

# Catboat Association Bulletin



No. 148



Winter 2009

## CATBOAT AND CREW ON THE FRONT COVER

**KINGSTON, MA, c. 1885** – Ben Brewster, FO *Felix*, sent us this picture some time ago. The picture came from a great nephew of “Uncle John Drew”. The boat in the picture is thought to be probably a Shiverick catboat built on the Jones River in Kingston, MA. Uncle Drew is at the tiller. The name of the other crew member with the pipe is unknown.

By the looks of the cockpit this was a working cat. And, what an impressive tiller – suspect it took both of them to maintain course when the wind piped up.

*Photograph courtesy of former CBA President Ben Brewster*

# Catboat Association

www.catboats.org



**BULLETIN NO. 148**

**Winter 2009**

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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:

### New Friends and Observations

Paul Cook invited me to his house today to sit in on his editorial meeting of the CBA Bulletin. No obligations, no pressure. Wayne Cole and Bill McKay were working with Paul on the upcoming edition. Well, if you knew Paul, you would wonder what was really up his sleeve. OK, I'm game, we'll see. Wayne and Paul welcomed this sailing novice and complete stranger as they allowed me to look over their shoulders for an interesting and productive two hours.



Jon Wood road sailing on *Elsie*.

Just before lunch Paul's Blackberry rang. It was fellow catboat owners who needed a bit of help to haul out and man-handle the mast of Jon Wood's beautiful M22 *Elsie*. Not a problem. The bulletin can wait. "Grab your coats, boys, work party." It was an unusually cold November day on Cape Cod, we had other things to do, none of us had seen the front side of fifty for some time, but there we were, eight catboaters pitching in and helping each other. It didn't

take all that long, but it surely was appreciated. Many hands make light work. As we got back to the bulletin, I thought back over this past year.



How many catboat sailors does it take to lift off and carry a M22 mast?

I had just purchased a 1981 15 ft. Minuteman. I had never sailed on my own but had been for a few rides on an O'Day, J27, and a stately Alberg. Living on the Cape, there wasn't a question that my boat would have the traditional lines of a catboat. Perhaps it was the pitiful look of bewilderment as I scanned the pile of rope, pulleys, gaff, boom, mast, etc. that I had just towed home, but from day one, CBA member Rick Farrenkopf has taken me under his wing.

This gets me to my point. Speaking as a new sailor and association member, I have been continually amazed throughout this year at the camaraderie shared by catboat owners. In my very short time of being an owner, I have witnessed the "take care of each other attitude" found in my new fraternity of friends.

My first help occurred on Rick's day off, when he, his son, and a friend, helped me get completely

set up and in the water in one afternoon, even to the point of sharing his dock space that is just minutes from Nantucket Sound.

Rick had lent me his copy of *The Catboat And How To Sail Her* and I had purchased and read two other books on introductory sailing. I thought I had a handle on the basics. In the following two weeks I unsuccessfully tried to get up Bass River and out to the Sound to try out the maneuvers I'd been reading about. One afternoon local CBA member Paul Cook stopped over, introduced himself and volunteered to give me a hands-on lesson. No sooner had we gotten under way when we discovered the centerboard was stuck in the up position. My job was to drop it and I thought that was just what I had done (the yard had worked on it and said it was all set), but alas, not so. Paul kept asking, "Is it down?" I kept saying, "Yup." We looked grand right up to the point where we grounded in the salt marsh mud about fifty yards down river. Rick came to my rescue on his next day off by fixing the centerboard problem for good (it involved power tools and a bit of creativity.)

I don't want to embarrass myself too much so I'll skip over the details of all the calamities that aborted several attempts at my first sail. The whole time, I was told, "Don't worry, when you are first learning, everything that CAN go wrong, WILL. Just accept that it will happen and learn from it." Then one glorious day the conditions were just right and I vowed to be successful. I called Rick to see if he wanted to "join me," but he was working. I'll admit I was quite apprehensive of actually doing this by myself. I had visions of ramming something, grounding or capsizing and whatever else. As I cast off and headed out, who came around the corner but Rick. He sensed my concern and so had taken the afternoon off. I gladly came about and picked him up. He deftly tacked up the river and patiently showed me how uncomplicated this sailing stuff actually is. When we got outside the mouth he promptly traded places with me and I was on my own. It was a great relief knowing he was aboard where he could correct me if needed. I've been out at every opportunity since and having a ball.

I have observed, and I'm sure all you have as well, that catboat sailors are quick to lend a hand. It seems to be a sense of communal care. I have seen boats bailed and dock lines checked by fellow owners, and of course pitching in to help step or take down masts and hauling out. Why, just before the Bass River Rendezvous Race was to start, I was given valuable

tips on sailing a small cat, freely shared from my race competitor, CBA member Jon Wood.

Perhaps it's the friendly nature of the catboat design that draws such people, but whatever it is, I'm glad I found them and am looking forward to passing on the tradition.

Before we put in another couple of hours on the Bulletin, Susan Cook and Dolores Cole treated us to a wonderful lunch. Susan makes an Irish Bread you wouldn't believe! When we were leaving Paul's house he suggested it would be nice to write something about our little trip to the river. Hint. Hint. Well, here is my humble effort, but now I'm starting to get that unsettled feeling as I wonder about his other sleeve.

**Bill Holden**

Bass River, MA

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### To The Editors:

In *Bulletin 146*, Karen Seo reported on the presentation given by the Beetle Boat Shop crew on the Sunday morning of our 2008 annual meeting. She told of the genesis of the Beetle Cat and what the company is focused on today. Of interest also in the seminar was the technology the shop brings to bear on boatbuilding: building philosophies and methods, and the design thinking that Sauerbrey put into his new 14 ft. boat.

Bill Womack, the owner, gave us a brief history of the iconic Beetle Cat, how the first was built in New Bedford in 1920 by the Beetles, whaleboat builders who perceived the need for a new product following the demise of the whaling industry. From New Bedford the building site went to South Dartmouth where and only there Beetle Cats were built until a few years ago when Bill bought the company from Charlie York and moved it to Wareham. Bill went on to tell of the boat shop's broader focus in taking on commissions for other/larger boats. The first was *Kathleen* for Tim Fallon. Under the same roof, Charlie York presides over Beetle Cat production and Bill Sauerbrey is engaged in the other projects. Under that roof there is also in storage a vast supply of first class wood.

For years Leo Telesmanick, the master builder of Beetle Cats, was assisted by Charlie. Subtle changes to improve the production of the product were allowed as long as they didn't change the boat. An example is the attention given to wood grain orientation.

With respect to growth rings, wood swells differently tangentially than it does radially. Thus, in a boat, to minimize effects of swelling and shrinkage there are favored grain orientations for structural members. Innovations are still being made. The practice of painting the ceiling planking has recently been discontinued. Cedar doesn't need paint for protection; in fact the paint was more vulnerable than the wood. Also, the bare wood is cooler in the sun and warmer in shade.

Production efficiencies result from the use of patterns and making sub-assemblies. Nevertheless, the need for skilled craftsmanship persists. The shop appreciates the value of working with superior materials. The above mentioned inventory contains only the best clear cedar and white oak.

The first commission following the move to Wareham was the 28 ft. C.C. Hanley replica catboat for Tim Fallon. *Kathleen* as the boat was christened, has made a name for herself since her launching. Drawings necessary for building *Kathleen* were produced on present-day 3-D computer modeling equipment. Bill Sauerbrey who came on board for the boat shop's first project is now building an Alerion, the latest commission. Bill has designed a 14 ft. catboat to meet the demand for a Beetle Cat with seats. Previous attempts by increasing the freeboard weren't altogether satisfactory. Bill's new boat isn't simply a scaled-up Beetle; it is his design. His intention was for a boat which is a nice sailor more than a racer. In describing it he said that he gave the hull dead rise to make for more comfortable sailing when heeled. Unlike the Beetle the new boat carries ballast. Noticeable in a picture was the more traditional gaff angle, not high as favored today. Bill explained that, traditional look aside, the resulting sail shape has the advantage of not changing the center of effort location as the sail is reefed. Per tradition the panels of the cotton sail are parallel to the leech; there is no roach and consequently no battens are needed. Many building techniques are common to all the boats, Beetles and the others. We were shown photos of the Alerion's stem being bent by the same technique as that for bending frames. The 1 1/2 x 3 in. cross-section was being bent the hard way in what is known as compression bending. The steamed white oak balk was pulled over a form with a steel strap with the result that all wood fibers were in compression in contrast to otherwise having the

outside ones in tension. Consequently, the stem is virtually the same as a grown crook. Once tooled up for it, the technique is superior to glued lamination - less labor and no risk of glue failure.

We enjoyed the presentation by Bill, Charlie, and Bill, all assisted by Michelle at the projection apparatus.

**Mat Leupold**  
Wayland, MA

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## To The Editors:

### Launching *ANDURIÑA*

The stern lifted, then she floated free from the trailer to the cheers of gathered friends---proudly in her element, the crystal waters of Lake Atitlan, framed by the volcanoes Atitlan, Toliman, and San Pedro. I paced back and forth with the bow line in my hand, beaming. She floated on her lines, neither listing nor down by the bow nor stern. I'd expected some trimming ballast might be needed.

A gentle tug on the line brought her back onto the launching ramp where my wife, Carole, stood with a bottle of champagne in a cloth wine sack. A hefty swing and the champagne exploded in a great fizzy cloud. *Anduriña* is officially launched - a culmination of two years planning and work.



Milliseconds before the champagne bottle explodes on the bow.

I started the six horsepower Suzuki in the engine well at the back of the cockpit. Carole came aboard; we backed out into the lake and headed toward San Pedro for the first shakedown run. The new engine, just above idle, moved us through the water at about 3 kn. With the engine locked straight ahead, the boat steered well with the tiller. I crossed a big powerboat wake at right angles. The bow rose nicely and did not dig in on the other side---good buoyancy up front. Then I let a wake go under us from side to side. *Anduriña* rocked slightly but behaved like a stable catboat.



Heading out between the volcanoes Toliman and San Pedro. Running about 3 knots with the Suzuki 6 hp. just above idle.

Pleased with our first “sea trials” I swung a large circle and headed back to the dock where the champagne corks and beer cans had been popping. With a plastic cup of champagne propped in the corner of the cockpit seat I took friends and well-wishers for rides. With up to six, not so light crewmembers in the cockpit she still behaved well and did not bury the stern too much.

Three weeks before the launching, the boat had been christened by my granddaughter, *Anduriña*, in Antigua, Guatemala. Good friends, Pierre and Nadia Turlin offered their garage opening into a large garden for the christening. While friends, who had listened for two years to my continual talk of boat building, fortified themselves with champagne and snacks, we waited for my daughter to arrive. Haydee flew in from Texas that afternoon with a group of her Spanish students to tour Guatemala and practice their Spanish.

When everyone was present, we gathered around the new catboat with her springy sheer and glistening

paint. The mast and rigging were not on yet but she had the Catboat Association burgee fixed to the tabernacle.

Carole started the event with some comments about the name *Anduriña* (in Spanish, literally, One Who Travels.) A singer from the Galician region of Spain popularized the name with a song he wrote in the sixties. My daughter, Fanchon, who’s lived most of her life in Central America loved the song and decided to name her first daughter *Anduriña*. Carole closed with the wishes of fair winds and mild seas for this boat in her travels.

I then handed granddaughter Andy a small decanter of plum liqueur. She splashed a glassful on the bow saying “I christen you with my name, *Anduriña*, with this liqueur made by my grandfather.” Then with an “Octavo” of Venado (a cheap fire breathing local rum sold in bottles that are half of a half pint) Andy poured some on the bow saying “in honor of the spirits of Lake Atitlan where you will sail, I christen you *Anduriña* with this guaro”. And, finally tilting a glass of champagne on the bow she said, “With this champagne, in the traditional way, I hope that you, who carry my name, have fair sailing.”

We had covered all bases.

After launching, some small leaks were discovered and had to be repaired. The gaff and boom were rigged and the sail bent. At this writing I’ve only sailed *Anduriña* for a half hour in mild winds of about eight kn. On a reach and running she seemed to be moving about four or five kn. and handled the chop well. Even though the length is only fifteen ft., she still has a “big boat” feel in the way she handles. There’s no question ... *Anduriña* is a catboat.

Any members planning a trip to beautiful Guatemala, call us at (502) 7832-3574 so we might meet.

**Ira Lewis**  
Antigua, Guatemala





# Designing and Building *ANDURIÑA* – Part I

## A Fifteen Foot Wooden Catboat, Built by Tape and Glue Construction Method

– Ira Lewis

I've sailed all my life and for years, I've thought about building a boat.



Last minute preparations before the crowd arrives, at the Kayuco Marina on Lake Atitlan.

I cruised a Marshall 22 out of Rio Dulce on the Caribbean coast of Guatemala for 15 years until I retired and returned to the States. I sold the catboat and moved (up?) to a 30-foot motor-sailor. Always regretted not decking over the cockpit of *Gordita* and going up through the keys to Mexico, choosing a weather window and dashing across the channel from Isla Mujeres to Key West then on up to Wilmington, NC. A catboat would have been excellent in the shallow waters of the intracoastals and the sounds of North Carolina.

Now I'm back in Guatemala in the lovely colonial city of Antigua. I have time to build a boat---So, do it! I'm not a very good carpenter---do it anyhow. Antigua does not have any boat yards or boat builders---so what. What kind of boat do I want to build---duh.

Truly, I did consider other forms but none could overcome my love of catboats and meet all my requirements. It must be small enough to live on a trailer. It must be capable of carrying my wife and I plus another couple, or several youngsters on a day-sail. Carole and I prefer to sit in a cockpit, not sprawl on the trampoline, drenched by spray, of a fast moving

catamaran. It must be beautiful, in a traditional sense. Life is too short to sail an ugly boat.

Once, I'd eliminated other boat types and decided to go ahead with a catboat, Method of construction became very important. Traditional plank on frame is beyond my wood working skill level and no carpenters in Guatemala, and good ones, on the coast but I did not want to try to build a boat with a long distance commute. Fiberglass means building a boat as a form then laying the glass. Fine for several boats, but not for a one off. I finally decided on "Tape and Glue" construction as the best approach for a non-professional.

I read and re-read *Devlin's Boat Building* and *Build The Instant Catboat*, by Harold "Dynamite" Payson plus some other books, until I felt I understood the requirements of this type of construction. Understanding what can and can't be done using this building method is an important part of the design process. There is no heavy keel timber but all parts of the boat are structural members joined together like an egg crate resulting in an extremely ridged hull.

I highly recommend these two books to any boat owner or boat builder. This is a fine way to build cabinets on a plank on frame boat or to replace bulkheads in a fiberglass hull, even if you are not building a complete boat.

