on the lake. (The lake is never named in the books, but it is a composite of Lake Windemere and Coniston Water). Each set of children has a small cat rigged wooden sailboat about 13 ft. long. The Walkers have the *Swallow* and the Blacketts have the *Amazon*. The story revolves around the children's exploration of the lake and discovery of each other. The plot involves a lot of sailing and camping, both of which are described in detail. Friendship, imagination, self reliance and resourcefulness are stressed.

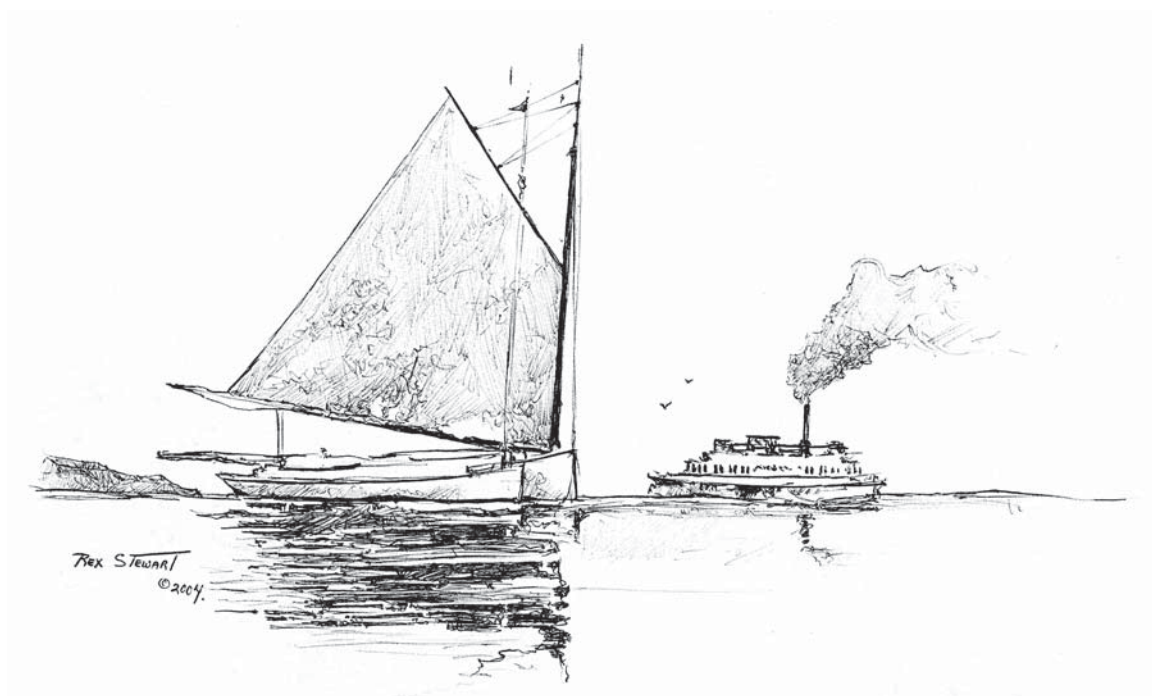
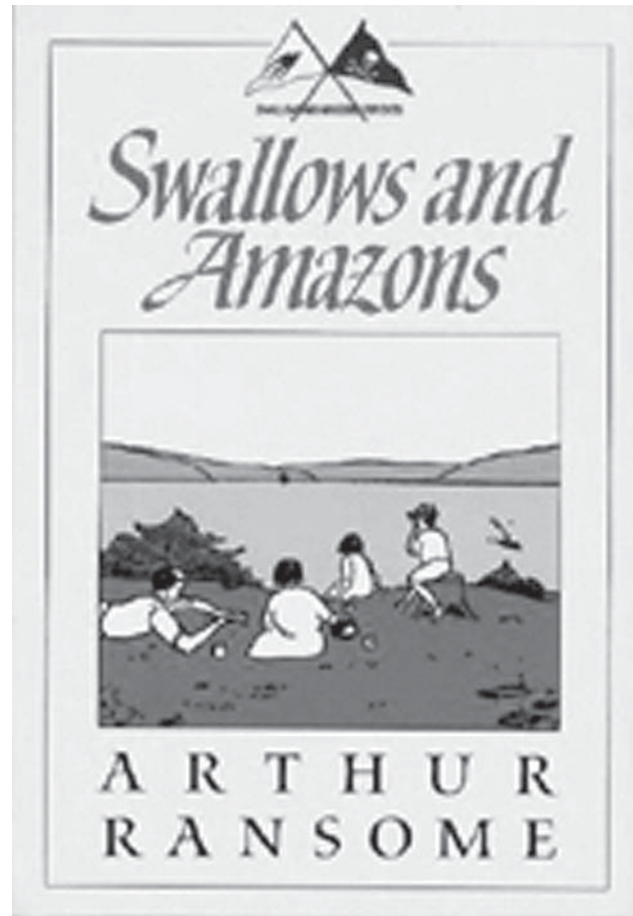
I read this book and loved it. I then read it again with my nine year old daughter. The good news is that this is just the first of twelve books in the series. My daughter and I have now read all of them together and wish there were more. Anyone with an interest in sailing and a bit of adventure would love this book.

Swallows and Amazons forever!

– Eric Haberfellner

Percat

Toronto, Canada



Cats for Sale



Cats for Sale is a free service for active CBA members wishing to buy, sell, or trade catboats and related equipment. A \$25.00 fee will be charged to all non-members.

Internet publication of your listing on The Catboat Association's website: www.catboats.org will run concurrent with the printed Bulletin. Good quality photos of your cat, or related equipment are encouraged and are a great way to help sell your cat. They will be published on the website; and will also be added to the printed Bulletin, if space permits.

All listings must be received in writing, please do not call! Please type, print or e-mail to the address below.

Your listings must be received by December 15th, March 15th, or September 15th to insure being published in the winter, spring, or fall printed issues of the Catboat Bulletin.

Listings will not be reprinted, unless requested in writing, stating the previous issue and the ad number. If you sell your boat or equipment before the above deadlines, please notify in writing (e-mail preferred): Please limit your

ad to 300 words.

Spencer Day, 7 Cottage Place, Milton, MA 02186-4504, or cats4sale@catboats.org

1. FOR SALE: 1981 Atlantic City 24 ft. Catboat - missing sail, interior cushions, and some trim; located in New Jersey; Boat must go. Will be sold to best offer over \$4,500. Rich Scheurer 732.922.8586 email: catboatsphinx@msn.com

2. SOLD

3. FOR SALE: 1981 Sturdee Cat 14' 4", 7' beam, fiberglass, fast, stable, roomy cockpit, shallow 10" draft! Excellent condition, \$5,800.00 includes Load-Rite trailer, electric motor, 2 batteries, cockpit cover, 2 sets sails, Marconi rig, varnished mahogany seats, oak railings, cuddy cabin for dry storage, complete safety equipment. Classic looks and great performance. For more information call 772.225.4492. wjbaxter1@comcast.net



4. SOLD

5. FOR SALE: 1975 America Hereshoff 18' Catboat; good condition. Sail, spars and rigging in good shape. 6hp Johnson outboard engine runs well. Hull in great shape. Ready to launch. Storage stands included. Trailer shown in picture is not in road shape or intended for long drives. Located in Cohasset, MA. Asking \$5,800. Jeff Donze, email: jeff.donze@comcast.net.



6. FOR SALE: ANTIQUE, 1951 BEETLE BOAT COMPANY "SWAN". This rare, antique catboat was among the first production fiberglass sailboats to be built as noted in Daniel Spurr's book "Heart of Glass" (pp. 53-58) and in articles of CBA Bulletins Nos. 136, 140, and 141 on the Beetle Swan by member Lea Wilds. This Swan is the big sister of the Beetle Gull, which is also for sale [here on the CBA site]. The boat has a solid fiberglass hull and deck and a varnished wooden cockpit sole. The specifications are 14.66 ft. length over all, 12.5 ft. length on deck, 6 ft. beam, 18 ft. aluminum mast with new halyard and snap shackle, 11.5 ft. aluminum boom with dumb sheave for outhaul line. It comes complete with a Marconi sail in excellent condition with three battens and one row of reefing points, centerboard with lever, aluminum tiller (as was the original), motor mount, new rudder, and a sail bag. The boat has just been refurbished. The rudder is new (old one stolen), constructed of wood covered with epoxy and fiberglass before painting. The boat has been repainted inside and out, and the cockpit sole sanded down to bare wood and re-varnished. Also included is a single-axle, roadworthy Continental trailer with spare tire. This boat should be of particular interest to any maritime museum, yacht club, or any other maritime organization or individuals with a serious interest in boat history. REDUCED: \$6,500. Located in Brunswick, Georgia. Contact member Larry Sapp at FancyNancysBoatworks@comcast.net or (912) 554-3872.



7. FOR SALE: REDUCED - 2007 Bolger Bobcat. Brand new 12 ft.- 6in. gaff-rigged catboat built to or above the specifications in the plans by Philip Bolger and Harold Payson. The hull and deck are marine plywood covered in West System epoxy and fiberglass before painting. The interior marine plywood was sealed before being painted. The mast, boom, and gaff are spruce, sealed and varnished. Everything, including the sail, is new, except for the samson post, which came off a 1932 Richardson. The forecabin is full of flotation, as well as the port and starboard quarter areas. Rudder has the horizontal foot and hollowed trailing edge as designed by Bolger, giving the blade more bite and improving the turning action. REDUCED MORE to \$7,500 with trailer, new electric motor and new deep-cycle 90 ah battery included. Delivery available. Located in Brunswick, Georgia area. Built by Fancy Nancy's Boatworks and for sale through Spectrum Yachts, ATTN: Jim Bulluck, (912) 897-2720 or jbulluck@spectrum.tn .



8. SOLD

9. FOR SALE: '88 12 FT. BEETLE CAT. Complete With Trailer. Boat stored on farm In Stevensville, Md., \$3,500. Tom Babb, Casual Coastal Inc. Tbabb@Atlantictbb.Net .



10. SOLD:

11. FOR SALE: Emergency Floatpak Kits. Float bag kits are intended to be used in emergency situation when your vessel is taking on water and additional flotation is needed. Each kit weighs 30 lbs, and contains a 30 CU/FT 190 BAR compressed air cylinder with a manual Sherwood valve. Each bag will float 1800lbs. Once the valve is turned on, bag inflates in about 60 seconds. These Floatpak kits are new and unused. Will sell both or individually. Asking \$450 for the pair. Please note that these kits cannot be shipped fully charged, the cylinders must be empty. Fully inflated, each bag measures about 5 feet long 4 feet wide and about 2.5 high. A great safety measure if you are a club racer. Or as most cat boaters know cats don't float too well! -Dave Long, phone 860-539-4917, or email DLong@connstep.org.



12. FOR SALE: 18 ft. 1978 MARSHALL SANDERLING, hull No. 422. Original owner. Boat stored in heated garage every winter. White hull, buff deck and cabin top, teak trim. Rigged for cruising. Price includes trailer (never submerged). 9.9 hp Evinrude outboard, easy-lift bracket, 9-gallon gas tank. Also



20 -gal. water tank and galley sink, Porta-Potti, sail cover, compass, handheld GPS and VHF marine radio. Mooring lines, fenders, six lifejackets, two Danforth-type anchors and rodes plus 100 lb. mushroom anchor with mooring ball and chain. Bunk mattresses, propane stove, clothing hammocks and provision shelf, cockpit folding table. Cabin, anchor and running lights, fire extinguisher, tool kit, five bronze mooring bits, forward

mooring chocks, transom bronze boarding step, opening porthole. Can deliver on Cape Cod. Price as equipped: \$13,900. Call David Clarendon (508) 255-7670.

13. FOR SALE: 1981 Marshall Sanderling (18'). Completely refurbished from "stem to stern". Hull was professionally "baking soda blasted" to smooth gelcoat to remove 20+ years of bottom paint. Four (4) coats of Pettit Protect was then professionally applied. Topsides were professionally prepared and "Awlgrip" painted including interior of cockpit and cabin. New bottom paint - 2 coats Pettit Trinidad Hard Antifouling followed by 2 coats Pettit Ultima ablative Antifouling. Boat has never been in water since completion! All brightwork redone. New pintles and gudgeons, oak tiller, Marshall "toast" sail cover, mast hoop, shackles, boot (none ever used). 2002 sail checked and professionally washed by North Sails Charleston. Brand new ST1000 tiller autopilot. Includes double axle galvanized trailer. Price reduced to \$11,450. Call Dean Fitzgerald 843-860-4102 (Charleston, SC) or email sail17dwf@aol.com.

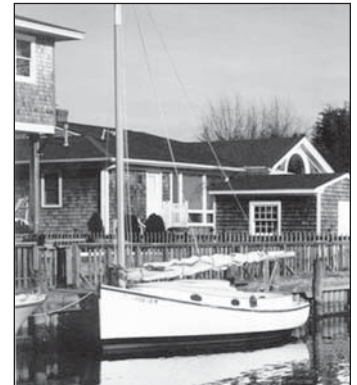


14. SOLD

15. SOLD

16. SOLD

17. FOR SALE: Herreshoff America 18'2" Nowak & Williams. Flag sail in good shape; 8hp Yamaha in well, new rudder, bronze running lights with 12V electric system; anchor, dock lines, all gear. Trailer in fair shape. Boat in great shape. Ready to go. \$7200 or best offer. Must sell. Contact Mick Carmody in Ocean City, MD, at 410-603-6772 or email mckcarmody@aol.com



18. FOR SALE: 1967 Marshall 22. Party cat, Big Al's Gal. One of two built with large cockpit and a rudimentary cabin (2 berths, head holding tank, storage). Will carry 10 guests, more if slender or young. Great daysailer, not for cruising. VHF, bronze boarding steps. New 20 HP Yanmar diesel, 20 hours. Winch on cabin top for hoisting, if needed. Stored and maintained by Marshall Marine, South Dartmouth, MA. Sound



older boat. \$20,000. Contact Geoff Marshall at (508) 994-0414.

19. FOR SALE: 26' Freedom 25. 1982. Carbon mast. Fin keel. Nearly new sail. New plumbing, electrical, running and navigation lights, deck wash, and cordage. Yanmar diesel well maintained and dependable. Galley, enclosed head. Call or write: Jeff, 603-224-0872 or esfogel@comcast.net



20. FOR SALE: Wittholtz 17' Catboat. Named for the mother and grandmother of the builders, the 17 ft catboat, LADY ROSE was built by Phillip Kasten and Sam Geiger in Sarasota, FL. Construction was started in the fall of 2005, then work had to be stopped after the basic construction was finished, in the spring of 2006 because of the illness of both the builders. Work was resumed finally in the fall of 2007, finishing the cabin and the rigging, then christening the boat in February 2008. The Lady Rose is a Charles "Good Omen" designed catboat of plywood and fiberglass composite construction sealed with epoxy. She has an LOD of 17'1", water line of 16'6", and a beam of 7'10", with a D7-hp BMW Diesel inboard engine that pushes her along at 5 kts. Along with a Marconi sail of bark tan, she sails like a dream in Sarasota Bay. For more information, contact builders at: pacifictrails@juno.com / 941-378-2064 or sgofrom@aol.com / 941-751-6746.



21. SOLD

22. FOR SALE: 17' Manuel Roberts built catboat. Full keel, (draws approx 3') incredibly stable, deep cockpit and combing. Cedar on oak hull, extensive rebuild by Chris Stickney. New coach top, dynel and epoxy, looks and feels like canvas, wears like iron! New mast, new parchment colored sail (one season) by Hunter & Gamble in Camden Me. Excellent pocket cruiser; V berth below, sink, room for stove and porta-potti. Located mid-coast Maine. \$5,000 or B.R.O. Peter Spollett 978-985-8226, peter@inmarketing.com



23. FOR SALE: 1999 18' Marshall Sanderling. Honda 8 hp. 4-stroke (professionally maintained); Quantum sail; white hull, buff decks; molded red boot top; green bottom; Bottom stripped, 4 coats of Interlux barrier coat and 3 coats Pettit Hydrocoat ablative paint applied by Marshall Marine, winter 2007; Porta-Potti; teak-trimmed dropleaf table; teak trimmed shelves; teak c/b trunk; teak cabin trim; teak handrails with sunbrella covers; shock-cord furling; Harken mainsheet system; cockpit jiffy-reefing; lazy jacks; 'toast'-color sunbrella: sailcover, mast boot, outboard cover, berth cushions and tiller cover; stainless solar vent; bronze steps on rudder and transom; new pintles & gudgeons, MacGuyer stick rudder lock, spring line cleats; Fortress anchor, custom foam cockpit cushions; Richie compass; Load-Rite galvanized trailer (never in water). Boat stored indoors since new. All in excellent condition. \$25,000. Please contact: Bryan Belsito, Plymouth, Ma. 02360, 508-830-0942 brybel88@msn.com