Over the years, I've collected several study plans but none exactly fulfilled my unique requirements. There are many 14 to 16 ft. boat plans available but they are open cockpit. I wanted a barely "sitting head room" cabin where I could stretch out overnight, not a "slither in" cuddy. And--- I like the way it looks.

Tape and glue is, of course, hard chine construction but I like the way a round hull looks on a catboat so I decided on a three-chine hull with the edges rounded off some. I've read that the hard chine actually offers some lateral resistance to windward but I like a catboat transom to be round.

Sailing a Marshall for many years, I also had definite ideas about the underwater shape with an especially fine entry. This caused some problems in the building because wide plywood planks can

only be tortured so much into a compound curve, but I managed to build what I wanted by planking the underwater forward part of the hull with several narrow planks to get the shape I wanted.

Referring frequently to Fenwick William's article *Catboat Design* and taking dimensions of many other designs as a percentage of their length, I started sketching what would look right. Paraphrasing Mr. Williams, on a catboat, if it looks right, it probably comes within reasonable limits of being right. I also used my personal measurements for dimensions. I'm sorry, if you are six foot three, you cannot sit comfortably in my cabin, nor stretch out full length on a bunk flat.

To get my headroom, without building an awkwardly high cabin, I had to increase freeboard some beyond most 15 footers, raise the coaming and put a high crown in the cabin. Higher hatch slide rails, and a hatch that is wider and rises above the rails adds a couple of inches while keeping the cabin perspective within limits. The increase in freeboard and coaming will be a plus on Lake Atitlan, which can build up four-to-five-ft., short, choppy waves when the wind pipes up.

After the sketches looked right, I drew the plans on graph paper at 4 centimeters to one foot. Carpenters here in Guatemala work in both meters and feet but I grew up with feet and inches so this is the measurement I used. I employed the system used by "Dynamite" Payson and others, transferring my measurements as 1-10-2 meaning 1 foot-10 inches-2/8 inch (i.e. 1/4 inch). A plus means plus 1/16 and a minus means minus 1/16. The system works well for drafting and lofting.

A few weeks were spent drawing to scale, erasing and redrawing until I finally had a profile and deck plan that met my space requirements--- sitting headroom in the cabin, a cockpit that would seat six adults and still have the proportions look correct. It could be done in a fifteen ft. overall length with a seven ft. beam.

Using Fenwick Williams' formula I drew a 5 1/2 in. diameter mast and stepped it a foot and a half back from the bow which approximated the dimensions taken from several catboat drawings and pictures. It looks right. From the bulkhead supporting the front of the mast to the aft cabin bulkhead allows a bunk flat of 6 ft. With a 12 in. rear deck the cockpit is 6 1/2 ft. long.

The boat uses a flat, rockered floorboard, as seen in Bolger's/Payson's *Bobcat* and Miles Yacht Design Thomkat 14, instead of a keel. I started the plank

at the drawn waterline, one ft. behind the extreme forward length, dropped in a curve 12 in. at midships, crossed the rear waterline one ft. before the stern overall length and rose 1 1/2 in. to meet the bottom of the transom.

I started the skeg at the front of the centerboard trunk. It is 4 in. deep at the front and goes back in a straight line to end 15 in. below the transom. This 4 to 15 in. "keel" lowers the top of the centerboard trunk in the cockpit and cabin while still allowing a reasonably deep board.

The deck and upper chine forward are fairly broad, while the lower chine narrows and the floorboard and hull forward becomes very fine. As the boat heels or smashes into a steep wave, there is immediately more volume to lift the bow supporting the weight of a moderately heavy mast and the downward pressure of the large sail up in the eyes of the boat. The rear chines were drawn to give a rather full waterline aft to support a lot of weight in the cockpit. The turn of the bilge is neither hard nor slack.

"Dynamite" Payson and others say, "Build a model." Samuel Devlin, in his *Devlin's Boat Building*, says that many problems of joinery can be worked out if a model is built first. Friends and family thought I was going senile when I started snipping at cardboard with scissors and sticking the pieces together with masking tape and glue. When a TOY boat took shape they seemed even more convinced. I'd sit for an hour or two at a time staring into space, then jump up, grab a tape measure and see what 26 in. looked like. Not really reassuring behavior.



I built a scale model in cardboard to see the design and refine the shape.

Still, I built the scale model, 4 centimeters to the ft., 60 cm. overall, a model two ft. long, and immediately learned several things. The bow was too low so the sheer was not springy enough. The chines as drawn did not give the shape I wanted and the easy to build square fronted deckhouse looked ugly. Back to the drawing board.

I heightened the stem and raised the forward bulkheads to the new sheer line. I modified the bottom of the bulkheads to get the shape I wanted. I stacked bulkhead patterns on top of each other mid ship to transom and mid ship to bow to see that all chine lines could be connected by a gently curving line --- so that one bulkhead was not out of sync. I planked one side of the model then made patterns of the planks. I found that these patterns were not exact enough to be helpful in actually planking the boat. I later read that this was the case even when using a computer design program. A full size boat must be built then the exact measurements taken off each plank.

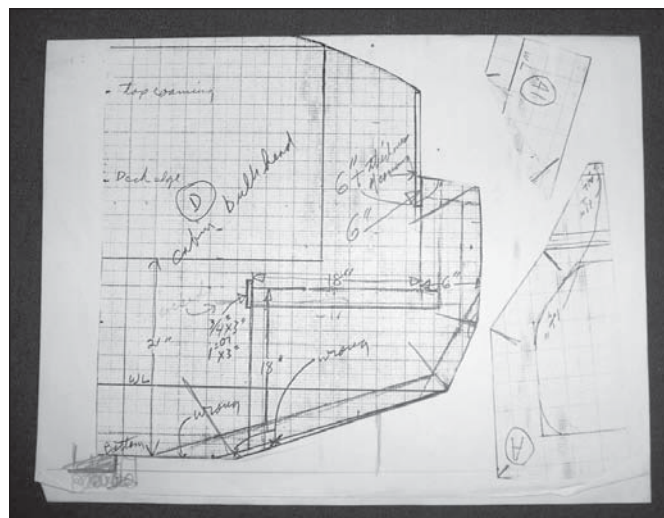


To achieve the fine entry, with the compound curves, I had to use several, narrow, fitted planks to get the shape I wanted.

Lofting was not difficult. I placed two sheets of plywood end to end and started drawing the lines plan, centerline to deck line inside of planking, full scale from my plans. Once I'd drawn the width at each station every 1 1/2 ft. bow to stern, I connected the points by springing a 1 by 1/2 in. strip of wood in a curve through the points. Obviously, the strip did not pass exactly through all the points taken from my plans. To maintain the "sweet" curve I took the new measurements off the full size lofting and transferred it to my scale plan drawing. I repeated this for all the chines and the floor plank.

I then drew in the bulkheads, frames and longitudinal bulkheads such as seat fronts and the centerboard trunk. My wife was further convinced of the senility theory when she came into the room where I was lofting and found me laying on the floor where I was lofting and found me laying on the floor on my drawing. I was confirming that I actually fit on the space I'd lofted as a bunk flat!

Next, I did the same thing full size for the plan view and transferred these dimensions to my scale drawings. Now I had measurements that could be used to draw bulkheads and frames full size measuring horizontally from the centerline and vertically from the waterline.



A bulkhead drawing, with corrections made after the scale model was built. Full sized lofting caused even more minor corrections.

I drew the bulkheads and floor on 3/8 inch marine ply and had a cabinetmaker down the block cut them out for me. I chose this thickness based on the recommendations given in *Devlin's Boat Building*. I also used 1/2 in. where extra stiffness was needed and to laminate the centerboard, rudder and skeg or 1/4 in. for the curve of the cabin front and cabin roof. The roof is thin but I added longitudinal beams for

extra support. Some bulkheads were cut as two halves because they were divided by the centerboard trunk.



All bulkheads, floor plank and trunk logs stored on top of our bedroom closet, while we made a trip to the States.

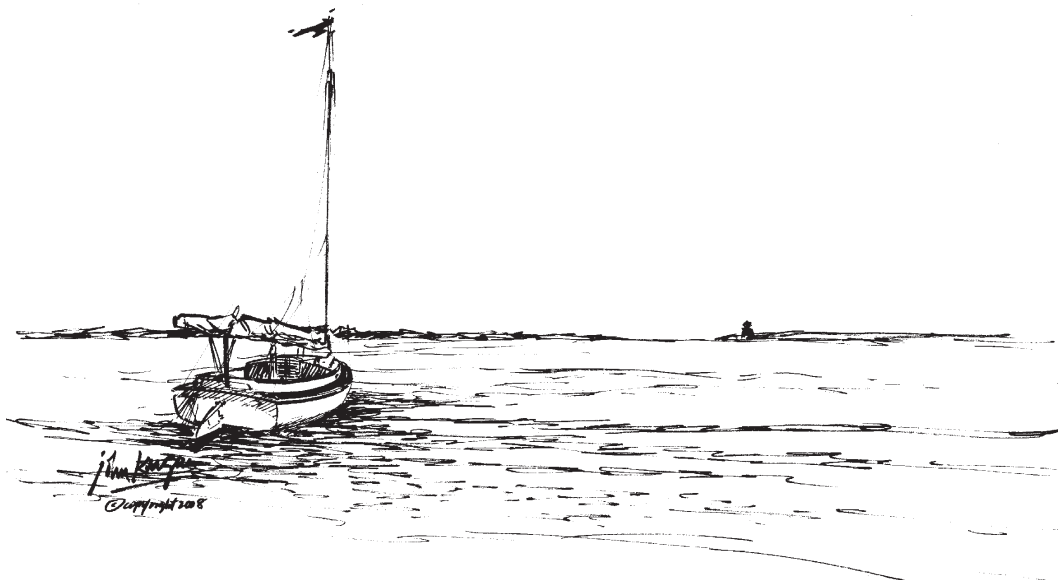
I stored these pieces on the top of a closet in our bedroom and Carole and I left for a three months visit to North Carolina and New England. It was my first trip north of New York. I enjoyed tremendously, visiting Mystic Seaport, Marshall Marine, Cape Cod, Old Ironsides, the Whaling Museum, Boston and Rhode Island. A marvelous trip, especially so, because things and places I have read about in the Bulletin for so many years took on meaning.



Sr. Jorge Samayoa Paniagua, the owner, shows the work he normally turned out in his shop before we started building a catboat. Sr. Samayoa and I had a contract---a handshake.

The second part will cover the trials, tribulations and pride of building.

*Editor's Note: What an ingenious way to get a boat built – hire a furniture builder if there is no boat builder available!*



# Victory – an Adventure in Surfing

by Cory McDermott

She is 102 years old and still holding her beauty. She was built on Cape Cod in 1905 by the Wilton Crosby Yard in Osterville, MA. The Crosby family had built catboats in different family yards during the 1800s and early 1900s for Cape Cod fishermen who took their lives in their hands to fish the banks for cod so the many Norwegians could make their Lutefiske in the fall of the year.

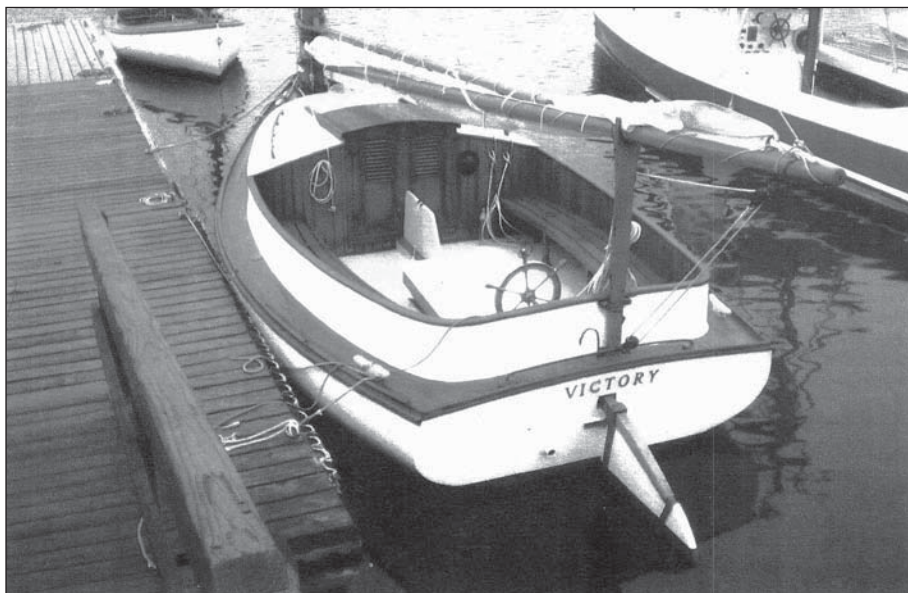


Victory a 21 ft. Wilton Crosby catboat.

I first feasted my eyes on *Victory* laying at dockside in Arey's Pond East Orleans, MA. It was love at first sight. As a young boy I had worked on the Cape at Wellfleet fixing other peoples sailboats, scraping, caulking and painting. They would let me sail their Snipes, Cats, Yankees, and Beetles. I worked at the Sea Scout Camp in Wellfleet teaching others the art of sailing so I could sail. My first adventure in sailing was in an eight foot pram in which I used an oar to steer her.

As a young boy there were very few fiberglass boats in existence. So when 60 years later I saw this beautiful wooden sailboat quietly lying at anchor in all her pristine beauty, as she had been refurbished five years earlier by the Cape Cod Maritime Academy, I had to inquire if she was for sale. When told she was, I immediately started negotiations to purchase her. I was told she was built by Wilton Crosby in 1905 and was 21 ft. in length with a 10 ft. beam. I purchased her in September 2006. I had to leave her to return to Belize where I live most of the time but was constantly thinking of her for the next 12 months. I couldn't wait to get back to have this catboat under me sailing the beautiful waters of Pleasant Bay and Cape Cod Bay for the next three months.

I had rented a cottage in East Dennis by Sesuit Harbor on Cape Cod Bay where I wanted to berth *Victory*. I then contacted a young man who knew the waters well to sail *Victory* with me from Pleasant Bay up the East Coast offshore 50 miles from Chatham to Provincetown around Race Point then south 20 miles to Sesuit Harbor.



Victory looking "Finest Kind".

The day we picked was just a little overcast with the sun peeking through, light to moderate winds and a beam sea all the way to Race Point. We left at 8 AM at high tide motoring through the sandbars on Pleasant Bay. We bounced across the bar into open sea with many seals popping up their heads to see us go by. Once in deep water we hoisted sail and kept about a mile offshore catching 8 to 15 pound bluefish as we sailed. It was absolutely wonderful to see this 100 year beauty make headway between 6 and 7 kn., downright incredible for a boat this age. I got to see Nauset Beach, Newcombs Hollow, Cahouns Hollow, Highland Lighthouse, and Spy Hill Coast Guard Station from the sea where I had spent my summers growing up into my teens.