24. SOLD

25. FOR SALE: 1986 ATLANTIC CITY 24. Beam 11 ft.-6 in., draft: 2 ft. board up, 5 ft. board down. New stainless steel centerboard. Yanmar diesel 2GM with new fuel tank. Two new gel batteries. Custom made boom Gallows of teak and bronze. Balsa deck core replaced w/ core-cell composite. All deck hardware custom one of a kind cast bronze w/ through bolted backing plates. Cast Bronze US Navy 4 in. compass, bronze rudder steps. New mast hoops and custom made blocks of black locust and bronze bearings. All new halyards and single line reefing w/ 3 reef points. Custom made shaped cockpit cushions. Sunbrella sail, handrail, compass, winch and instrument covers, Messner bronze 2-speed winch, Clinometer by Lord Kelvin White from England. 2 Danforth bow and stern anchors with chain and rode. Herreshoff white interior w/ new custom white 2 in wood strip headliner. Raritan porcelain enclosed head, teak shower grate and holding tank. 5 new halogen cabin lights of bright brass. Origo 2 burner alcohol stove W/ maple cutting board top. Boat is always stored with full canvas winter cover down to water line w/ zippered stern entry door. Boat is US Coast Guard Documented. Last marine survey July 05. Entire vessel exceptionally well maintained throughout. Located Beaton's Boatyard, Mantoloking, NJ. \$32,500. For more information and photos call or e-mail Wayne or Patty (732) 390-1627 patperla@comcast.net



26. FOR SALE: Legnos Mystic 20 catboat. Boat is in VG condition with clean bottom, new bushings in centerboard, 2 sails (one brand new, never on the boat) all new running rigging, new aluminum mast and much new wiring. Power is a 48 volt Thosa electric motor with 4ea 12 volt AGM batteries (1 year old), on board battery charger, GPS, AM, FM radio. Boat is ready for sailing and is located in Wilmington, N.C. Boat \$10,500 and trailer \$1500. Please contact Charles Klarmann - cklarmann@ec.rr.com



27. SOLD

28. FOR SALE: 33' Offshore Cat Ketch, 11' beam, draws 4 ft., no centerboard, 14,000 lbs, wishbone booms, Marconi rigged, keel-stepped mast, 500 sq. ft. (main & mizzen), no shrouds, built 1989 by Offshore Cruisers, Clearwater, FL.; new bimini and autohelm 2007, Doyle sails with Stack-Pack, in perfect condition. Headroom 6'3", full galley, pressurized water, enclosed head with shower & sink, sleeps 5 comfortably, drop-leaf table in salon. Planning to launch spring 2008 and will show at location: Stony Point, NY (south of Bear Mountain, west side of Hudson River). Reduced to \$34,900. Phone: 201-664-8662, Barney Jankowsky, 15 Loretta Street, Hillsdale, NJ 07642



29. FOR SALE: 1985 MARSHALL 22. Well equipped for cruising. Very good condition. Decks are buff and non-skid, blue bottom. New cockpit style. Cetol-lite teak exterior trim. Engine: 20HP 3GM Yanmar diesel, yard maintained, 321 hours. Battery charger/110V shore power. Blue sail cover, wheel cover, dodger and cabin cushions, all in excellent shape (new 2002). Manual head with 22 gal. holding tank, Jabsco macerator pump (new 1999); 22 gal. water tank (new 1999), bronze rudder, transom steps and rub rail. Compass mounted on bulkhead, marine radio, 2202 GPS Standard Horizon, DataMarine knot meter and depth sounder. Lazy Jacks and Jiffy reefing system. Alcohol stove and gas grill. Vessel upgraded by Marshall Marine in 1999, work list available. Shelving over berths, p. & s., forward vent hatch. Anchor is Danforth with 4 ft. chain. Boat is located in Mattapoisett, MA. Please contact owner Bob Trahan at rtrahancma@aol.com. Phone (508) 758-6177 for list of equipment and photos. Suggested price is \$37,500.



30. FOR SALE: 19' custom built cruising cat, Charles Wittholz design, glassed wood, all bronze fastened, hollow fir mast, bowed gaff (better sail fit), custom leather covered bronze jaws, wood&bronze blocks, lazy jacks, quarter halyards, cockpit reefing lines, sail, compass, winch and tiller covers, heavy duty grab rails, 125 lb steel centerboard, Lewmar winch, solar powered fan, 7' cockpit with teak veneer flooring, electric bilge pump, folding rudder step, rigid boating ladder, 8hp Yanmar diesel/three bladed prop, engine housing in cockpit for easy access, 20gal. fuel/water tanks, compass, two 6'6" bunks storage under, head w. Y valve and holding tank, stove, fire extinguisher, sink, drain plugs, mahogany folding table, shelves length of bunks, storage under sink and stove, spice and dish rack, bunk cushions, four fenders, fender board, boat hook, two Danforths with 150' ea rhode and chain, custom sail with battens in excellent shape, ensign, running lights, solar panel to keep battery charged, brass oil lanterns, four PFDs, winter storage paid, boat in Eastern Long Island. This is a rugged, very comfortable and dry boat handling well in 30 kt winds in trips to Block Is. and Bristol, RI. CBA Broad Axe award. \$7000. Reduced & priced to sell, not to haggle. William Winslow, 212.722.4145, WCWinslow@AOL.com



31. FOR SALE: 1940s or 50s era Rhode Island 13'6" Cat. This catboat is a 1950s or 1940s, 13ft. 6in. Cape Cod style catboat, built in RI.. The boat was thought to be built by Edson Schock, but new information indicates there is confusion as to who actually built this boat. The boat was built in the early 40s or 50s on Salt Pond in southern RI. Originally the boat had red Egyptian cotton sails and the cuddy cabin was smaller with no portholes and a rounded front. A builder's plate was on the boat at that time but was lost during cabin overhaul in the 60s. I am the third and present owner, and I purchased the boat in 1980 and sailed her out of Wickford Harbor in RI until we moved to mid Missouri in 1996, and I have been sailing the boat on the Lake of the Ozarks. She is cedar on oak, with a new keel, centerboard trunk, lower transom, deadwood, sister frames, and was re-fastening in 1994. She has a Thurston sail, oak mast hoops, red bronze and brass fittings, cuddy cabin with oval ports, varnished decks cabin and cockpit sides, cedar on oak carvel hull, barn door rudder and



a British Seagull motor and trailer. I am currently searching for definitive origins for this boat and any information regarding this early RI catboat would be welcome, and would be added to the historical information on early RI catboats. More detailed information as well as more pictures can be seen on my web site at <http://johnmaciver.tripod.com> or is available on request. The boat is available and ready for the water at \$4,500. John MacIver, PO Box 653, Stover, MO 65078. (573) 377-2775 or e-mail macivj@wildblue.net.

32. SOLD

33. SOLD

34. SOLD

35. FOR SALE: 1974 Marshall 22. Yard maintained. Reliable Palmer P-60 with recent tune-up, always starts. Dark green Sunbrella cabin and cockpit cushions. Two anchors, one mounted on bowsprit. Highly varnished "destroyer" wood wheel steering. Matching tan dodger, sail cover and wheel cover. Removable teak cockpit floor grates. Bronze steps on rudder and transom. McGyer rudder lock. New mast hoops. Four heavy-duty yard stands. Six new life vests and all required USCG safety equipment included. \$22,000. Contact: Robert Horne, 12 Friendship St., Jamestown, RI 02835. Tel: (401) 423-3182. E-mail: captainscottage1@aol.com.



36. FOR SALE: 12' catboat - Arey's Pond 'Kitten', Sitka spruce mast, gaff, and boom, iroko rail (beautiful condition, varnished this year), fiberglass hull, bronze hardware, Harken swivel cam main sheet system, trailer, removable Edson motor bracket, 2.5 hp Tohatsu outboard, custom cover for sail and entire full cockpit, 2 sails, made in 1995, but only sailed last 3 seasons. Ready to sail. \$8,500. Mystic, CT. Call 860-536-0871, or email: mystmary@sbcglobal.net

37. FOR SALE: 1981 Marshall Sanderling 18ft. Yard maintained, in real good condition. Teak handrails and trim, bronze cleats, chocks and traveler, lazy jacks, sail cover, swim ladder, cabin table, book rack, cabin and running lights, cabin and cockpit cushions, anchor, tiller tamer, life jackets, fire extinguisher, 8.5-hp Johnson outboard, mast hinged, refinished by Marshall Marine and more. \$14,700. Vic Organek, 401 Fowler Ave., Middletown, CT. (860) 343-1040, e-mail: v.organek@snet.net.



38. FOR SALE: 2001 Menger catboat, by original owner. LOA 19 ft, beam 8 ft., draft 2 ft.-4 in., sail area 270 sq. ft. Single cylinder 8 HP Yanmar diesel. Mast tabernacle, folds above boom with sail on. Tandem-axle custom trailer w/ extending tongue, four wheel brakes, built-in jack stands for bottom work, electric winch w/ remote control, for loading. New Bimini top, never used. Lazy Jacks. depth sounder/fish finder. Porta-Potty. Sleeps two in comfort. Automatic bilge pump. All teak coated with Sikkens. Cable lifting bridle. Quick release forestay fitting. Trailer mounted toolbox. Quantum sail, sail cover, two full travel covers. Custom storage shelving. Epoxy barrier coat. Single line Jiffy



Reefing from cockpit. Interlux Micron Extra bottom paint. Mast head wind Indicator. Bow, stern and midship cleats. 20 lb. Danforth anchor w/ rode. Companionway hatch screen. Opening hatch with screen. Bronze boarding steps at on transom. Spare tire. Halyards, reef line and topping lift are Sta-Set braid. Dual battery system w/ isolator switch. Tiller extension. \$23,500. Located Fort Myers, FL. For Photos call (734) 735-3107 or jerrygg@earthlink.net.

39. FOR SALE: Circa 1928 Herbert Crosby 21' 6" by 10' catboat Rugosa. Cypress/cedar on steam bent oak. Spruce spars and 390 ft. sq. North sail (new 2000). Fresh water cooled Atomic 4 gas engine, rebuilt 1998, with low hours, 13 gallon aluminum tank. Edson steering gear with wood wheel. Simple cabin with two 6' 4" berths. New centerboard and Dynel catwalk in 2008. 500 lbs lead ballast in keel. Dragonfly wood blocks, cockpit cushions, VHF, two anchors. Very good condition. 2003 survey available. On the water in Brooklin, Maine. Asking \$20,000. Jon Hopkins. 207-359-5039, or jthbrooklin@verizon.net



40. FOR SALE: 1982 Marshall 18' Sanderling in very good condition. Two Thurston sails: one good and the other fair. Sail cover. Yamaha 8hp outboard. New hinged mast. Wind vane with block for halyard to hoist radar reflector or anchor light. Twin axle rust-free trailer with 4 new wheels and tires, plus removable launch/retrieve guide. Usual sail rigging plus lazy jacks and easy reefing line for 1st reef. Mast boot. Boom crutch off center. Lighting 12-volt with battery still on warranty. Compass, two anchors and rodes, one a lunch hook, the other a heavy Danforth. Air horn. One poncho and one set heavy weather gear. Three throw cushions and three life jackets. One inflatable life vest. Mint porta-potti equivalent, 2 red hand-held urinals (M & F). Extendable boat hook. Hull white, boot top blue; mast, gaff, boom and deck buff – a bright appearance. Western Long Island Sound charts, rusty tools and two gallons of premium gas. Seen at Greenwich Point, Greenwich, CT. \$13,500. Phone 203-661-0912 or email hughes.jamesjr@gmail.com

41. SOLD

42. FOR SALE: 1999 Alerion 19. Gary Hoyt designed and built by TPI, with rotating mast, high aspect centerboard and rudder blade... easily reefed and w/o weather helm. 2004 Mercury 6hp 4stroke, long shaft; HD Fulton bracket. Custom galvanized Triad trailer (1999) with gin pole mast raising system. Autopilot with remote and custom electrical system. Full highway cover converts to boom tent; sail-sock mast cover. Varnished teak cockpit table with cover; full heavy-grade vinyl cockpit seat cushions; curtain for cuddy; porta-potty. Upgraded Carbon Fiber mast and boom. Anchor with rode, tiller extension, ensign staff and socket, swim ladder, etc. all in excellent condition. \$25,000. Maurice Clifford, Annapolis, MD, 410-263-3311, or maxanmo@comcast.net



43. (Not available yet): 1991 Marshall Sanderling Avalon with galvanized Load Rite trailer (model No. 19-2500V and reconditioned (new tires and hubs maintained in Nov, 2003). This well-loved Sanderling was the 1991 Annapolis Boat Show model and is loaded with the following equipment: 2005 Honda 5 hp four-stroke motor (15 hours, and oil change and tune up in 4/08), mast hinge installed by Marshall in spring 2004, Hummingbird electronic depth meter/fish finder, Knotstick, 12 volt

gel battery (new spring, 2007), RARE dodger to match the Pacific Blue sail and tiller covers, Thurston sail reconditioned to like-new by Sailcare in 2006 (used eight times), flag halyard and pigstick, drop-leaf table on teak centerboard, running lights, shock cord furling gear, teak trim around cabin trunk, teak handrails on cabin top, shelves installed over berths and in gallery area, lazy jacks, blue cockpit cushions, 4 in. Ritchie bulkhead compass, bronze hardware and opening porthole in cabin house, spring line cleats, Harken mainsheet system, bronze steps on transom and rudder, Sealand Sanipottie installed, Danforth 13 lb. anchor. All lines replaced with New England lines in 2003, Bottom painted May 2008. Selling due to family disability issues. Asking \$19,500. Please email jgsmuts@comcast.net or call (804) 264-2639 (Richmond, VA). Additional photos available upon request. Avalon is currently undergoing bulkhead and cockpit reconditioning work at Marshall Marine, and should be available later this summer (2008).



44. SOLD

45. SOLD

46. FOR SALE: 2003 Compact Horizon 20' Catboat, 8'4' beam. Mast Tender mast raising system makes set up easy and quick. Boat has comfortable cabin, head and stove. Large roomy cockpit with wheel steering. Draws 24" with board up, 5' with board down. 2500lb displacement. Very classic looking with the advantage of the newest materials. 9.9hp Honda outboard four-stroke, Teak handrails and bow pulpit. Bimini. Stainless steel boarding ladder, GPS, lazy jacks and much more. Sale includes trailer. This boat is ready to go. Asking \$19,950. Located in Florida. Call Rich Garcia -239-472-5147 or email richsail6@cs.com



47. FOR SALE: 18' Marshall Cat SANDERLING delivered new in 2000 white hull & deck, green molded boot top and green bottom, green sail cover, all upgraded Harken blocks, racing gear, 3 Quantum Sails (will sell separately for \$500 ea), teak trimmed shelves, berth cushions, Load Rite Trailer, new Honda 4 stroke 5 hp eng, solar vent, 2 winter covers (will sell separately for \$400 ea) good condition \$23,500. 732-598-0373 Dan Hurley, Mantoloking, NJ - hurley@comcast.net

48. FOR SALE: 1993 Menger 23' Catboat. Yanmar Diesel (2GM20Q), Three Blade Campbell Sailer Custom Prop, Three marine batteries, Compass, Garmin 172c GPS, Depth Sounder, Knot Log, Wind Velocity/Direction, VHF Radio, Dodger, Cabin & Cockpit Cushions, Sail cover, Galley-Refrigerator, Origo Stove, Full Head with shower, 6 ft. 2 in. headroom in cabin, shore power, aft swim shower, hot and cold pressure water system, opening hatch f'wd with solar fan, \$33,500. More pictures available. Contact Ski at 860-405-1069, or E-mail: e35@aol.com



49. SOLD

50. SOLD

51. FOR SALE: 16' John D. Little Cat Boat. This is a 16 foot lapstrake constructed catboat with a small cuddy cabin. The boat is in good condition, but will want some cosmetic work before launch. The spars and cushions are in good condition and the sail was bought quite recently and only used in one season. It has a centerboard so it is good in areas with minimal draft. This would be a great boat for someone learning to sail or a sailor hoping to take a young family on day sails. The cuddy cabin makes a great spot for youngsters to nap out of the sun and spray. The boat is in indoor storage in Cataumet, MA., shown by appointment. Please email or call with any questions. Amy Ballentine; Amy_bbs@cape.com , 508-563-2800. Also view this listing at www.ballentinesboatshop.com



52. item no longer for sale

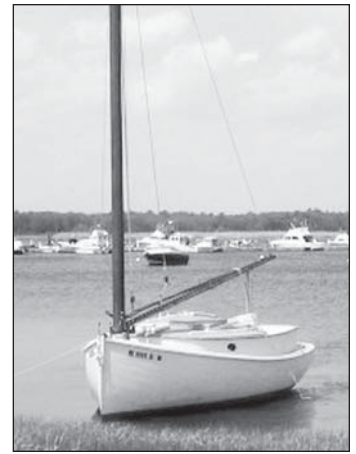
53. FOR SALE: 18' Marshall Sanderling 1967, Hull #44. Originally called TOMCAT, now called FELINAS de MER. In the winter of '05, this boat was taken to Marshall Marine and transformed into literally a new boat. All new external wood, completely repainted inside and out, new rigging, brand new hinged mast, new cockpit, all that could be rebuilt or replaced was done. Too much to mention but the list of items done is available. Since the restoration work, the boat was only in the water the summer of '06 and sailed just a few times. It has been properly stored during the winter months since then and not back in the water. New trailer, too! Over \$35,000 invested in her. Will accept a reasonable offer – allowing the new owner a great deal! Located on Nantucket Island on her new trailer, ready to be transported! Phone 508-228-1989 or email debbid@nantucket.net .



54. FOR SALE: 1976 Herreshoff America by Nowak & Williams. Original flag sail and gelcoat, white w/ buff deck, new blue-green antifouling paint with new dark blue waterline. Original natural teak is OK, rubrails may need attention. New laminated tiller. Rudder was modified to recommendation of Ray Bolger, making a world of difference in steering and weather helm without affecting “barn door” aesthetics. No mechanicals except 5hp Honda 4-stroke outboard. No electrical system (kerosene running lights). There is a counter for a galley (no sink) & a toilet seat which fits over a stout bucket. Deal includes a 2 wheel trailer & a heavy vinyl winter cover. A Shore Station drysailing lift is available for an extra \$1000. This boat is extremely stock & original with little added, and not much is really needed but is not brand new. Cosmetic work only (no construction, special knowledge, or great expense) could make this boat a stunner. Located Lake Wawasee, Syracuse, IN (northern). Price \$7000. Phone John Call at 574-453-9954 or Buzzy Levinson at 317-253-2710.