After catching between 8 and 10 bluefish we put up the poles. They give a good fight and that was enough for one day's fishing.

All was going well and we had passed the Highland Lighthouse about 2:45 PM, so we were making very good time. There were a good 10 or 12 fishing boats around us so we thought we had time to see the whales which I had never been privileged to see. As we went NW passing the shoals off Race Point, to our dismay the winds came up suddenly from the SW and NE hitting us from both directions with 4 to 8 ft. seas. We were making no headway so we decided to go into Provincetown for the night as it was about 4:30 PM and the wind and the waves and swells were becoming stronger. We tacked to port to head closer to shore, when we decided to drop the sail and motor in.

Well, that's when all hell broke loose. When I started the engine I looked down through the window of the hatch and I yelled out, "water!" Something was spinning around the shaft and we were taking on water. John pulled off the hatch and saw what was left of a diaper that had been used to soak up oil in the bilge. Someone hadn't remembered to take it out. He reached down and grabbed it while the engine was running for we didn't want to shut it down not knowing whether it would quit altogether. Then both bilge pumps weren't working, so he worked up a jury rig to get at least one pump going. We were showing no RPMs but the engine was still running, but only at one to two knots. We were approximately ½ mi. offshore when I headed into the 8 ft. swells going up to heaven and then surfing down to hell.

The tremendous turbulence of the waves loosened the wedges holding the mast in place. John went below and got them when he noticed the boat

was leaking around the stem. He then climbed out on the bow to pound the wedges back in place so that the mast wouldn't split in two. He did this several times tightening it each time as the wedges loosened and fell below. How he managed this without falling overboard is beyond me.



*Victory* battling the turbulent seas off of Race Point, Provincetown, MA. Photo taken by a friend on the beach near Race Point, Provincetown, MA.

Another problem we had was no running lights and no flashlight. We had a good 6 to 8 miles to round Race Point and head out to find the channel marker that was at least 4 mi. out from the docks of Provincetown.

We finally got the channel marker in sight and as *Victory* was bobbing constantly up and down in those heavy seas from two directions, the marker seemed farther and farther away.

After another hour we came into the channel and headed in with the waves surfing us in a beam sea, and sometimes lying abaft in a trough sea.

Now the sun was setting below the horizon and it was getting darker and darker until we followed behind the big trawlers coming in with their lights beckoning us. After another couple of hours of maddening bouncing and swaying we finally saw the red light of the breakwater. Even inside the breakwater we had 1 to 2 ft. waves breaking from the north.

We pulled into a dock and a man came down saying we would have to pay \$100 for the slip so we went looking for another less expensive one. The engine wasn't sounding that good and we were having trouble getting *Victory* to reverse. So I said lets pay the man his pound of flesh, even though we told him of our distress. Our cell phone got wet as everything

did, so we couldn't call the Coast Guard if we had a mind to and John couldn't get a hold of his friend who captained a whale watcher. So we cautiously proceeded to dock *Victory* and the lines were on the wrong side of the boat for berthing. So as I passed them over to John the line hit the electric on the engine and started a fire.

Remember, it's after 10 at night and we have very little control of the boat and John is trying to tie up and I'm yelling the boats on fire. I put the fire out and got *Victory* tied up, but still taking on water. I went and paid the man. John stayed on the boat for he wouldn't leave it. I told him I would go and get some food. I not only got food but two good shots of vodka which this 76 year old sailor needed badly.

When I got back John had called Tony from Arey's to come bring a new battery and tools. When they surveyed the problems and especially the leaking along the stem Tony decided that he wouldn't let us even think of sailing *Victory* the next day to Sesuit Harbor for the winds were going to be stronger. I went back ashore and told Tony to pick me up at the Governor Bradford Bar where I had three more belts. He took me to my car in Orleans and John stayed with the boat. What a steadfast young man. Most guys would have said "it's your boat; it's your problem, not mine".

The next day he sailed the boat to Pamet River 6 mi. south on the bay. A buddy of his hauled it out and took it to Arey's winter storage building and was put on chocks so we could survey the problems and decide how to deal with them.

I intend to put *Victory* in good condition to sell her, for this 76 year old man with two artificial knees, who can't haul up the mainsail by himself, should never have acquired this size boat. The boat, I found out, hadn't been taken out to sea that much by the previous owner and being a wooden boat hadn't been in the water long enough for its seams to swell especially a boat this age taking the pounding she did for over 6 hours. She did very well for her age and John said I did very well handling *Victory* for my age and condition in those seas while he attended to the mast.

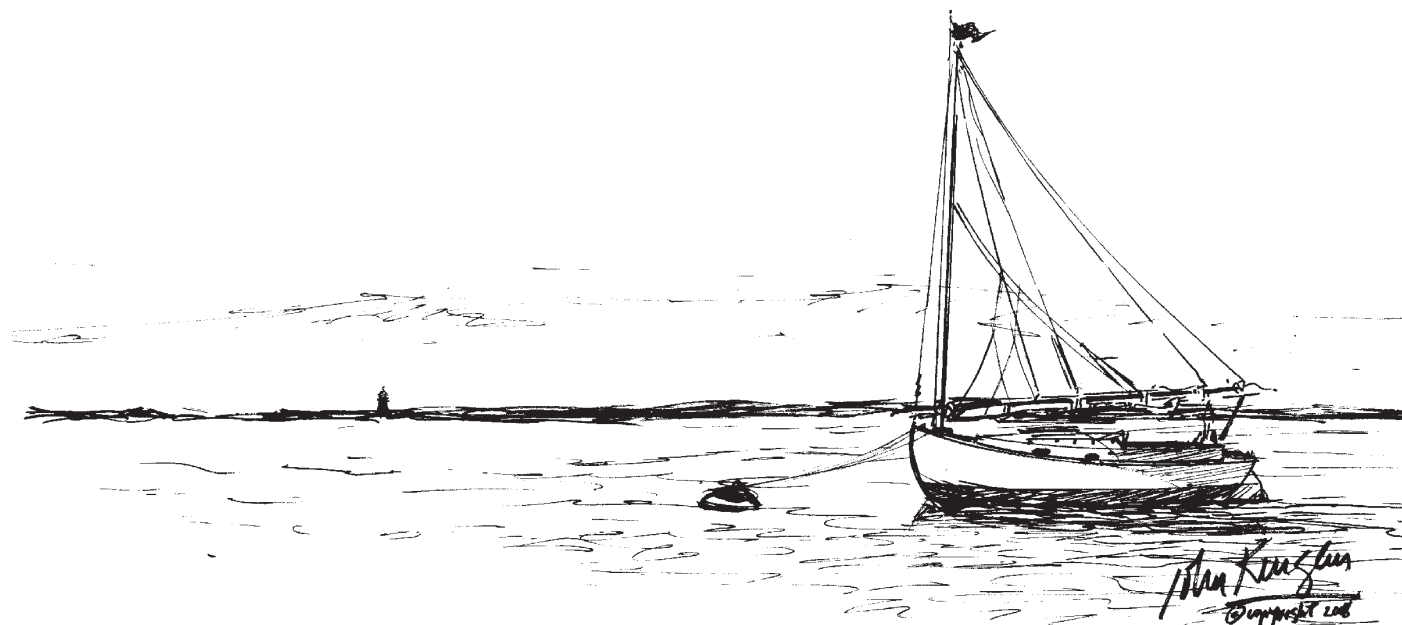
Even though I will let *Victory* slip away to someone else younger than I, someone who has the dream and fortitude to create and realize his dream, I will always have the memories of sailing a wonderful older lady off the east coast of Massachusetts and the outer banks of Cape Cod.

Thank you Lord!

From:

An avid sailor however older he may be - the experience was worth it.

*Editor's Note: Victory is listed for sale in the "Cats for Sale" section of this Bulletin.*





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– *Bulletin Editorial Board*

## **Tim Lund new CBA President**

At the Annual Meeting in Mystic, CT Tim Lund was elected the CBA President replacing me. It has been a pleasure being President especially having the opportunity to meet more members of the CBA and to welcome new members to the organization.



A young Tim Lund under sail off Padanaram.

Tim is a special President as he is the first Catboat Kid to serve the organization in this capacity. He grew up cruising and sailing aboard his parent's catboat *Red Squirrel* in New England waters.

As we move forward under Tim's leadership, Dawn and I will continue with the responsibility of planning and management of the CBA Annual meeting. Let me know your thoughts on the Annual Meeting and what you would like to see in the future.

Many thanks for your support – it has indeed been a pleasure being President of this great organization.

– **Eric Peterson**

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## **Bill McKay Joins the Bulletin Editorial Board**

Please welcome Bill McKay to his new position. Bill sails the altered cat yawl *Calico* on Cape Cod, MA waters. His home port is Mashpee, MA on Nantucket Sound. He replaces Wayne Cole on the Editorial Board and will be on the rotation schedule of Bulletin Lead Editors.

Bill is currently the Contributing Editor for the Yarns and Adventures column, and has already contributed substantially to the Bulletin by getting members to contribute to this column.

– **CBA Bulletin Editorial Board**

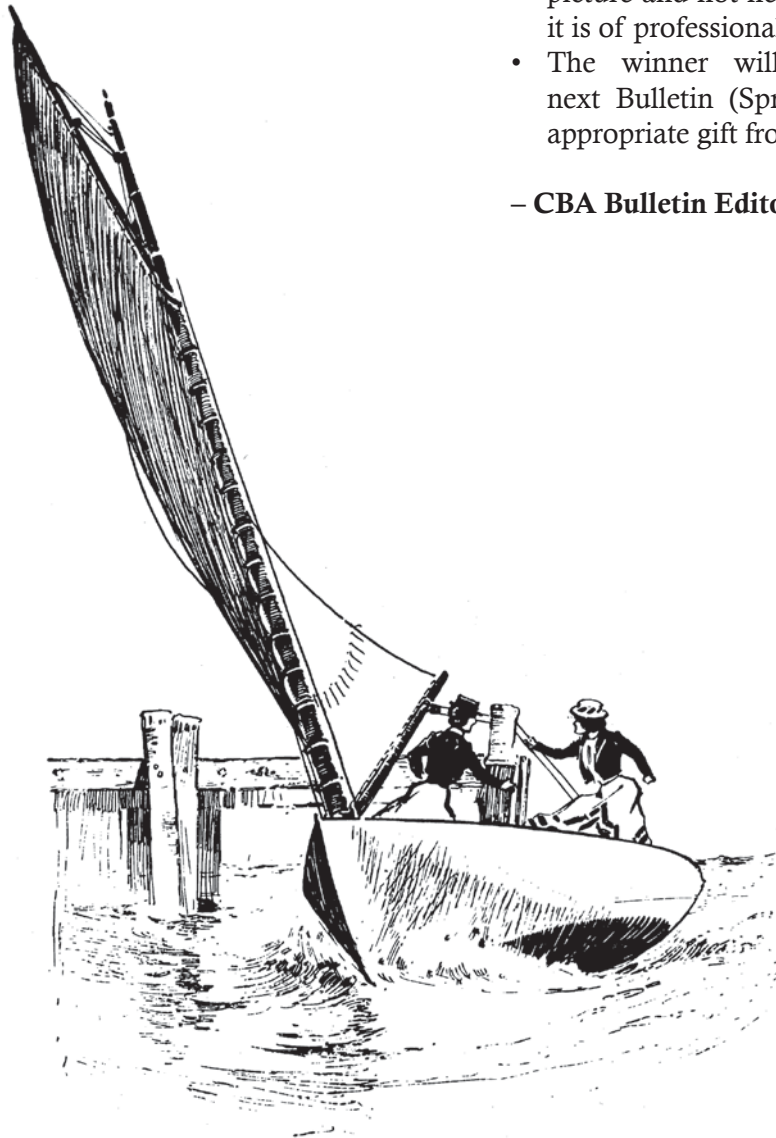


## **“Yard Talk” – A New Bulletin Column**

The new column “Yard Talk” makes its debut in this Bulletin – see In This Issue for its page location. The content of the column will always be written by a CBA Member based on interviews with yard personnel. The plan is to have this column appear in the Winter Bulletin.

The intent of “Yard Talk” is to inform the membership of activities that are occurring at boat yards that build, rehabilitate, maintain, and store catboats. Topics covered will include new construction techniques, products, and services. We hope you will find this column informative and of benefit to your catboat endeavors. Please let us know what you think of the new column – write to the Editors.

**– CBA Bulletin Editorial Board**



## **New Color Centerfold – A Photo Contest**

The goal of the photo contest is to encourage people to submit articles/writings to the Bulletin and in some small part to give recognition of their efforts. Plus we hope it will get people more involved with the Bulletin through voting.

Highlights of the contest are:

- Photos will be selected by the Editorial Board
- Only photos from Bulletin written articles and columns are eligible
- The contest will be held once a year in the Winter Bulletin
- The winning photograph will be whichever photo receives the most votes. Any CBA member can vote.
- Members should vote on the merits of the picture and not necessarily based on whether it is of professional grade photo quality
- The winner will be announced in the next Bulletin (Spring) & will receive some appropriate gift from the CBA store

**– CBA Bulletin Editorial Board**



# Yarns & Adventure

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by Bill McKay, Editor



**Editor's Note:** Thank you all for your contributions. I got a fine cross section of stories from all over the U.S. You will enjoy these here and many more in future bulletins. Don't hesitate to send more this winter; a perfect time to puff up some of your normal sails in 2008 to Captain Sparrow pirate adventures.

Shown here is my catboat Calico, after her December 1<sup>st</sup> haul-out. With her bowsprit removed, thanks to Gerald Monjeau's design anticipation, I could actually shut the doors. It's so great that I cleaned the barn enough this year to get her in - after four years under canvas. I can do a million things this winter on her that are overdue.

Actually, I think I'll go out and start now...

Bill McKay

wjmckay@verizon.net

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## A Cat Boat Fish Story

— William C. Winslow

This story is from Sailing Tales on the *Phoebe Ann Cowdrey*, an 18 ft. wooden cat designed by Charles Wittholz and built by the author.

We were headed to Block Island from Aquebogue, Long Island, NY. Our first stop was Montauk. As we had snuck into the harbor late at night and poached a berth at a commercial fishing dock, we beat it out of there early the next morning, fearful we might meet a vengeful commercial skipper yelling at us to get the hell out of his space. About a mile out of the harbor we met a fishing boat that crossed our bow. This one was a dragger which scrapes a net along the bottom fetching up everything in its path.