55. FOR SALE: 20'6" Crosby catboat “Aida” gaff rigged, cypress on oak, cedar cabin, silicon bronze fasteners. Sitka spruce mast and spars. Yanmar 2GM20 diesel engine, 18gal aluminum fuel tank. Traditionally rigged with hand made wooden blocks. This boat was built in 1982 from lines taken off the 1917 Winton Crosby catboat “Dolphin” at Mystic Seaport Museum. She is a beautiful, well maintained, balanced, traditional Cape Cod workboat. Located on mooring in Newburyport, MA. Call Steve at 978-462-5650 or email oz451@comcast.net , asking \$12,900.



56. FOR SALE: 1983 Marshall 22 Catboat. Comfortable and well maintained able pocket cruiser. Yanmar diesel, Custom winter cover, custom dodger, GPS, wheel steering, VHF radio, Depth Sounder, Cruise Equipped, Yard-maintained, In the water & ready to sail as of 25 March 2008. White Hull, Buff Decks, Dodger, Bimini, & Sail Cover. Automatic Bilge Pump, Anchor, Chain, & rode. Cockpit Cushions, Safety Equipment, Porta Potty, Life Jackets & Bag, Two Batteries, Power accessory switch board, Battery Charger, Solar-powered forward hatch fan opening, screened port, Shore power fitting, Double Bunk filler cushions. Asking \$33,000. Steve Carnahan, phone 856-459-3571, email topsides1@verizon.net .



57. FOR SALE: 1935 Crosby Catboat Rachel- 25 ft. LOA. Built by Crosby Yacht Building and Storage, Osterville, MA; H. Manley Crosby design. The last large cruising catboat built by the Crosby yard. Cedar planks on oak frames. Narrow laid teak decks. Original as-built, unmolested configuration above and below decks. Original double ice box and small porcelain sink with hand pump. Varnished mahogany folding tables on centerboard trunk. Smooth running Gray Marine 4-112 Lugger engine. Two 10 gallon Monel fuel tanks. Varnished solid spruce mast, boom and gaff. Mast features Wianno Senior-style wooden sail track instead of mast hoops. Varnished oak bowsprit installed in 1950s mounts Delta anchor on bow roller and backup Danforth underneath. 6V original electrical system recently re-wired and antique Gray Marine engine gauge set. Porta-Potti. Origo double burner stove. New cabin cushions. Antique binnacle with internally lit compass. New sail cover, wheel cover and binnacle cover. Bronze boarding steps on rudder and transom. Boat and spars always stored indoors for the winter. Built as a little yacht for a wealthy Bostonian she has many features not usually found on catboats. Featured on the cover of Wooden Boat No. 153, April 2000. Offered at \$29,000.00. Contact Dave Hall, South Dartmouth, MA, at quickshole@comcast.net or (508)991-5491.



58. OFF the MARKET: 1998 Marshall 15' Sandpiper

59. FOR SALE: Standard Beetle Cat, This winter had 10 ribs replaced, all new floor timbers and new cockpit floor, presently in water, 2 year old sail and new factory centerboard, has sail / cockpit cover, trailer. Located south shore Long Island, NY. \$5,600. Charlie Huberman 516-805-9690 (cell) 631-563-4856 (home) spudsailor@aol.com



60. SOLD

61. FOR SALE: 1973 Marshall 22 (Hull # 79). 1989 Yanmar 2GM-20(F) with dual (new in 2008) batteries. Horizon Eclipse + VHF (new in 2004). Two fire extinguishers. Ritchie bulkhead mounted compass (lighted). Standard DS10 Fathometer. Sail new in 2003. Danforth anchor with 6' chain and 120' rode. Fishermans' anchor with 5' chain & 120' rode. Origo 500 alcohol stove. Electrical and manual bilge pumps. Teak blocks. Teak wheel. Fitted cockpit and cabin cushions. Bronze steps on rudder. Opening port. Located in North Kingstown, RI. Asking \$18,900. Contact David McKenney at (401) 295-0340 or email gem29@juno.com.



62. FOR SALE: Full set Marshall 22 cockpit cushions (1987), light-ish blue vinyl and in very good condition. Pictures can be emailed to interested parties. I'd be happy to entertain any reasonable offer. John Townsend 401-348-8281 / 917-623-7548 email jwtowns@gmail.com

63. SOLD

64. GONE

65. FOR SALE: Twice-used sail for a 16' Withholtz Cat. The boat is gone but the sail is great. 20' Luff, 20' 7" Leech, 13' 3" Foot. A great sail with one small rust spot. \$195. Call 336-287-9554. e-mail: chunterdockery@gmail.com Hunter Dockery

66. SOLD

67. FOR SALE: 17 ft. Cape Cod Catboat. Charles Withholtz design built by Ted Hermann. Nice little solid boat. Gaff rigged. I purchased this boat with the intention of bringing her back to her former glory, but I haven't the time. She had a diesel but it was removed. I was not able to procure another. Former owner was a cabinetmaker so all-wood work is top notch. All trim, sliding hatch and cabin doors are Mahogany. Hull trim is all teak. All deck hardware including portholes replaced with bronze. For more photos and any questions please feel free to contact me by email me at johnmary@optonline.net or at (631) 375-9944 on my cell. Boat is located in beautiful Southampton, NY. Contact is John Leonard. I would like to sell her quickly. \$8,000 or best offer.



68. SOLD

69. SOLD

70. FOR SALE: 17' Charles Withholtz Design 1975 Keel Cat built by Cape Cod Shipbuilding. New aluminum tapered spar 2007, Dacron tanbark mainsail by Thurston 2008, Custom teak mast wedges, Awlgrip deck, topsides; painted bottom; Pacific Blue mainsail cover; V-berth for 2 with cushions; sink & 6-gallon water tank; Porta-Potti; Custom teak boom crutch; Galv. Shoreline trailer; 9.9hp Johnson outboard with new alum. Mount; one 12v battery; Bulkhead-mounted compass; Danforth anchor with nylon rode; Teak rub rail & cockpit coaming; Bronze portholes, cleats and seacocks; Fenders & cockpit cushions. A very comfy Catboat that has been professionally maintained. \$10,900. Call Dick Sciuto, cell# 508-241-6746



71. FOR SALE: 18' MARSHALL SANDERLING 1969 Catboat, excellent condition; professionally maintained; boat and rigging stored inside during winter; two sets of sails with new sail cover; 5hp 2003 Suzuki outboard, low hours; new cockpit cushions; cabin cushions; porta-potty; life jackets, two anchors, lazy jacks, dock lines; transom step; white hull; Cetol finish on teak woodwork. Stored at SNI Boatyard, Brookhaven, New York; Asking \$11,000. Phone: 631-286-0157 email Breenurn@optonline.net



72. SOLD

73. FOR SALE: 2003 Com-Pac Horizon 20' Cat, "GATITA II". Fully equipped and in mint condition. Westerbeke 7A-1, 7hp Diesel with only 230 hours. gaff rigged, like new sail with cover, 2 winches, E-Z lazy jack system. All lines lead through clutches to the cockpit. One man can raise and lower the mast. Equipped with: Cabin Mate air conditioning system, Glomate propane stove, ice chest, 2 sinks, SeaLand pottie. Standard Horizon Intrepid + GV12705 VHF radio with cockpit remote, Plastimo compass, SR Mariner depth finder and knotmeter, Jensen AM/FM, CD system with cockpit mounted remote control, Raymarine ST 3000 auto helm, dual batteries, shore sidepower outlet with 50 ft. power cord, Guest model 10 amp battery charger, auto electric Rule and manual bilge pumps, full length bimini, swim ladder, bow sprit with plow anchor 6ft 1/4in chain 150 ft nylon anchor rode, full cockpit cushions, wheel cover, teak cockpit deck grate. Hull completely wet sanded and waxed and all topside exterior brightwork sanded and refinished. Port and starboard full size berths, four opening ports with screens, full companionway screen. All up to date safety equipment, manuals, pfd's, engine spares/filters etc. New bronze thru-hull engine cooling water valve. Price includes a Performance tandem wheel trailer with surge brakes, new wheel bearings and 10 ply tires with spare and new led lights. Asking price is \$30,500.00. GATITA II is located in Oriental, NC. Call Larry at (252) 249-1658 or E-Mail letray@webtv.net for more info.



74. FOR SALE: 1996 Marshall 22 catboat, dark blue hull, sloop rig complete with sails, lazy jacks, jiffy reefing system, bowsprit with CDI Flexible jib furling system(1998). Yanmar 2GM diesel engine – 19HP, rebuilt in 2008, soundproof engine compartment & cover. VHF radio, Ritchie 5” navigator compass, Data Marine knot meter & depth sounder, double battery system with battery charger, new batteries (2005). Head with 22 gallon holding tank (never used), plastic solar vent, countertop Glowmaster stove with 2 fuel canisters (never used). Teak trim around cabin trunk, cockpit seat, centerboard trunk end, teak staving on main bulkhead, teak bi-fold doors. Drop-leaf table on centerboard trunk, chart drawer. Bunks for 4 on 4” foam cushions, cockpit cushions – toast with piping. Dodger – toast, replaced in 2003. Navy blue main sail cover – new. Brass rub rail. Bronze step on rudder. \$35,000 – located in Alameda, CA. Contact Chad Freitas at Nelson Yachts – 510.337.2870 or sales@nelsonyachts.net



75. FOR SALE: 18 ft. Herreshoff Catboat built in 1974 by Nowak and Williams of Bristol, R.I. Located in Noank, CT, ready for launching. Includes flag sail, berth cushions, seat cushions, porta-potty, fire extinguisher, new battery, running lights, 6 H.P. Yamaha outboard, 3 1/2 gallon gas tank, Danforth anchor with chain and rode and a heavy duty custom trailer. Price \$8500, Ron Abate, Fairview Park, OH. Phone (440) 331-1134 or email r.abate@csuohio.edu



76. FOR SALE: 1974 Herreshoff America 18 catboat. Following items are all BRAND NEW: Thurston sail, Ritchie compass, cushions, bilge pump and auto switch, battery, Samson running rigging with lazy jacks, standing rigging and solar panel, dock lines fenders. Deck has been reinforced where mast enters. Bottom was totally soda blasted with four (4) epoxy barrier coats applied, plus two (2) coats Interlux top of line bottom paint (good for at least 4 years. Galvanized trailer. No motor, but ready to sail. Must see in Portsmouth, RI. BEST OFFER. Call Ron Pearl 401-619-3336 or email rpearlct@gmail.com



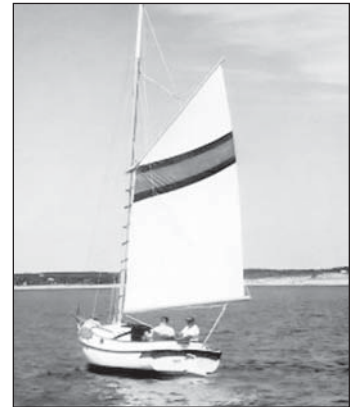
77. FOR SALE: MOORING HARDWARE. All BRAND NEW: 250# mushroom anchor, 43'-1/2" chain. Swivel about 15' from top. 18" Taylor hard ball with chain through middle; "D" ring with 2-15'-1/2" braided painters with eye splice. \$500 Portsmouth, RI. Call Ron Pearl 401-619-3336 or email rpearlct@gmail.com

78. FOR SALE: 1975 Cape Cod Cat built by Cape Cod Shipbuilding. Length x Beam x Draft: 17' x 7'11" x 1'8" (fixed keel); Sail area: 250 sq.ft., Displacement: 2800 lbs; Motor/Fuel: 1976 Evinrude 6-HP outboard – gasoline; Trailer: 1994 Performance, tandem axle; Features a large cockpit and a forward cabin with two "V" type berths. Many extras include: bimini, dodger and sail cover, cabin and cockpit cushions and carpets, Auto Helm auto pilot, VHF radio, anchor, dock lines, fenders, life jackets, two-burner alcohol stove and sink, 12-volt



electrical system, digital depth indicator, 3" compass, bilge pump, Porta-Potty. All equipment, sails, sail cover, bimini and cushions are in good condition. The boat is in the water ready to sail. Location: Mazanet Marina, Madison, Wisconsin; Asking price \$7600. For more information and photos contact Phil Hamilton at (608) 798-2319 or philhamilton@tds.net .

79. FOR SALE: 1972 Herreshoff Eagle [22ft], Hull #9, This is a real classic! Teak option throughout, three sails, main, jib and top sail, sail covers included, white hull and top. Original carved eagle head under pulpit. All serious offers will be considered, boat must go. Trailer. Can be sailed as is but needs some updating. Boat is currently located in North Eastham, MA. \$4,000 or Best Offer; Please email me at panicplum@aol.com or call (781) 647-0374, ask for Jim Doyle.



80. FOR SALE: 1996 20' Sea Skiff. High sides, stainless bolt fastened, fiberglassed bottom, teleflex steering, Honda 50 (external gas tank, power tilt). Like new Venture trailer with spare tire/rim. This boat has been very lightly used and is in excellent shape. As much as I would like to keep her, I just don't have enough time to enjoy her, so I'd like her to have a good home. Asking \$4950. Located midcoast Maine. Jon Agne 207-725-2288 jonagne@verizon.net



81. SOLD

82. FOR SALE: 1974 Cape Dory Handy Cat 14'. Beautiful condition; Maintained by small boat specialist for last 8 years meticulously. Located on Long Beach Island, New Jersey. Included: Trailer, Custom Winter cover with frame, Custom cover for cockpit, Bilge pump installed, Custom Harken line locks installed on foredeck, Upgraded Harken tackle for main sheet mounted to sole; Varnished Sitka spars in great condition; Sail in great condition. A Classic Cat Boat. More pictures here. Asking \$7,500. Sandra Anton sandraanton@mac.com



83. FOR SALE: 18 ft. 1983 Marshall Sanderling, hull No. 552. It is a joy to sail this boat. Included are a 1988 galvanized Load-Rite trailer renovated in 2006; a 2000 8 hp. 4-stroke HONDA OB motor (professionally maintained); Thurston sail with a blue cover, sail bag and battens; shock cord furling; boom crutch; mast boot; mast-top Windex wind vane; Harkin cam-cleat for main sheet simplifies sail control; all white boat with teak trim and handrails finished with CETOL; teak center board cap; boat yard maintained; bottom paint replaced annually; rigging includes lazy jacks and topping lift; bow eye; four lifting eyes; bronze cleats, traveler and portholes, cabin vent with bronze grille; blue cockpit cushions; 4" Ritchie compass; 12 volt battery for running lights; Porta-Potti; drop-leaf tables and shelves in cabin; two blue berth cushions; One



Danforth anchor with chain and rode and one mushroom anchor; hand operated bilge pump; fenders; boat hook; swim ladder and Coast Guard Safety Package (horn, fire extinguisher, flares). Boat located in Mashpee, MA. \$14,900. Please call Bill at 508-477-8468

84. FOR SALE: 1987 Nauset Marine Cape Dory Handy Cat. This boat was launched in 1989 and has been lightly sailed and is in excellent condition. 14 ft LOA, 6 Ft. 8 In. Beam, 12 In./54 In. draft, displacement 750 Lbs. Varnished (8 coats) Sitka spruce spars, varnished teak cockpit coaming & seats, bronze blocks, includes sail, fire extinguisher, mooring boat cover over sail and cockpit, bilge pump, dock lines, anchor, life jackets, and trailer. All in excellent condition ready to sail. \$7,400.00. Located on Cape Cod. Call 561-338-0590 or email jimcapeboca@comcast.net



85. FOR SALE: 1984 Menger 17. Bowsprit, tabernacle mast, tanbark sail & sail cover. Halyards, slab reefing & lazy guys all controlled from cockpit. 1GM 6.5hp Yanmar diesel inboard. Manual & automatic electric bilge pumps, and epoxy barrier coated bottom. Navigation lights, cabin light, cruise kitchen, porta-potty, drop-leaf cabin table, hatch board screen, and three ports (1 opening, 2 fixed), cockpit & cabin cushions. Bulkhead compass, hand held GPS, VHF & depth finder, and Auto helm steering. Two anchors with chain & rodes, PFDs, Fire extinguisher, flares, flare gun, etc. Galvanized trailer with spare tire and 61/2 ft fiberglass dinghy. \$13,500, Email Don Putning, Racine, Wis, dputning@rootcom.net



86. FOR SALE: 1998 Marshall 22. Beautiful example of a newer Marshall 22 in excellent condition. Really must be seen. Yard maintained. Gorgeous interior with wood on the bulkheads and beams on the ceiling. Autopilot, depth and speed, Ritchie compass, VHF with antenna in mast, bronze steps on transom and rudder, hunter green cabin cushions, cockpit cushions, sail cover, wheel cover and cockpit awning all in excellent condition. New head, solar vent and bilge pump. Incredibly reliable Yanmar 2GM20, meticulously serviced by certified marine mechanic. 100% ready to sail away. Located in Rhode Island. Full 2006 Survey available for inspection. \$43,000. Email Brian Murphy at marshall22forsale@yahoo.com or call (401) 247 3007.