Apparently the boat had just swung its net onto the deck, because the crew was busy sorting out the trash from the fish. We noticed lots of fish being tossed overboard. Either they were undersized or out of season. Closer examination with the glasses revealed that there were a lot of striped bass hitting the water. Further observation showed that while they were stunned, they were still alive, swimming around on the surface.

Now, a stripped bass is one of the finest eating fish around. "Let's go fishing," I cried to Nelson, my crew. "It doesn't matter if they are under the limit; they are going to die anyway."

"Yeah," said Nelson. "Fresh fish for dinner. Where's your net?"

"I don't have one," I replied, "or a gaff either. But you've got two hands."

So, we gybed, trimmed the sail and bore down on the nearest *Morone saxatilis*. Piece of cake I said, a little like a MOB drill or shooting fish in the proverbial barrel. Right, except this striper wasn't about to cooperate. Oh yes, he was stunned alright, but he could still swim in circles. The first pass, I lost the fish and nearly lost Nelson as well. He leaned so far out of the boat as to defy physics but never laid a hand on the fish.

"Gybe ho," I cried, eager to circle back. Unfortunately, that was precisely when Nelson was struggling back over the coaming and sort of stood up to regain his balance. He didn't see the boom.



Fresh fish for dinner.

Well, score one for the fish. The second try Nelson actually got his hands on the fish, but when he attempted to clamp down, that sucker just slithered out. Same thing the third time. Finally, on the fourth, the striper tired and Nelson was at last able to “land” the fish. Or, was it “hand” the fish?

That night we enjoyed filets of about the freshest striped bass I have ever tasted. The next day we invited friends aboard for homemade fish chowda.

## The Tale of the Tattoo

– Kevin Heying

The story begins with Nathaniel Herreshoff, well known as the naval architect who designed six America’s Cup winning designs with names like *Vigilant*, *Columbia*, and *Resolute*. He also designed the *Trivia* for the Vanderbilts, the *Navette* for J. P. Morgan,

and Mike Harris’ *Cimba*. Mike Harris owned and sailed *Cimba* until he decided to sell her a few years ago. The *Cimba* is a Herreshoff America 18, and a classic catboat design with beautiful lines that found a new home in Florida.

Mike just couldn’t stay away from his lovely lady, *Cimba*, and recently re-purchased her. Now that’s love of the kind any boat owner can appreciate. But Mike has taken his love one step further in the form of a tattoo. Mike has wanted a tattoo for over thirty years but has never exercised that desire until recently. He mentioned to his wife Bonnie that he really wanted to get a tattoo. Apparently Bonnie had heard this lament before because she told Mike in so many words, “Put up or shut up.” As the photo shows, Mike did put up. Congratulations to Mike on his ownership of *Cimba* in the flesh and on the flesh.



*Cimba* on the flesh.

## Sailing Santa

– Beau Schless

We have a place up in Little Neck (next to Crane’s Beach). There’s a guy who sails a little 8’ pram there who is a dead ringer for Santa Claus. He has pure white long hair and a full beard. He even sails in a red T-shirt with “Santa” on the back. And he sails standing up (not quite sure why, but he does). So my grand children were here last summer and I pointed out that this is where Santa Claus spends his summer. Totally blew the 4 year old away.

# Reminiscence Cruise of the *Sinbad*

– Tom Hyland

Sometime in August, late 1940's the three stalwarts; Tom, Dick, and Jim were starting on a cruise. Tom sailed a Comet #44; Jim crewed. Dick sailed a Harpoon; so much for experience.

The *Sinbad* was a very slow moving, gaff rigged catboat; 18 ft. long, 8 ft. beam, high freeboard, and a removable canvas summer cabin. We had a clay water jug, maybe a box compass, galvanized pail, kerosene lantern, navy surplus food, foul weather gear, and a small yacht anchor – possibly with adequate line. We used Boy Scout summer weight sleeping bags, folding stove, candle powered lantern, matches, pots, utensils - and that's about all. Oh yes! A chart? What's a chart when you can have a Texaco road map?

We met early in the morning at Richmond County Yacht Club; the sky was grey with a 5-10 kn. breeze from the southwest. Jim finally strolled down the dock with the water and stove; he owned the boat, he could come whenever he wanted. We headed out at 0930 Hours. "Where do you want to go?"

"I dunno; where do you want to go?"

"Let's see what Hoffman's Island is all about?"

It was a slow, slow sail to this interesting place. Four hours slow.

During WWII, this island was a training base for merchant mariners, and a quarantine station. It also was the westerly anchorage for the submarine net which protected the coast from German U-boats. We toured all the buildings.

There was a swimming pool with a 30-40 ft. wall representing the side of a ship. The cadets had to jump off this wall in 'abandon ship' drills. There were also 26 ft. double ended, centerboard whaleboats, used by Coast Guard and Navy for training. Each had 14 to

16 ft. sweeps, a rudder; and a few sailed under a ketch rig. Our intention was to sleep in the boat house; but big rats drove us back to *Sinbad* for the night

Next morning we sailed south to Swinburne Island, another quarantine station used as a storage facility for people who died en route to America. We approached, took a look and sailed on by... good thinking. We then sailed SSW to Sandy Hook Bay arriving at 1500 Hours. The tide and currents were against us so we went in to Atlantic Highlands Dock, toured the town, but short on money had no dinner. With a favorable tide in the morning, we rode up the Shrewsbury River on an incoming 3-4 kn. tide. Lacking an engine we rode on and eventually came to a bridge at high tide. Thinking we might not make it under, we slowed down by towing a bucket behind us and all three sitting on one gunnel so we might clear the span of the bridge. The bridge captain looked down at us and yelled, "Boy, now I have seen everything."

Our last bridge, was a very low draw bridge on the Navesink River. We signaled with our war surplus Klaxon lifeboat horn and it opened for us. From there, it was a nice sail to Red Bank, NJ. At night, Tom and Jim shared the 'cabin' on either side of the centerboard and Dick slept under the stars; except for when it rained. He slept on top of Tom, for a wet uncomfortable night.

After our last meal in Red Hook, we headed home. "Did you bring the charts or Eldridge?"

"What the 'H' is a chart? Eldridge?" We had a bucket to keep the bow straight and Great Kills to the left of the center of Staten Island. So who cared? This is what cruising is all about... at least in the 1940s.



# 2008 Race/Rendezvous Results, Part II

– Lyn Behne, Editor



**Editor's Note:** The following is the second 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](mailto:ymilb@aol.com) or 6 Hawthorne Lane, Niantic, CT 06357 Tel. 860-691-2074

## 51st Duck Island Gathering

**OLD SAYBROOK, CT** – For the second year in a row, veteran catboat sailor and Old Saybrook resident Larry Ritzhaupt and his *Jezebel* won the Duck Island Gathering at North Cove Yacht Club. On Saturday, July 19<sup>th</sup>, racing against 11 other catboats from throughout the region, *Jezebel* outmaneuvered and outpaced the rest of the fleet mark for mark.

“We found just the right gusts and little ribbons of current that helped us push ahead of the fleet,” said Ritzhaupt.

The annual event is hosted by the North Cove Yacht Club in Old Saybrook and is the oldest continually run catboat race. The post race party at North Cove Yacht Club featured a festive awards ceremony and barbecue dinner.

### THE RESULTS:

Place	Captain	Boat	Design
1	Larry Ritzhaupt	<i>Jezebel</i>	Marshall 18
2	Sarge Tower	<i>Salty</i>	Marshall 18
3	Robin Varian	<i>Sea Smoke</i>	Marshall 22



*Jezebel* skipper Larry Ritzhaupt during the race.



Larry Ritzhaupt accepts the 1st place trophy from Max Klin for *Jezebel*.

## Sprite Island Rendezvous

NORWALK, CT – The July 12th Sprite Island Yacht Club Rendezvous took place on a sunny, hot day with a light breeze from the southwest. Seven catboats came to enjoy the beautiful weather, the sailing, the camaraderie, and the gam following the race.

In spite of a rough start, Mats Josefsson, skippering *Malo*, was able to use the wind shifts to his advantage to gain the lead early in the race. In fact, he was the lead boat rounding the first mark, and he maintained his position for the rest of the race. The other contenders vied for second and third places as they rounded the remaining two marks in the race. Mats and his crew, Joanne Schreiber, guided *Malo* to a first-place finish, so Mats took home the Menger Perpetual Trophy for the second year in a row. He was the winner of the Sprite Island Rendezvous last year. This winning streak is getting to be a habit – or maybe a tradition?

Trophies were awarded to the first, second, and third place finishers during the gam following the race. Hosts Robin and Betsy Varian supplied drinks and hors d'oeuvres. While the cat boaters enjoyed them, they reviewed racing strategies, and reminisced about past races and rendezvous. Several cat boaters who stayed for a cookout on Sprite Island ate their supper while watching the sun go down in a blaze of color. The event was a resounding success.

### THE RESULTS:

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

– Robin Varian

## Cats and Gaffers Race

ESSEX, CT – On Saturday July 26, at 11:30 a.m., six catboats – four Sanderlings, one Sandpiper, and one Beetle – started the first of five races in near perfect conditions. A steady southwest breeze propelled them through an outgoing current that didn't change with the flood tide, due to recent heavy rains. Logs, tires, and boat traffic kept the crews on their toes. *Jezebel*, who normally does very well, had trouble staying on the right side of the starting line due to the strong current and had to restart a few times. *Salty* and *Stray* battled for the windward mark with *Stray* squeaking ahead most of the time. The Sanderlings and Sandpiper were all very close through all the races, with booms overlapping other boats, and a few very close calls. *Calico* received a special award for being first and last in its class in all five races.

After the races, we gathered for drinks, dinner, and music, and watched videos of this and last year's races taken by Tiffany from *Stray*.

Thanks go to Sandy Sanstrom for heading the race committee and finding the coolest committee boat ever; a real-life, wooden, Down East, built-in-Nova Scotia, lobster boat. You may have heard the term "herding cats." That's what Sandy does.

Thanks to Barbara Klin for the most critical job of all, bringing dinner for hungry sailors.

Tom Klin and Steve Bieglecki ran the crash boat and tended bar. Steve was also responsible for the nice trophies given to the winners.

Last, but not least, thanks to Jerry Roberts and the staff at the Connecticut River Museum for allowing us to race in one of the finest locations anywhere.

Please join us next year, and join the museum too!

### THE RESULTS:

Place	Captain	Boat	Design
1	Rich Batchelder	<i>Stray</i>	Sanderling
2	Sarge Tower	<i>Salty</i>	Sanderling
3	Joe Stoltz	<i>Koshka</i>	Sanderling
4	Peter Pool	<i>Catling</i>	Sandpiper
5	Larry Ritzhaupt	<i>Jezebel</i>	Sanderling
6	Parker	<i>Calico</i>	Beetle



*Jezebel, Salty and Koshka* about to round the leeward mark.



*Salty, Catling and Koshka* running downwind.



*Calico, Jezebel and Salty* head for the starting line.

– *Rich Batchelder*

## Corsica River Races

**CENTERVILLE, MD**—The Corsica River Races were held on July 26 and 27 at Conquest Beach Park in Centerville on Maryland’s Eastern Shore. Winds cooperated this year and even forced the catboats racing to reef at times during the four races held on Saturday. On Sunday the winds blew a steady 10 to 12 kn., which did not present that challenge.

Two more races were completed that day under the more favorable conditions. The winners were based on handicaps, and an average of six races.

Dinner this year was catered by the Phipps family of Kent Narrows Restaurant, who prepared an excellent meal of chicken, crab cakes and fresh vegetables. Turnout for the event was very good, with more than 80 boats participating in the event that brought together boats ranging from catboats to catamarans. Sunday’s trip home was made exciting by an afternoon front that came through with rain and lightning but thankfully, all returned safely to their home ports.

### THE RESULTS:

Place	Captain	Boat	Design
1	Ben Heilman	<i>Mistoffelees</i>	Marshall 15
2	Butch Miller	<i>Dusty</i>	Marshall 18
3	David Bleil	<i>Gull</i>	Legnos 20
4	Mike Crawford	<i>Hamer</i>	Herman 17

– David E. Park

## Great Whitehall Bay

**ANNAPOLIS, MD** – Out of the mist and into Providence Harbor they came: *Wanderer*, *Gull*, *Caerulean III*. They, along with *Patience*, *Dusty* and Team Bradley’s Barnegat Bay sneak box came together to vie for the Capt. Bill Hoover Perpetual Trophy in the Great Whitehall Bay Catboat Race held on August 31, Labor Day weekend.

These usual suspects arrived in Saturday’s steamy weather that ended with a brief but dry evening lightshow. Team Bradley was thankful for the dry part. Sunday, race day, dawned with an azure sky and an unusual morning breeze so the traditional skippers’ meeting breakfast of coffee and fresh donuts was dispatched quickly in order to get on the water before the gift of wind dissipated. The need to reset one of the newly acquired “can see ‘em for miles” marks, which had wandered about 300 yards downwind, delayed the start. The start on the triangular course was clean, and racing was its usual challenge in the

bay’s quirky winds, a wind chart of which would resemble iron filings dropped around a bar magnet with no south pole.

The first time around went smoothly until the turn back at the start pin. Hails heard from the committee boat stating that it was okay to go through the line and not necessary to round the mark to port were heeded by the first boat there, *Gull*, but rebuffed by the others who continued to round the mark so as not to foul. The reason for the “confused” race committee’s course change was soon discovered by *Wanderer* who promptly dragged through the not so muddy but hard bottom on the far side of the turn. It seems the pin had decided to take its gypsy brother’s lead and dragged until it anchored itself in the shallows. Both *Gull* and the race committee were later forgiven, as it did not change boat positions. Proper anchors will be the club’s next purchase.

Racing was close thereafter with a few lead changes and close crossings. Just enough wind held until the end to finish the event fairly, although *Patience* and the inseparable Team Bradley (John and four crew in a 12 ft. boat) were stymied by their size because of the wind-blocking trees lining the small bay. It was no loss for Deborah in *Patience* who was glad finally to have her boat out in some steady wind as she was joined by an experienced Sturdee Cat sailor as her crew. *Dusty* crossed first followed by *Gull*, *Caerulean III* then *Wanderer*. After the handicapping, *Dusty* placed first, *Caerulean III* second with *Gull* taking third. *Wanderer* suffered from the dragging but took it in stride and offered suggestions for next year.

Sometime during the day a shore-side comment was made about the conduct of some of the power-boaters dragging tubes at speed and in circles in the creek, keeping the community docked boats hopelessly hopping around in their incessant wake. It went something like, “If I lived here, I’d have to shoot someone.” Not long after, the sentiment was affirmed when two Hoover family members capsized while rowing their skiff within the 6 mph zone. Fortunately, no one was hurt, and adventure was had and rescue was effected.