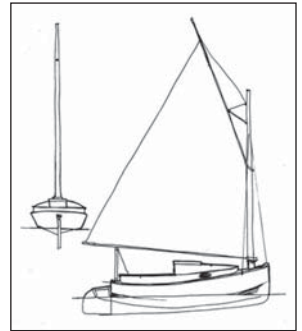


87. FOR SALE: 1982 Marshall 18' Sanderling #543 - "Salty" has Marshall's original buff decks, white top sides, blue boot top and red bottom. She comes with all varnished wood trim including teak bow sprit. Sprit carries a 25 lb. CQR anchor with 8' of chain and 100' of 1/2" 3-strand nylon rode. Canvas includes Sunbrella's toast dodger, sail cover and combination boom tent/awning. Mast is hinged and comes with antenna, ground plate, and pig stick with halyard. Interior of cabin is painted with white overhead and sundown buff sides. Cushions have been upgraded to 4" foam covered with cranberry chenille material, and include fillers to close gap by centerboard trunk. The cabin area also includes: Porta Potty, 1-burner propane stove,

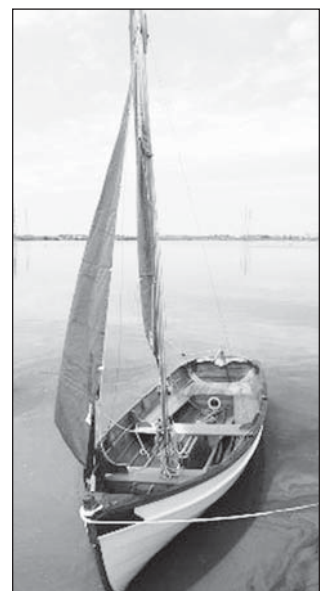


3 mini-yacht lanterns (gimble mounted, 1 brass fire extinguisher, marine radio, stereo, custom shelves in forepeak, decorative framed catboat pictures, matching clock and barometer, opening front porthole, plastic storage containers and a complete set of signal flags to dress ship. Cockpit area has mini-trawler lantern to hang from boom under boom tent and anchor lantern to hang from the rigging, 3" custom made cushions (light tan), small Danforth lunch hook with chain and rode, 12-volt gel battery, 2 six-gallon gas tanks with selector valve, 4 life jackets, flares, flare gun, Magna grill with boat mount and separate table legs, hand held 12-volt spot light, 4 dock lines, 4 fenders, bulkhead compass and 6 covered storage containers under the seats. She is powered by 1999 Suzuki 9.9 four-stroke outboard with electric start and an alternator. This motor is mounted on a heavy duty moveable motor mount. Rudder and transom have 2 bronze boarding steps. Also comes with 4 jack stands and all necessary 2"x4"x2' P.T. blocking. Stored inside last 16 winters. \$14,900.00 - Moored in Old Saybrook, CT. Call Sarge Tower before 8 p.m. @ 860-388-1768.

88. FOR SALE: 1974 Simonsen 18 foot catboat. Builder listed in first edition of "The Catboat Book". For sale by third owner, purchased in 1981. This boat was built by Simonsen for his own use. Lines are based on Fenwick Williams proportions for a catboat as described in "The Design Elements of a Catboat" This hard chine boat is built of plywood and was covered with fiberglass when built. New work or repairs are West System epoxy. The spars and rigging by Gannon and Benjamin built for us. Solid Fir mast and gaff with a yellow pine boom with wooden mast hoops and a lazy-jack system. The sail is by Manchester. With the hard chine and small skeg there is no centerboard, so there is lots of room below and in the cockpit. Owner maintained, painted hull and topsides with teak trim. Spars stored indoors, finished bright with seven coats of spar varnish and maintained every season. Boat has not been launched recently, but because of construction type, drying and shrinking is not an issue. The boat has always been a favorite at any port of call. Hull needs minor topside repairs and a coat of paint. We have enjoyed this catboat all the years we have owned her, but our ability to sail regularly isn't what it used to be, and its time to pass this boat onto someone who will be able to enjoy her more frequently. A 1984 British Seagull ENL-27G4 6hp outboard is also available. Sail bag, lines, wood blocks, and 700 lbs. of lead ballast in movable bars are all included. 18' length, 8' beam with 2' 6" draft. Boat is located on Martha's Vineyard. Offered for sale at \$8,500. Contact member Stephen Zablony, 508-878-7692 or email at purplefence@mindspring.com.



89. FOR SALE: Handcrafted Penobscot 14 sailboat. Beautiful boat has been stored inside boat house. Have not had time to sail it and it needs a new home!!! Comes with a brand new trailer, oars, sails, cover, etc. Located in Greenville, North Carolina. Please contact Margaret Heidenreich at 252-717-2295 or email mheidenreich@suddenlink.net .



90. FOR SALE: 17 ft. x 8 ft. fiberglass cat boat hull on trailer. Bare hull - no interior or gear. Unique one-off construction. Lines taken from early 20th Cent. racing cat from Newport RI. Older trailer, heavy duty, tilts, new lights. All sound. Located in Concord MA . asking \$1500. Call Mark Sutherland 978-371-2088 more pix available - email domihs@netzero.net



91. FOR SALE: 1973 Herreshoff America 18'2" Nowak & Williams Catboat, "AVOCET", Long Island, NY. Very good condition overall. Excellent Sperry 4-yr-old sail; also useable Thurston sail, both with distinctive flag emblem, 2 sets of reef points, lazy jacks. Varnished wheel eliminates fighting the tiller to steer. Tan Sunbrella '07 Sail cover and matching color 3 bunk cushions and hoistable sun shade (covers cockpit at anchor). Sleeps 2. Cabin has countertop with 2 piece cockpit table, sink, 4 life jackets, portable potty. New mast wind indicator 2008. Original teak rub rail with brass inlay, mahogany cockpit seats, cabin top trim and handrails--all excellent varnish. New Richie compass 2008. Won "Prettiest Boat in Fleet" twice in last 6 years. New 150 lbs. steel centerboard, new bronze keel shoe, both 2006. New rudder, gudgeons and pintles 2007. New 9 HP Tohatsu long 2006 has under 8 hours on it. Ladder. Original brass running lights. Danforth anchor and all running lines. She needs nothing. Includes trailer with new axle (2007) and new tires (2006). Asking \$10,500. Cricket Costigan (631) 235-8197 or email cdcostigan@hotmail.com



92. WANTED: Beetle Cat or equivalent size mast. Contact Peter Anderson at olesalt9@sbcglobal.net or (860)536-4424

93. FOR SALE: 1980 Marshall 22 Sloop Chance Along. Universal 5415 diesel, new Bimini, complete enclosure. New halyards, 1995 new main sail, GPS, VHF, 2 autopilots, commercial PFDs. All brass cleats and wheel, new belts and hoses. 20 and 25 lb. CQR anchors. Call for pictures, survey or more details. Health forces sale. Location Florida. Contact Capt. Harvey Phillips at 239-218-6969. \$23,000 or best offer. (see another picture at 145-35)



94. FOR SALE: WOODPUSSY 13.5 ft. catboat, first new one from Week's Yacht Yard, delivered mid-Sept. 2007. This beautiful catboat designed by Philip L. Rhodes will accommodate up to four sailors in its spacious cockpit. Features: Choice of racing sail (139.5 Sq. ft.) or original size day sailing sail (118.0 sq. ft.). Made by North Sails - New Jersey. Teak cockpit trim and spray coaming; mahogany floorboards. Dwyer Aluminum spars - anti-fouling bottom paint applied, Lift up tiller for ease of tacking. Dual race controls include centerboard adjustment, vang and cunningham. Convenient Traveler control on rear deck.



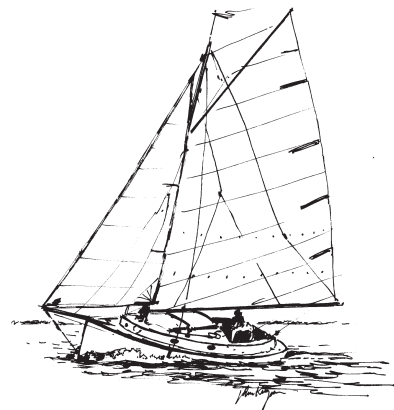
Builder installed flotation tanks, with storage area under rear deck. Available immediately - price \$6,750. (delivery included within 100 miles Suffolk County Long Island). Contact Tony D'Eloia for information, phone 631-368-6143 or email santone@optonline.net

95. FOR SALE: 1974 Herreshoff America 18 ft catboat. Excellent condition. 2003 Tohatsu 4-stroke 6 hp O.B., less than 100 hours. New sail. Rigged for double jiffy reefing, new color coded lines. Fancy halyards and sheet in great condition. All ball bearing blocks. Brand new wheel steering, Edson kit, same as original option.



Installed by owner, all stainless steel plates and hardware used, no wood in assembly except teak steering box cover. Original tiller included in excellent condition. New centerboard. All deck fittings re-bedded. Original teak in excellent condition. New teak handrails, thru-bolted. New glass ports. Foam flotation. Awlgrip topsides and spars. Bottom barrier coated. Ablative bottom paint. Original rudder in excellent condition. New IDA SAILOR conventional kick-up rudder included, custom designed for boat; helps diminish weather helm. New built-in manual bilge pump. New bulkhead compass. 2 sets of cockpit cushions, PFDs in storage bag, fire extinguisher, dock lines, fenders, 2 anchors, custom cockpit awning, boat hook, porti-potti, teak flag pole with bronze deck mount, 2 flotation cushions, and sail cover. 4-inch thick berth cushions. Easy access to storage under berth cushions by custom hatches, no need to lift cushions. Custom storage shelf under galley. Dockside power with interior lighting. Many custom improvements inside and outside. Reconditioned galvanized trailer includes new suspension axle assembly and tires, mounted adjustable poppits, wheeled tongue jack, 2 shipping straps, custom made spar mounts and crutches used for mounting spars to boat on trailer. Includes 12 x 20 x 8 ft. COVER-IT garage. Great for easy access to boat in winter storage, store spars and other stuff. This boat is ready to sail. Located in CT. Price \$12,000. Call 203-879-3615 or 203-577-8527 or email lilycrew@sbcglobal.net

96. FOR SALE: 1998 Alerion Express Catboat, designed by Gary Hoyt of Newport R&D. Yamaha 4hp outboard. Finished cabin and full set of cushions. Excellent condition. Currently shrink-wrapped and stored on Nantucket. \$9,000. Call Jeff Lee @ 508-648-6987 (cell) or email jefflee@leerealestate.com .



The Catboat Association

Membership Application



*Founded 1962
Incorporated 1983*

Mail completed form to:

Dave A. Calder, Membership Secretary
Box 775
Sudbury, MA 01776-0775
dacsail@aol.com

One-time initiation fee:	\$30.00
Annual membership dues:	\$20.00
TOTAL AMOUNT ENCLOSED	\$50.00

Includes all publications for the year joined. Annual dues thereafter are payable January 1st.

Name: _____ Spouse: _____

Street: _____ City: _____ ST: _____ Zip: _____

2nd Street Address: _____ City: _____ ST: _____ Zip: _____

(IMPORTANT: Please supply Zip + 4 Codes)

Dates mail goes to 2nd address: _____

Catboat Name: _____ Year: _____

Date Purchased: _____

Home Port: _____

Former Names: _____

Former Owners: _____

Designer: _____

Builder: _____

Where Built: _____

Length on Deck: _____ Beam: _____ Draft (board up): _____ Sail Area: _____

Description: _____

May we publish your telephone number in our Membership Book? () Y () N Telephone No. (_____) _____

Would you like your E-MAIL address printed in the Year Book? () Y () N Email: _____

Date of Application: _____ (Please list any additional information on other side.)

Make Checks Payable to: The Catboat Association



CATBOAT ASSOCIATION MERCHANDISE

APPAREL

NEW ITEMS! – with burgee logo (not shown)

	Quan.	Price
Polartec® vest (charcoal or navy) - S, M, L, XL, XXL		\$50.00
Kid's Polartec® vest (charcoal) - M, L, XL	Discontinued	
Polartec pullover (charcoal or navy) - S, M, L, XL, XXL		\$65.00

A. Gray T-Shirt – S, M, L, XL, XXL		\$17.00
B. Staff shirt – navy or white S, M, L, XL, XXL		\$30.00
Navy Shirts: Please specify Original Logo or Burgee only.		
C. Sweatshirt – navy – M, L, XL, XXL		\$40.00
D. Baseball Cap and (NEW ITEM) Bucket Hats – stone, all cotton: Please specify Original Logo or Burgee only.		\$16.00
E. Visor – navy or white		\$10.00
F. Tie – long, silk, navy		\$25.00
G. Tie – bow, silk, navy		\$25.00

ACCESSORIES

J. Lapel Pin, colored burgee		\$10.00
K. Tie Tack, colored burgee		\$ 5.00
L. Catboat Pin		\$10.00
M. Cotton Patch		\$ 3.00
N. Wool Blazer Patch (NEW ITEM)		\$25.00

MIXED MERCHANDISE

	Quan.	Price
O. Aluminum plaque	Discontinued	
P. Decal, colored burgee		\$2.00
Q. Burgee, 12 in. x 18 in.		\$10.00
R. Tote Bag, large		\$20.00
Tote Bag, small		\$15.00
S. 12 oz. Tumbler, plastic, with catboat patch		\$7.00
Lids, 12 oz.		\$1.00
16 oz. Tumbler, plastics, with catboat patch		\$7.00
Lids, 16 oz.		\$1.00

NOT PICTURED

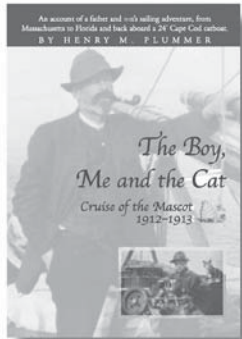
U. Ear Ring, color burgee, post		\$10.00
V. Coffee Mug		\$8.00
W. CBA Cocktail Napkins (100 ct)		\$8.00

Total for merchandise \$ _____

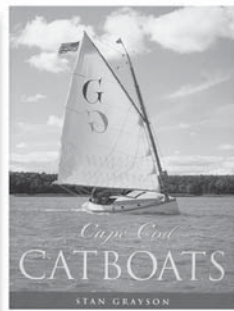
To order merchandise, use this page (or duplicate), specify color, size, quantity and total for each item. Make check payable to **Catboat Association, Inc.** in U.S. funds. Domestic shipping \$2.00 per item.

Send ORDER FORM and CHECK to: Catboat Association Store, c/o Jim Burns, 78 Ridge St., Millis, MA 02054; jim.burns@catboats.org; 508-376-5483.

Catboat Association Publications



1. **The Boy, Me and the Cat**
by Henry M. Plummer
\$29.95 (Hardcover)



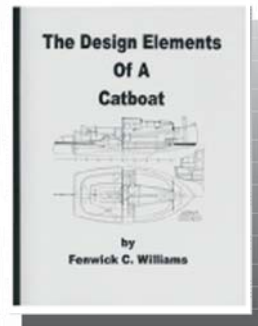
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\$39.95 (Hardcover)



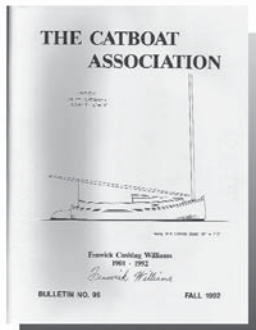
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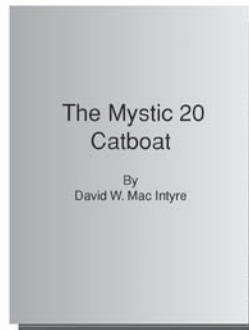
4. **The Catboat and How to Sail Her**
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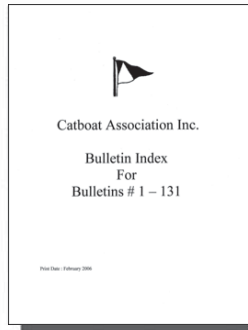
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A series of 11 articles reprinted from the Catboat Bulletin
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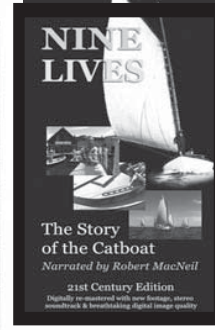
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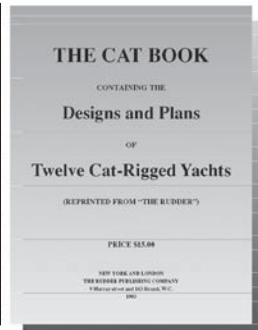
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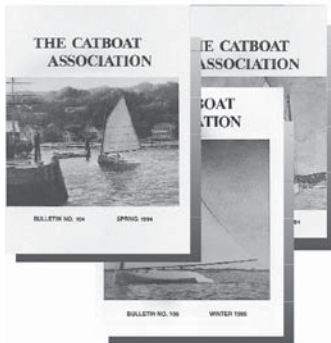
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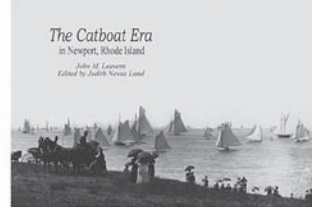
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| \$7.00 | 44, 47, 49, 52 and all Bulletins #55 to present |



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Enclosed is my check for \$ _____ (Make checks payable to Catboat Association, Inc.)

CAT ON THE BACK COVER

NORFOLK, VA – *Swanecat*, a circa 1950's Beetle Swan built by the Concordia Company, reefed down on a chilly March sail on the Lafayette River.

Photograph complements of Lea Wilds.