Libations and the presentation of the awards, including the Capt. Bill Hoover Perpetual Trophy, followed the race. The trophy was conceived to honor Bill for his character and contribution to the CCBA and catboating. The large plaque was built and donated to the club by Peter Legnos, and features a half-hull model of *Gull*, (the “Legnos” Mystic 20 previously sailed by Bill. Caroline Hoover has graciously presented the trophy for the past three years.



The afternoon wrapped up with a potluck supper including Mary Dunn's much anticipated shrimp dish. Caroline Hoover did her usual magnificent job of hosting the event at the Providence community clubhouse with help from co-hosts Denise and Butch Miller. All who attended are grateful for a thoroughly enjoyable time. Special thanks also to Dave Park who made an 11 hr. passage on *Lyre* from the Wye to be the able, if not always heeded race committee, and for his patience with those who doth protest.

**THE RESULTS:**

Place	Skipper	Boat	Design
1	Butch Miller	<i>Dusty</i>	Marshall 18
2	Butler Smythe	<i>Caerulean III</i>	Menger
3	Jim Ohlmacher	<i>Gull</i>	Legnos 20
4	Marc Cruder	<i>Wanderer</i>	Wittholtz 25

– Butler Smythe

## Great South Bay Regatta/ Rendezvous

**SAYVILLE, NEW YORK** – Under the overall direction of Karla Schnase and Lou Tusso, the Sayville Yacht Club hosted the annual Great South Bay Catboat Regatta and Rendezvous over the weekend of September 6 and 7. Unfortunately, the predicted visit of Tropical Storm Hannah forced postponement of Saturday's racing.

The awards dinner, without awards of course, was held at the club on Saturday night. The guests enjoyed cocktails, delicious hors-d'oeuvres, including a raw bar, followed by the usual outstanding filet mignon dinner. A special Mürbeteig dessert prepared by Karla Schnase's mother was enjoyed by all.

After welcoming remarks by Sayville Yacht Club Commodore Ken Boyle, our MC for the evening, Catboat Association and Sayville Yacht Club member Mark Seal introduced Bill Hansen, our guest speaker. Bill, a Port of New York and New Jersey Harbor Pilot and Sayville Yacht Club member, narrated a fascinating film presentation detailing the history and current work of the New York Harbor Pilots.

The following day, after a noon skippers meeting, the first race began at 1400 hrs. under the supervision of Race Committee Chairman and Sayville Yacht

Club Vice Commodore Doug Shaw. In previous years, upwards of 30 catboats of various classes and descriptions competed, but because of the storm, only 7 boats were present on the starting line. A fairly light and shifty northwest wind presented a challenge to the competitors as they sailed the modified gold cup course. Just as most boats had completed the first triangle, a major, totally unexpected wind shift occurred, and the light breeze morphed into a howling sou'wester, creating near survival conditions by the end of the race. Wisely, the race committee abandoned the second race, and the seven boats slogged their way back to the shelter of the Sayville Yacht Club's marina. Kudos go especially to Tony DeLoia in his little Woodpussy and to Hank Fredricks who was sailing single-handed in his Marshall 18 for making it safely back to port.

An awards ceremony was held at the club shortly after all boats had safely returned.

Three special awards were presented at the ceremony:

Prettiest Boat: Phil Linker's Marshall Sandpiper 15 *Memory*

Oldest Boat: Tony DeLoia's 1957 Marscott Woodpussy *Simba*

Farthest traveled: Tony DeLoia from East Northport, Long Island with *Simba*

**THE RESULTS:**

Handicap over 19 ft:

Place	Captain	Boat	Design
1	Bob Schultz	<i>Tempress</i>	Americat 22

Handicap under 19 ft:

Place	Captain	Boat	Design
1	Phil Linker	<i>Memory</i>	Marshall 15
2	Tony DeLoia	<i>Simba</i>	Woodpussy
3	Mike Hagstedt	<i>Tortuga</i>	Menger 19
4	Jay Abrams	<i>Sea Story</i>	Herreshoff America

Marshall 18s

Place	Captain	Boat	
1	Lou Tusso	<i>Fraidy Cat</i>	
2	Hank Fredrick	<i>Phragmite</i>	

– Phil Linker

# Harvey Cedars Labor Day Race

LONG BEACH ISLAND, NJ – Catboat enthusiasts with binoculars pasted to their eyes watched the progression as the first northern leg of the 21<sup>st</sup> annual Harvey Cedars catboat race passed offshore, on August 31. On the first leg of the twice-around Sandy Island race, Dave Wood and Larry Teacher in *Sprite* were first across the starting line. As they rounded the mark off Loveladies they were so far ahead of the pack they said they couldn't even see who trailed them. They kept their lead for the whole race and were third overall, beating most of the larger boats. Teacher credited the win to his wife, Sharon's, excellent lunch, but Wood has been sailing these waters since he could walk.

Bill Mergenthaler, who crewed with Larry Murphy in *Caboom*, was helped by a family member, too – his daughter Sarah was on the U. S. women's sailing team in the Beijing Olympics and we're sure he channeled her skill to skipper Murphy.

Twenty boats participated, sailing out of Harvest Cove at 1 PM Sunday. The northeast winds blew about 10 to 20 kn., with occasional gusts over 20, but diminishing below 10 for the finish. One sailor commented that this was one of the best races ever, noting the lack of motorboat traffic. Traffic has been light on the bay all summer; one of the benefits (to sailors) of higher fuel prices.

Two 13-year-olds participated for the third year: Jennifer Sherman, now taking sailing lessons at Barnegat Light Yacht Club and loving it; and August Lilley, a member of the Harvey Cedars LIT program.

Only one incident marred the smooth sailing. When Robert Rue hit some waves, his boom swiped the Lilley family's boat on a downwind leg. Weaver Lilley said, "It didn't make any difference to my speed or performance." However, Lawyer Rue, always a gentleman, disqualified himself anyway, relinquishing the third place spot to the Lilleys.

The Rue family was well represented in this race: Robert, Charley, Skipper, Brandon and Amelia, are sons and grandchildren of Matt Rue, who was an early catboat sailor on Barnegat Bay and one of the founders of the race.

The Harvey Cedars Activity Committee sponsors the race, following the race, refreshments were guzzled, and Robert Rue presented trophies to the winners.

## THE RESULTS:

Cats under 15 ft.

Place	Captain	Boat
1	Dave Wood & Larry Teacher	<i>Sprite</i>
2	Tony Sherman and daughter Jennifer	<i>Scat</i>
3	Jamie Weaver and son August Lilley	<i>Jilcy</i>

Cats 15 to 17 ft.

1	Charley Rue and daughter Amelia	<i>Fat Cat</i>
2	Jeff Bonanni and Chris Bigos	<i>Li'l Lulu</i>
3	Jacky and Peter Menninger	<i>550</i>

Cats over 18 ft.

1	John Faus, Beth and Mac deToro	<i>Nipped</i>
2	Larry Murphy and Bill Mergenthaler	<i>Caboom</i>
3	John Spitznagel and Skipper Rue	<i>BL1</i>

– Margaret Buchholz



Jacky and Peter Menninger, who took third place in the Bob Cats class.

# Norwalk Islands Long Distance Race/Rendezvous

**NORWALK, CT** – It was not quite the Olympics at Qingdao, China, but the third annual Long Distance Catboat Race, on August 16, was a grand nine NM racecourse, Greens Ledge Lighthouse to Peck’s Ledge Lighthouse, in a perfect southwesterly breeze, without the seaweed found in the Yellow Sea.

Frank Kemp in *Lövinde* started smartly on port at the favored pin end of the starting line and rounded the first mark in first place. On a run and helped by an outgoing current, the four nautical miles to the 30 ft Peck’s Ledge lighthouse was the fastest leg on the course. *Malö* and *Owl* caught up to *Lövinde* by the time the boats approached Peck’s Ledge with *Malö* rounding first followed by *Lövinde* and *Owl*. Peck’s ledge proved an interesting rounding mark with rotten seas, no wind in the lee of the lighthouse, then wind and current creating a rather challenging rounding. All the boats managed to get around the mark without incident.

The next legs, upwind, to the next two rounding marks in increasing breeze further separated the boats. *Lövinde* chose a long tack off shore while *Malo* and *Owl* tacked close to the shore in order to stay out of the current. It appeared that *Lövinde* found better air off shore but when the boats crossed the next time *Owl* was still ahead. *Kismet*, *Sally E* as well as Bill Trench in *Hope* all chose the short tack strategy close to the islands out of the current.

It was suggested that next year the skippers be given the choice of either rounding the islands clockwise or counter-clockwise. This would certainly add to each skipper’s test of seamanship and navigation skills around the many rocks and outcroppings.

The race started at 12:55 PM; the first boat crossed the finish line at 3:13 PM.

As always, this event, unusual for August in that we had fantastic wind, afforded an after race catboat gam, where we discussed race stories and strategies.

Many thanks to Jeremy Buccollo, principal race officer of Norwalk Yacht Club, for starting the catboat fleet.



Catboat version of wing and wing.



The fleet underway on a blustery day.

## THE RESULTS:

Place	Captain	Boat	Design
1	Mats Josefsson & Joanne Schreiber	<i>Malo</i>	Marshall 18
2	Roger Klein & Joan	<i>Owl</i>	Marshall 18
3	Jay and Missy Fallon	<i>Kismet</i>	Marshall 18
4	Frank Kemp	<i>Lövinde</i>	Marshall 18
5	John & JR Reffner, Mary Ellen	<i>Sally E</i>	Atlantic City 24
6	Bill Trench	<i>Hope</i>	Ted Brewer 21

– Mats Josefsson

# North of the Cape

PLYMOUTH, MA – Winds of 10 to 12 kn were welcomed by the North of the Cape fleet on July 19, after several years of trying to compete in zephyrs. That allowed the race committee to set a course covering some 12 mi. instead of the 5 mi. of recent years (that’s 12 “crow-flight” mi., true mi. over the ground depended on how many times you had to tack).

Ten cats crossed the starting line at The Nummet, a ridge in the sandy bottom where the Kingston channel branches away from the Plymouth–Duxbury channels in the Cowyard. The six Marshall 22s could have used a bit more wind but conditions were fine for the three 18s. Although the race qualifications call for participants to be cruising cats, 18 ft. and up, it was a pleasure to see a Marshall 15 tag along and complete the course despite being ineligible for a prize.

It was a pleasantly warm, sunny day and these fine conditions continued during the post-race gam at a bayside picnic setting on Rocky Nook in Kingston, hosted by Mike Radoslovich and Kevin Doyle. Race committee members John Wheble and Bryan Belsito and their wives, both named Karen, were acclaimed for their choice of race course as well as providing the coveted brass plaques dated NOTC 2008 plus other memorabilia.

The big Marshall trophy was awarded to *Skimbleshanks*, a Marshall 22 now skippered by a second generation of Betsy and Fred Stevens’ family, namely Wyatt Stevens. Right on *Skimbleshanks*’ stern was *Blurton Girl*, a Marshall 18 raced by Bryan Belsito, who, in his professional life, commands much larger vessels.

Congratulations to skipper Bryan Belsito who campaigned *Blurton Girl* to win the summer series of races for cruising catboats, sponsored by the Duxbury Yacht Club. The series, run for nearly a century, is open to boats from Kingston and Plymouth as well as Duxbury.



North of the Cape Banners.



Prizes await NOTC ceremony.



NOTC picnic underway.

## THE RESULTS:

Place	Captain	Boat	Design
1	Wyatt Stevens	<i>Skimbleshanks</i>	Marshall 22
2	Bryan Belsito	<i>Blurton Girl</i>	Marshall 18
3	Del Irving	<i>Sea Cat</i>	Marshall 22
4	Paul Miraglia	<i>Fantail</i>	Marshall 22 sloop
5	Jerry May	<i>Maytime</i>	Marshall 22
6	Paula Fleck	<i>Catnap</i>	Marshall 22
7	Sanford Leslie	<i>Paradox</i>	Marshall 18
8	Greg White	<i>A. A. Holmes</i>	Marshall 22
9	Mike Radoslovich & Kevin Doyle	<i>Catnap</i>	Cape Cod Catboat Co
10	Joan Halunen & Lydia Miles	<i>Hally Cat</i>	Marshall 15

– Doris Johnson

## Wickford Rendezvous

**WICKFORD, RI** – We once again had a perfect day for the catboat rendezvous on July 12. It was clear, without the threat of rain or other storms. The wind was between 15 and 20 kn., a little breezy for the 18s but just right for the 22s. The skippers meeting scheduled for 10:00 AM did not get underway until the normal catboat timing of 11:00 AM. Everyone got the instructions in good order on where the course was, after a lengthy discussion about which marks to use to designate the course.

Once the course was decided, the parade announcement was made. The captains and crew readied their respective craft for the annual Wickford Catboat Parade through the harbor. The parade commenced at noon and proceeded its way through the inner harbor to the town dock and back out of the breakwater. The crowds of people that had come to the famed Wickford Art Festival greeted the fleet of catboats.

The race started at the approximate designated catboat time of 1:00 PM. This year we had the pleasure of hosting a newly restored 26 ft. wooden cat *Tigress* owned by Roger Fuller and a 19 ft. cat *Aletta* owned by Dave Davis. The breeze was full and the fleet took off with the 18s starting five minutes ahead of the 22s. By the time the first mark was in sight, the 22s were in the middle of the 18 fleet. The first mark was the Plumb Point lighthouse next to the Jamestown Bridge. The long reach to C6 saw many changes in position because the wind was not consistent throughout the

West Passage. If you got into a dead spot, your position was in jeopardy. At the rounding, boats leading at the lighthouse were replaced with a new set of leaders. After C6, it was a long tacking challenge to the finish line inside the harbor and the fleet shuffled the order again.

Everyone had a great time after the race at the BYO barbecue. The awards were presented to the committee and to the crews and captains of the participating boats. With catboats sharing the day with the annual Wickford Arts Festival, everyone had the opportunity to sail on Saturday and attend the festival on Sunday.



### THE RESULTS:

Place	Captain	Boat	Design
1	Jim Bradley	<i>Chance-A-Long</i>	Marshall 18
2	Charles Appleton	<i>Emmalina</i>	Marshall 18
3	Jason Grear	<i>Selkie</i>	Marshall 18
4	Jay Kolyer	<i>Mugsy</i>	Marshall 18
5	Tom Becker/Joe Kranz	<i>Abigail</i>	Marshall 18
6	Macey LaFreniere	<i>Moby</i>	Marshall 18
7	Dave Davis	<i>Aletta</i>	Menger 19

### 22s and above

1	Eric Collins	<i>Sappho</i>	Marshall 22
2	Geoffrey Skog	<i>Gnome-Mad</i>	Marshall 22
3	Rex Brewer	<i>Peregrine</i>	Marshall 22
4	Roger Fuller	<i>Tigress</i>	Wood 26

– Eric Collins

# Raritan Bay Race and Rendezvous

**RARITAN BAY, NJ** — The Raritan Bay Race and Rendezvous took place August 9, 2008. The weather cooperated with light breezes. It was a short race of four to five mi. Short on boats, long on fun.



Raritan Bay race enjoys a resurgence on a beautiful day.

Charlie Ladoulis enthusiastically resurrected the Raritan Bay Catboat Association, seconded by Santo Pezzutti and Bob Poole from the Monmouth Boat Club. Rich Tullo, John Parker, Mike Notarfrancesco and Tom Hyland from the Richmond County Yacht Club (RCYC) are also on board.

We are sure that over the years there were many Raritan Bay Catboat Association races. The last one for which a cup was created was about 1975. The cup resides permanently at the RCYC, at Great Kills Harbor, Staten Island NY. The current winner is Rich Tullo, and before that Bill Halsey from Monmouth Boat Club, Red Bank, New Jersey.

There are no officers, no schedule, no dues, but plenty of debts. There are plans to enlist other clubs at the Raritan Bay, both in New Jersey and in New York: Keyport, Raritan, Perth Amboy, Atlantic Highlands, Fair Haven, Oceanport and West Long Branch (NJ); Richmond County and Atlantic Clubs in Staten Island, and any interested from the other boroughs of New York City.

We race on the Chesapeake CBA handicap system, but we cruise on our own system. On our last race, Tom's crew caught a bluefish. Now that is concentration.

One of the purposes of the association is to bring together all catboaters for a gam, booze and lies, possibly in that order. For now, Charles Ladoulis and John Parker are saddled with leading the pack.

Other commitments prevented participants from the Monmouth Boat Club making the race this year. Next year, the race will be bigger and better. Please join us. Contact information will appear in the spring bulletin.

## THE RESULTS:

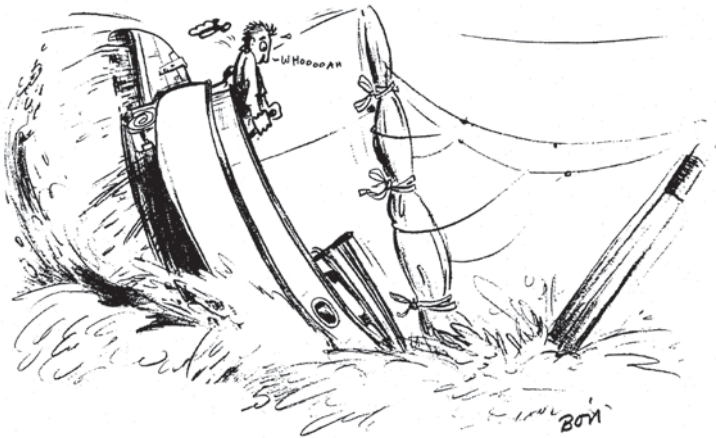
Place	Captain	Boat	Design
1	Richie Tullo	<i>Mandolin</i>	Menger 23
2	Tom Hyland	<i>Romance</i>	Marshall 22
3	Mike Notarfrancesco	<i>Lady Steel</i>	Menger 19
4	John Parker	<i>Painters Pride</i>	Menger 19

– Tom Hyland



# Boat Building and Maintenance

– Bob Reddington, Editor



## Installing a blower on a Marshall 22

I'll preface this contribution to the Bulletin with an apology to Bob. Last summer, I'd approached him about this and some other projects that I was doing and promised to send along a few submissions. Unfortunately, life got in the way and I was tardy. So, finally, here is one of many articles that I promised Bob...

If you have a Marshall 22 that was built before 1980, it will have two ventilator ducts with cowls to passively ventilate the inboard engine compartment, one each outboard of the coaming on the port and starboard sides of the cockpit. This was the United States' Coast Guard standard from 1940 until 1980.

### *Hello Shipmates:*

*First of all I want to congratulate and thank our members who have sent in material for the Bulletin. Unfortunately I can't put it all in one Bulletin, but it does give me a little back up. Thanks again to all of you who have sent material.*

*Brent Putnam of East Falmouth, MA, who sails a 22' Marshall, Cranberry shows us how he installed a bilge blower in his boat and a bracket to keep things on the shelves while heeling.*

*Paul Miraglia of Plymouth MA, sails a 22' Marshall Fantail. His ventilation of his cabin is great. In any boat I've always said a little would do less damage than closing your boat up tight. But I would close that port in heavy weather.*

*Again thank you for your contribution to the Bulletin, keep it coming (for those of you who haven't) do send to:*

*Bob Reddington,  
235 Lake Ave.  
Bay Head, NJ 08742.*

*Your sinking shipmate,  
– Bob Reddington*



Original M22 vent.

In the mid-to-late 1970's, several studies found that passive ventilation was least useful when it was most needed - when the boat was not moving. Passive ventilation worked well when the boat was moving fast enough to actually move air through the boat, but if the boat was still, there was little or no movement of the air. Statistically, this was corroborated by the fact that most fires and explosions in boats happened shortly after fueling, when the boat - and therefore the air - was not moving.

As a result, the Coast Guard established a new rule, 33 CFR 175.201, effective August 1, 1980, requiring positive ventilation (i.e., a blower) for gasoline powered boats built after this date.<sup>1</sup>

Our 1973 Marshall 22, *Cranberry*, is grandfathered, and has survived for 30-plus years without a blower. However, the Coast Guard rule is there for a reason, and I personally subscribe to John Vigor's "Black Box" theory.

Mr. Vigor, a nautical author, asserts in his book, "The Practical Mariner's Book of Knowledge", that "luck" is not some supernatural force. Rather, he suggests that luck can be thought of as a black box into which you make deposits, or from which you take withdrawals. As long as you make more deposits than withdrawals, you will have "luck." Like a bank, you don't want to overdraw your account.

It's a good, common sense theory that plays well on my Boy Scout background to "Be Prepared". So I decided to make a deposit and add a blower to *Cranberry's* Palmer gasoline engine installation.

List of materials:

- (1) Rule In-Line Blower, model 140, West Marine catalog 1896919 <sup>2</sup>
- (1) Cole-Hersee SPST pull switch, model M-628-BP, West Marine catalog 109381
- 14-gauge, Ancor marine duplex wire, model 179432, West Marine 121550 <sup>3</sup>
- Ancor Marine nylon cable clamps, part 401372, West Marine 385765
- Ancor Marine adhesive lined heat shrink tubing, part 302103, West Marine 179549
- (1) inline ATC/ATO fuse holder, West Marine 412650
- (1) 5-amp ATC/ATO fuse <sup>4</sup>
- Crimp connectors
- 3/4 in. plywood
- epoxy

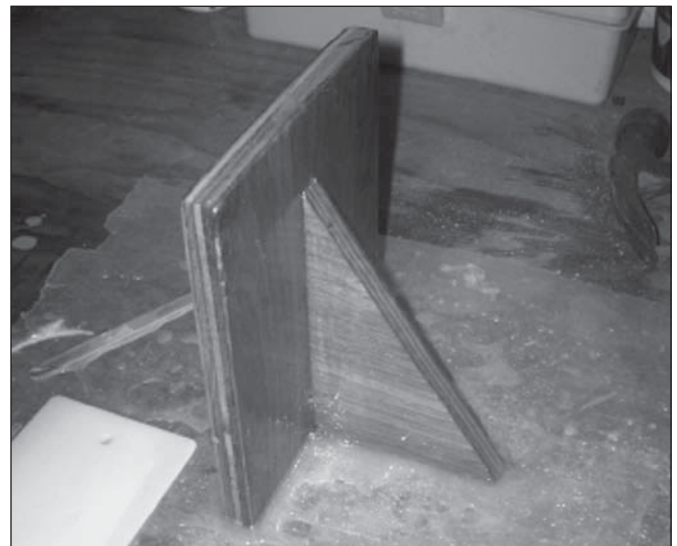
- 4 in. fiberglass tape
- (2) 14 in. nylon cable ties
- silicone caulk
- duct tape
- screws
- wax paper
- latex gloves
- cups and mixing sticks for epoxy

*Bulletin #140* featured the installation of ventilation and a blower by John A. Wolf on his inboard-powered Marshall Sanderling. If you have a pre-1980 Marshall 22, then the ventilation is already there. You just need to add the blower.

Unlike the Sanderling, the seats on our Marshall 22 are not made of plywood that extends back to the hull, but are of molded fiberglass with an integral cockpit coaming. The ventilation hoses are vertical, running up from the engine compartment, through the cockpit floor, to the deck - all behind the cockpit seats.

Mr. Wolf attached his blower to the underside of the Sanderling's plywood seats, but as I had to work with fiberglass, I'd need a different way to mount mine.

The answer was to build a vertical mounting block secured to the deck so that the blower could be positioned between the existing holes in the floor and deck. Not only would this provide a relatively straight path for the air (bends slow the airflow), but I would only need to cut the existing hose and insert the blower in between.



Mount construction.

1 This is detailed in Boating Safety Circular 69, dated October 1989, <http://www.uscgboating.org/recalls/pdfs/BSC69.pdf>

2 Specs for this blower can be found at [http://www.rule-industries.com/products/ventilation\\_blowers/rule\\_in\\_line\\_blowers\\_x40\\_series/iid\\_267/index.htm](http://www.rule-industries.com/products/ventilation_blowers/rule_in_line_blowers_x40_series/iid_267/index.htm)

3 Rule recommends 16-gauge wire; I used the heavier 14-gauge because it's what I had on hand.

4 Rule recommends a 4-amp fuse; I used a 5-amp because the heavier 14-gauge wire can handle the additional current, and it was what I had on hand.



As you can see in the above photo, I used two pieces of 3/4 in. plywood, screwed them together and coated them with several coats of epoxy for water resistance. I then set the face of the mounting block about 3/4 in. of an inch from the edge of the hole in the cockpit floor so that the blower would be properly positioned between it and the hole in the deck.

In order to secure the block, I sanded a small area of the deck near the hose and wetted-out sections of 4 in. fiberglass tape using a trick someone had mentioned on the Trailer Sailor bulletin board<sup>5</sup>:

- 1) Place the fiberglass on a piece of wax paper and pour enough epoxy to wet-out the fiberglass;
- 2) Place a second sheet of wax paper on top. Use this to spread the epoxy and complete the wet-out of the fiberglass;
- 3) Peel off the top sheet of wax paper so you can handle the fiberglass like a Band-Aid;
- 4) Apply it to a surface and peel back the bottom sheet of wax paper.



Fiberglass Band Aid.

In theory, this sounded great, since I had run out of latex gloves and the patience to get more. In practice, I should have tried this first. Gloves are still a necessity.

As you can see from the blower mount, the fiberglass didn't stick as well as it should have; the corners on the block were not rounded enough. However, when cured, the installation was still rock-solid.



Mount secured.

Once the epoxy cured, I marked the location of the blower (note the pencil marks in the above figure) a Rule in-line model 140.

I attached the blower to the mount with two screws. The hose was secured using nylon wire ties with duct tape. Silicone caulk was used where the hose meets the deck to prevent slippage and keep stray water out.



Blower mounted.

<sup>5</sup> <http://bbs.trailersailor.com/forums/catboat/index.cgi>



Hose assembly.

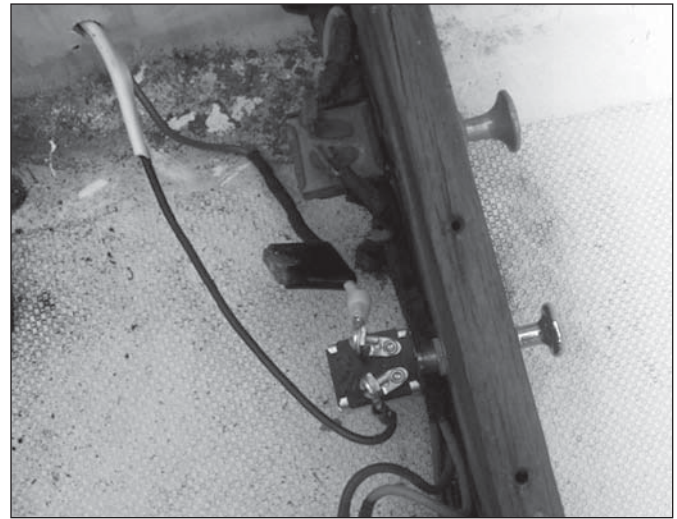
Mr. Wolf installed his blower on the port side of his Sanderling. However, because the fuel fill, gas tank and tank vent is on the starboard side of our Marshall 22, I decided to mount the blower here. This way, any fumes created during fueling would not be sucked-in through the passive vent.

Once installed, it's time to wire the blower. Ideally, it should be directly wired to the battery so that it can be operated independently of the engine, i.e., before the key is turned, which starts the fuel pump. Our Marshall 22 had a convenient location for the switch right between the ignition key and the light switch in the steering housing.



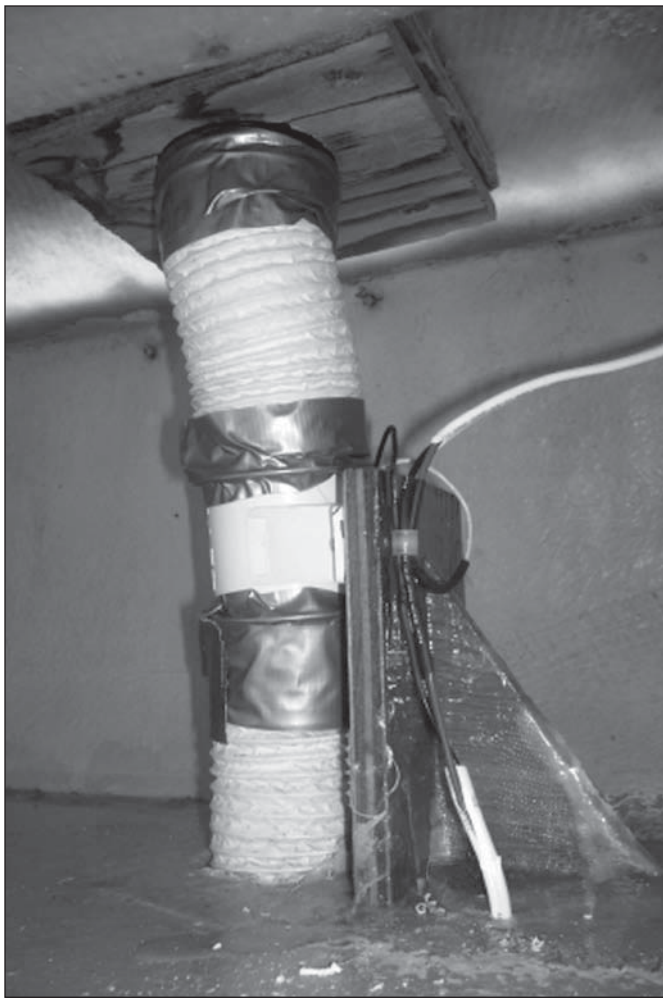
Switch location.

I found a push-pull switch by Cole-Hersee that matched the existing light switch. The fuse was placed between the battery and the switch, on the positive side of the circuit. Adhesive shrink wrap was used to insulate and protect the soldered joint.



Switch installation.

Finally, we had to wire the blower. After running the wire from the switch to the blower, and from the blower to the battery, it was secured using nylon wire clips screwed into whatever wood happened to be nearby, usually a stringer or frame meant to strengthen the seat or deck. You can see one of those clips on the back of the mount in the photo below.



Blower wiring.

Connections to the switch and battery (the latter via a preexisting bus bar) used soldered crimp connectors, and the connections at the blower were soldered. The blower connections were covered with an adhesive heat-shrink tubing to keep water out.

The completed installation works as designed; the blower can be operated without turning on the engine and it moves a healthy volume of air. The blower intake hose is positioned under the carburetor, so it can draw fumes from the area where gasoline is most likely to leak and/or collect.

The only apparent drawback is noise! One of the benefits of a gasoline inboard is smooth, quiet operation, but the new blower is actually louder than the engine. One of my next projects will be an insulated box around the blower to help dampen the sound.

**Brent Putnam**  
Falmouth, MA

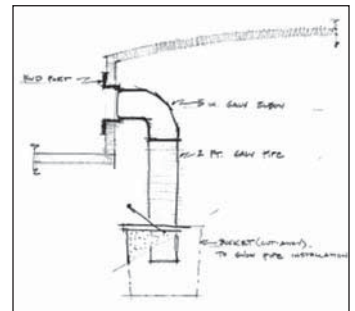
## Cabin Ventilation

I am a proud owner of a 1978 sloop rigged Marshall 22, which I purchased six years ago. The previous owner, while showing the boat, pointed out the ingenious cabin ventilation system, which consisted of a solar powered exhaust fan mounted on the mahogany hatch in the main cabin.

After a season or two, I discovered how worthless this piece of equipment was. I thought a standard cowl scoop would be better but without a dorade box you would need an umbrella for the galley table. You would also need to remove the vent when working on deck or inadvertently kick it overboard or trip.

Leaving the forward port open on the cabin trunk afforded the best option, especially when the boat is kept on a mooring, but again—the rain.

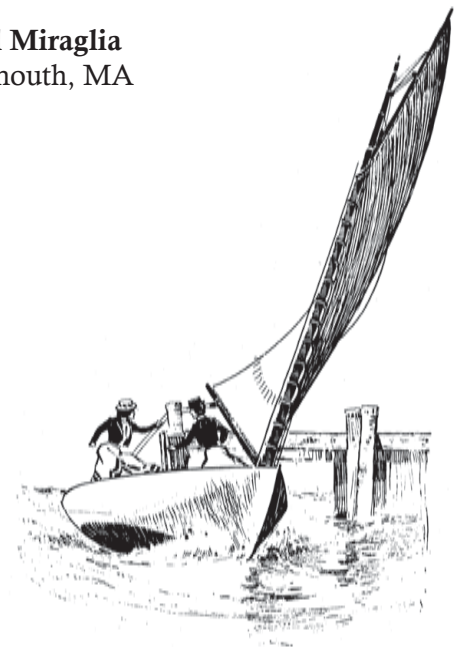
The port is 5 in. diameter so I purchased a 5 in. galvanized stove-pipe 90 deg. elbow, and a 2 ft. length of the same. The tapered end of the elbow fits snugly in the porthole if you remove the screen and spring clips. A bucket under the 2 ft. length catches the water. Flying insects are not a problem on a mooring or anchor since they usually don't fly down wind but, if needed, one could always bungee on a screen around the bucket end of the pipe.



Cabin vent approach.

Ventilation is good!

**Paul Miraglia**  
Plymouth, MA



# Shelf Bracket

I'm always looking for gadgets and gizmos to make our time afloat safer and more comfortable, and I've a number of books such as *100 Fast & Easy Boat Improvements* by Don Casey, from which ideas spring.

So it was with this project, a metal rod bent to keep my books from sliding around. It is simplicity itself, with four eye screws holding a length of 1/4 in. bent rod.

## List of materials:

- (1) 1/4 in. x 48 in. steel rod
- (4) 1/4 in. (ID) eye screws

The bracket is 17-1/4 in. wide and 9-1/4 in. deep. The vertical legs put the cross piece 5-3/4 in. above the shelf. Depending upon what you intend to restrain, you may decide to use different dimensions. I'd recommend measuring your space first.



Shelf bracket installed.

I secured the rod in a bench vise to make the bends, and a hammer helped get tight radii. Measure carefully – there will be some tolerance, but not much. The lengths of the left and right sides of my bracket are within about 1/8 in. of each other.

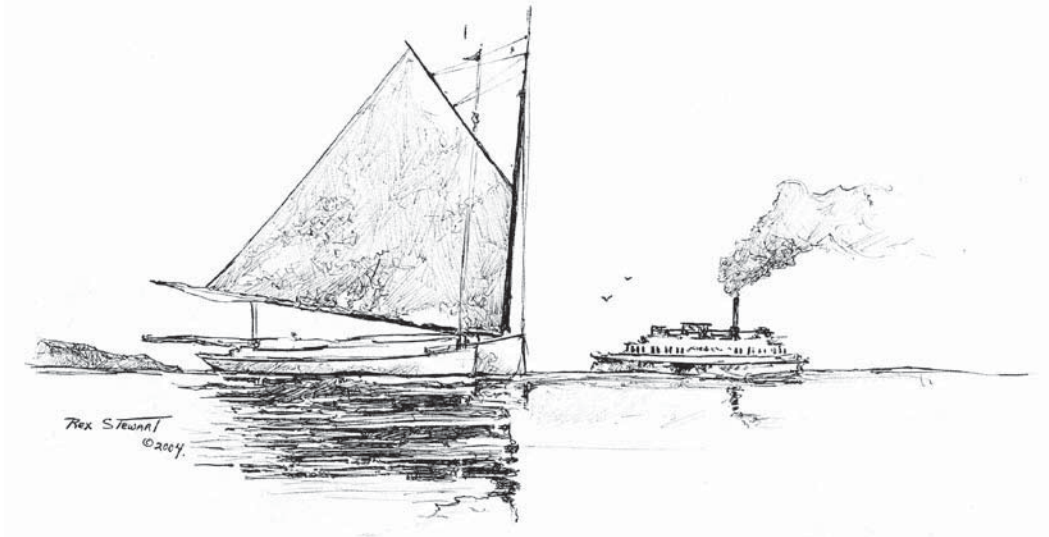
As you can see in the picture, the four eye screws secure the rod. Measure the locations for the eye screws and screw them into the bulkhead. You might find pilot holes helpful here.



Shelf bracket in use.

The bracket works well to hold books, notepads, chart aids and even binoculars. After a year of use, there is a light rust coating due to the salt air. Painting it would help, as would a different material, such as aluminum or brass.

**Brent Putnam**  
Falmouth, MA



# CBA Discussion Group



by C. Henry Depew, Editor

**Editor's Note:** The catboat discussion group is accessed by joining the *LISTSERV* from the Catboat Association's web page [www.catboats.org](http://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*.

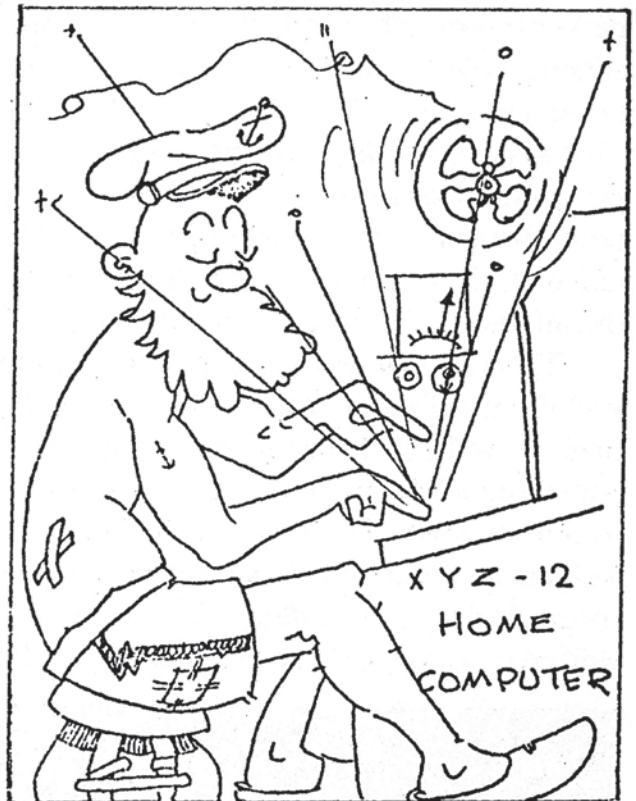
**Q: - MAST STEP PROBLEM -** To make a long (and scary) story short, the mast on my Minuteman jumped out of its step while under sail this weekend (2nd time out with this boat). I sent my 5 year old into the cuddy cabin to investigate, and discovered that the step is about 3/4" in size. I also think the turnbuckle is too long, so I'm replacing it with a shorter one, so I can crank down the forestay a bit more. Any other ideas?

**A:** Responses ranged from adding some small stays to the forward side of the mast to making the mast step deeper to provide more support to the aluminum mast. It was also suggested that in addition to a tighter forestay, a "tie down" could be added to the mast that attached to the deck (or some strong point) to keep the mast from hopping.

**Q: - BILGE PUMP QUESTION -** I have a Marshall Sanderling. I was wondering what bilge pump systems people have on this boat or the like. Are there any that don't require wiring into the battery or do not need a secondary battery? All advice is welcome.

**A:** The wave-activated pump from Norway was recommended as a non-electrical method. The pump has a floating plunger hung over the side that sucks the water out via a PVC tube in the bilge.

The other suggestions included a small pump on a float switch that is wired directly to the battery. That way, you can shut down the electrical system and still have power to the pump via the float switch.



*(List Reader's note: I use the second method on my powerboat. The power side has an in-line fuse and the bilge pump is always "on" even when the main switch is in the "off" position.)*

**Q: - BRONZE CLEATS -** Where is the best buy for bronze cleats? I'm looking to replace all my original wooden cleats with bronze on my 1973 Marshall 22. As a minimum, I'd like to replace the bow cleat, 2 spring line cleats and 2 stern cleats. Any information is appreciated.

**A:** Respondents' recommendations for sources ran the range from Bristol Bronze in Tiverton, RI, Jamestown Distributors, Traditional Marine Hardware, Buck-Algonquin, and the boat's manufacturer, Marshall Marine.

**Q: - WOOD CLEATS -** Does anyone know of a source for wooden deck cleats? Maybe staying with the wood cleats that came on the boat would be better. The through deck holes should not need to be moved/re-drilled.

**A:** Recommended woods included teak, mahogany, white oak, and a heavy vote by many for black locust. It was recommended that if black locust was the

choice to go to a fence company and see what they are using for fence posts (other than some pressure treated wood). With luck they will have some black locust and one post will be more than enough wood.

It was also noted that anyone interested in making wooden cleats should read the September/October 2006 issue of *WoodenBoat Magazine, Number 192*, Page 27 to 32. MAKING WOODEN CLEATS, text and drawings by Harry Bryan. Included are all the important dimensions for belaying cleats built to accept 1/4, 3/8, 7/16, 1/2 & 5/8 in. line.

For those not aware, *WoodenBoat Magazine* has a fantastic online index and for \$3.50 each you can order online an instant digital download of old issues.

One respondent noted that "The varnished black locust cleats that I made for my boat are in great shape after about 18 years of use." It was also noted that the Pert Lowell Company in Newbury, MA has black locust in a number of forms.

**Q: - CENTERBOARD LEAK - I think I may have some water weeping in from my centerboard on my 1968 Marshall Sanderling. Has anyone had this problem?**

**A:** We had the same problem several years ago on our 1971 Sanderling. We applied a small fiber-glass patch with epoxy and have had no problems since.

**Q: - GPS QUESTION - I'm going to be purchasing a GPS unit for my Marshall 22 soon. Does anyone have any model recommendations or hints on usage while underway? I noticed someone mentioned an anchor drag alarm...are there any other features I should be reviewing?**

**A:** Those responding recommended a Garmin unit due to the excellent support and ease of use.

**Q: - AUTOPILOT - I am planning to outfit my Menger 23 with an autopilot and would be very interested to know about what others have done. It would be nice to also know how difficult the installation was and any operating or maintenance issues for the unit.**

**A:** Those responding recommended either a Raymarine ST4000MKII Wheel Pilot (appears to have been succeeded by the S1) or Garmin's 276C.

It was noted that auto pilots can't handle a lot of weather helm or gusty/rough conditions. The firm of Wood-Freeman was also suggested. There is also a consideration as to the type of steering on the boat

(tiller or wheel) which will affect what type of auto pilot might be most suitable.

**Q: - BOAT SINKING - A HA 18 sank in the mooring field. This morning someone had put her on an empty ball, by this afternoon she was awash and sank before the harbormaster could pump her out, they found no registration on the boat before she deep sixed, and the mooring's owner didn't give permission to use it. Now her mast is visible and her boom/gaff are just about awash at low tide.**

**A:** Leading the list of possible reasons for the sinking was the failure of a thru-hull fitting followed by a clogged drain. There was also the thought that if the centerboard was left down and in the back and forth on the ball/hook, she might have developed a leak in the pin or cracked the board case in some way. Also, if the tiller was not secured, "riding" on the mooring could have worked on the gudgeon below the waterline and started a leak. Then, there is always the back-siphoning through the bilge pump possibility.

It was noted that on an HA 18 the centerboard trunk is open at the top in order to allow the cable for raising/lowering it to pass through. The opening is only a couple of inches above the normal waterline and HA 18's typically pump water through this aperture when underway in any sea that produces pitching. The boat could have done enough pitching on its mooring to pump in seawater.

**Q: - JIFFY REEFING - In my pre-cat days I had a number of 25-30 foot Marconi rigged sailboats. The jiffy reefing always went from the aft end down the boom to a cleat near the mast. On my Marshall the cleat is aft, near the tiller. As a result, it is difficult to reef down underway (since the boom may not be over the center of the boat but instead banging around here, there, and yon!). Are the reef cleats generally aft or forward on a cat?**

**A:** On your other boats, the reef line went from the clew to a cheek block or such and then to the mast. You could stand at the mast and haul down the tack and take in the clew to pass a reef. On a catboat, it is tough to stand at the mast and pass a reef, so you might consider tucking in that reef with the boom in a crutch or motoring into the wind or at the dock before you get underway. On the other hand, sometimes it's important to be able to reef if the wind comes up while you're out and a single line reefing system is nice for that.

What you have is a line that dead ends at the clew, comes down to a cheek block (or some other means of getting the line forward), then at the tack the line goes through another block and then goes up, through a block attached at the reef's tack, back down to another cheek block (or such) that leads the line aft to the cockpit. Reefing is as simple as hauling in the topping lift, easing the sheet, easing both halyards, hauling on the reefing line, setting the halyards back up, easing the top, and then sheeting back in. You can tie in the reef points if you want...or not.

Then there was the respondent who noted that sometimes just scandalizing is enough to handle increased winds.

**Q: - EXTRA REEFING LINE -** *When you tie a reef in, what do you do with all the extra reefing line at the cleat? Whatever I try, it always seems to come loose and drag in the water. Dealing with the boom flogging around the cockpit while reefing has made me dream of a single-line system that runs inside the boom and back to the cockpit.*

**A:** Respondents agreed that the extra reefing line is a problem on catboats, whether reefed or not. One noted the possibility of using self-adhesive Velcro strips, allowing the lines to be coiled and hung up. This is not as neat as the "cord wrap" idea, but at least it will keep the lines from dragging in the drink.

A piece of shock cord with a ball or toggle at one end and a loop at the other would also probably work. The idea is to treat the line like you would a halyard and attach the coil to the boom so it dangles "out of the way".

One respondent solved the problem with a part made by Ronstan (he thinks) called a "Snap Fairlead". This is a plastic hook that lays fairly flat against its mounting surface. When I reef I just coil up the tail and scoot the coils into the snap fairlead on the bottom face of the boom and it all stays nice and neat.

**Q: - PLASTIC SCOOP -** *Does anyone know where I can get a replacement for the top "scoop" portion of the Dorade vent mounted on a Marshall 22? Last weekend it popped off our boat during some rafting-up moves that were otherwise simple enough, and sank out of sight within 3 seconds.*

**A:** Respondents noted that on the early Marshall 22's the plastic engine compartment vents were brittle and when they went looking for replacements they had to purchase the entire assembly and re-install. Also, it was noted that when you get your new scoop

put a screw through it into the base collar to keep the scoop attached to your boat.

**Q: - COCKPIT DRAIN -** *I recently purchased a 1967 Marshall 22. The cockpit is drained thru two approx. 1 in. dia. holes at the base of the aft end of the CB trunk. This arrangement has not proven to be entirely effective when we get those heavy summer downpours here in SW Florida.*

**1 -** *Have any of you M22 owners made any modifications to improve the cockpit drainage?*

**2 -** *Has Marshall Marine made improvements in later models?*

**A:** Respondents noted that to increase drainage you need to lower the centerboard until the drain holes in the trunk are un-obstructed by the board. A boom tent was recommended by a couple of people to help keep the rain out of the boat.

**Q: - BOOM TENT -** *I need a boom tent for the boat. Do I get one from the manufacturer or have it made locally?*

**A:** Either method was recommended. Some noted that you get more of what you might want if you go with a local canvas person who can come out and measure the area and discuss tie-down options and the like.

**Q: - SAIL COVER -** *Any recommendations on a source for a sail cover for a HA18 to be used while mast is up, with openings for halyards, topping lift, lazy jacks attached to gaff/boom - while boat is in a slip or mooring (as opposed to a cover for trailering)?*

**A:** As with the boom tent question, you can purchase one from the boat manufacturer or get one made to suit your needs by a good local canvas person who can come to your boat and take measurements and go from there. Or if you have an old one, you can mark up some changes to it and drop of it off with a diagram.

**Q: - DIESEL REPLACEMENT -** *It looks like my 1 cylinder BMW diesel is approaching the end of its working life after 26 years of shaking the fillings out of everyone's teeth. I have decided to re-power and now the questions are how and with what? I am inclined to look at three cylinders after being underpowered, and I am looking at new and remanufactured engines. First question - any downside to remanufactured engines? Second question - for*

*an AC24 is there any other engine that's a viable contender other than the Yanmars? Finally, is there any way to do this less expensively than by buying a remanufactured engine and hiring a diesel mechanic to install it?*

*I got a quote for \$7,000 for a new 3YM30 and \$6,000 for remanufactured engine. The Yanmar dealer told me that taking the old engine out would be cheap, but he thinks that the install would take a decent amount of work. Thus he's expecting \$10,000 for the whole job for a new engine.*

**A:** Everyone responding to this question had good things to say about their Yanmar engine. It was noted that you could use either the two or three cylinder model with equal success, although more horsepower for "ify" conditions was recommended. Also recommended was a Farymann 7 HP marine diesel.

The price of \$10,000.00 for the engine and the work of removal, re-build the engine bed, and installation sounded about right to most.

*Q: - RETURNING TO THE MOORING - My question has to do with returning to a mooring. On my catboat, the mooring cleat and chock are on the starboard side only. The prevailing winds at my mooring location seem to dictate that the cleat and chock be on the port side in order come up from leeward to the mooring. Is the answer as simple as putting them on both port and starboard or, am I showing my inexperience? I forgot to mention there's a dingy on the mooring making it difficult to transfer around the head stay.*

**A:** One respondent noted that you should be able to pick the side of your boat to approach the mooring. But if not, grab the pennant, then transfer around the head stay (if you have one), and make fast to your cleat! Another suggested installing a second cleat and chock on the port side, so either was available depending on the wind/current conditions.

Another respondent noted that the ring on the top of the mooring buoy worked as a place to tie his dinghy. With an 8 foot mooring bridle and a floating "pick up" stick he has no problem.

*Q: - SAIL CLEANING - Has anyone washed their own sails? Is there a "best" product out there that will do the job and is relatively environmentally friendly?*

**A:** Ivory Flakes is about as mild as you can get. Use cold or luke warm water and let it sit for 15 minutes. Any stubborn spots should be gently rubbed by hand.

I've used a product made by Star-Brite for the last

two years. Can't remember what it's called, but it's made for sails and bimini tops, etc. and seems to work well.

Wash the sail in your dinghy with warm water and a mild detergent -- lightly scrubbing it with a soft bristle brush and rinse well -- DON'T use bleach. Run the sail up a flag pole to dry. Once it is thoroughly dry, it can then be nicely flaked on a clean deck. Finally, to prevent mildew and/or mold, and so the mice don't use it as a hotel, place the sail in its sail bag and tie it closed. Hang the bag off the ground in a dry room.

There are several good Internet sites dedicated to sail cleaning, any search engine will 'bring up' many matches to look through. Bleach will damage Dacron -- as in eat it away! --so you don't want to get bleach anywhere near your sails.

*Q: - NYLON LINE - Does anyone know why my nylon dock lines are stiff? Two are and one is not. I tried washing them and there is no difference. What makes them stiff and how can they be made supple again? I have heard of using fabric softener, but I am not sure of that.*

**A:** How old are they? Nylon lines degrade in the UV of sunlight. If they're more than a couple years old, splice up new. Cheap insurance.

A lot of the stiffness is caused by the ultraviolet light, salt, dirt and mildew. Washing with soap takes the "sizing" out of the line and adds to the stiffness. Fabric softener does work, but needs to be redone often. The best way to keep nylon and Dacron lines soft and pliable is to use them and change their positioning often. Dock lines that are taken off and coiled will stay softer than lines on a dock that are always left out and just taken off the cleat on the boat when the boat is away from the slip. Halyards on an unused boat will wear and get stiffer than a line that is constantly used and is slowly exposing a new surface to the elements by normal wear and activity. Both Dacron and nylon lines protect themselves by constantly exposing new surface to wear by "fuzzing up". When strands start breaking, it is time to replace.

*Q: PINTLE PROBLEM - In August, I experienced the disintegration of my rudder's lower pintle and gudgeon due to galvanic corrosion. After replacing the parts, I bolted a zinc plate to the gudgeon. Someone from a local yard saw me working and advised me to install a bonding wire between my cooling water intake through-hull (I have a Diesel auxiliary) and the engine block, to which the battery negative cable is connected. (The starter*



# CBA Centerfold Photo Contest

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**Photo Candidates Will Be Selected  
From Those Submitted  
with Written Bulletin Articles**

*Editors' Foreword: To start this program these photos were selected by the Bulletin Editorial Board from this year's (Spring 08, Fall 08, Winter 08/09) Bulletins to enter in our first Winter Photo Contest. Please e-mail or mail the name of the Photo you would like to see selected as the contest winner to Paul Cook, Lead Editor Bulletin #148. Please submit your selection by April 1<sup>st</sup>. The Winner will be announced in the "Now Hear This" section of the Spring Bulletin (#149). The winning picture will be used on a future Bulletin cover and the winner will receive a gift from the CBA Store.*



Gull



Andarima



CCBA-08

# 2009 CBA Bulletin Photo Contest



Lotte Cates



Audrey Ellen



Elsie

The plan is to hold a contest each year in the Winter Bulletin with CANDIDATE PICTURES SELECTED FROM SUBMITTED ARTICLES throughout the year. So, sit and write down your thoughts and experiences, and SEND ALONG A QUALITY PICTURE, SCANNED OR PHOTO, (IN .jpg FORMAT AT LEAST 300 DPI RESOLUTION, PORTRAIT OR LANDSCAPE) OR TWO WITH YOUR WRITTEN SUBMISSION.

*Thanks for your participation.  
The Bulletin Editorial Board*

and alternator do not have isolated negatives, but are “grounded” through the engine block as on a car.) Note that at the time, the through-hull seemed to be fine. Since then, I recently read a column by Chuck Husick in the BoatU.S. Magazine, recommending strongly AGAINST bonding the through-hull fittings. Any ideas? I’d sure hate to guess wrong on this one, given the potential consequences! Note - the wire has been in place approx. 2 months.

**A:** Essentially the zincs are designed to protect specific pieces to which they’re attached. In my experience, an unbonded zinc on my previous boat’s lower gudgeon and a zinc on the end of the propeller to protect the screw and shaft seemed to do the trick.

There’s a good discussion on why you should not bond everything together at: <http://www.sailmail.com/grounds.htm>

**Q:** - **FUEL CONSUMPTION QUESTION** - Does anyone with a Yanmar 2GM20 know how many gallons it burns per hour? I’m running it at about 2200 r.p.m. on my Americat 22. Since I have no fuel gauge, and the tank is an aluminum beer keg of undetermined size, it has always been guesswork. It just ran 12 ¾ hours straight through from Westbrook, CT to City Island yesterday and I think I only used about five gallons. This is based on my notched stick that only has a few notches showing how much we were able to add at occasional visits to an actual fuel dock...

**A:** I’ve heard one third of a gallon per hour, so four or five gallons sounds about right for your trip!

There is an Adobe file on engines at: [www.yanmarmarine.com/uploads/products/pdf/GM\\_YM/2YM15\\_TechData.pdf](http://www.yanmarmarine.com/uploads/products/pdf/GM_YM/2YM15_TechData.pdf) that has a chart on fuel consumption versus rpm in both liters per hour and gallons per hour.

(List Reader’s Note: If the URL does not load properly, back up to the root “www.yanmarmarine.com” and work your way into the area of interest.)

**Q:** **BILGE WATER** - I have had water in the bilge of my AC24 ever since I bought it last year. It is enough to run the automatic bilge pumps a fair amount each week, such that the batteries need regular recharging. I never knew where it came from, and I figured it was coming in through the stuffing box. I was on a starboard tack yesterday, and I decided to pop the panel in the floor to see if the bilge water had drained to the back of the boat. I immediately saw the water coming in around the bolt on

the starboard side with the velocity of a bathroom sink. We tacked to return to the marina, and when I looked again there was no leak when we were on a port tack. The leak is a drip every three or four second when the boat is sitting upright.

So, I have discovered the source of the water. My hypothesis is that the boat’s lean created leverage on the board and thus on the bolt. When this happens, the water tight seal begins to leak. My questions are - has anyone else had this happen? How hard is it to fix? Should I pull out of the water now, or is this something that I can deal with over the winter?

**A:** I had the same problem with a worn centerboard pin. I lived with the problem for the rest of the summer and then had the centerboard rebuilt with a new pin and pivot when the boat was pulled for the season.

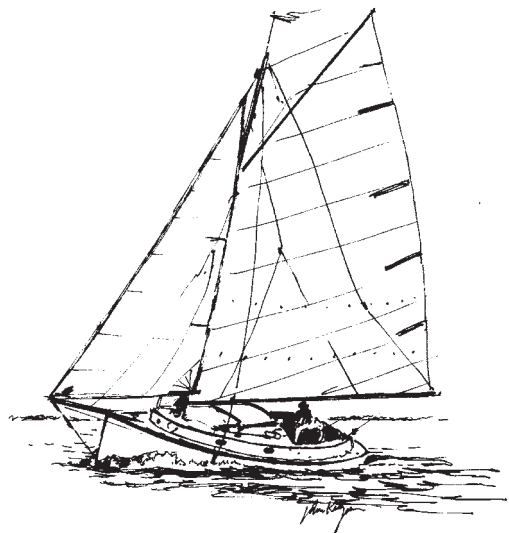
### USING THE LAZY JACK LINE

#### Comments:

My lazy jacks are used as a topping lift. I know, a little ugly, but it works. Since I trailer my boats with the boom, gaff, mast, and sail on the boat, the lazy jack line is long enough to drop the boom to the deck.

As far as setting cleats on a dancing boom, I don’t do that very well. So, I used small Spinlock Power cleats for the lazy jack and reefing line on our Horizon Cat. On the Picnic Cat, I always drop the sail to reef it, so the horn cleat for reefing isn’t a big deal on that boat. For the lazy jack line on the Picnic Cat, I use a lance cleat, another form of automatic cleat.

Anyway, I know what you mean about the extra line - lines need to be coiled up or nicely flaked or the boat’s not safe.



## ***SINGLE HANDED SAILING***

### ***Comments***

I do a lot of solo sailing. Some of my off-the-cuff comments on the subject are:

a. I always wear a life jacket in open water, even while in the cockpit.

b. I always wear a life jacket and clip on a safety line when going forward under any conditions.

c. One of my biggest problems is hauling anchor under windy conditions.

d. I do not have an autopilot, but am seriously considering installing one. It would be useful when hoisting or lowering sail, hauling anchor and holding a course on a long run, not to mention giving you a break when you need to tend to things below.

e. Hoisting sail is not too difficult, but dropping and securing under windy conditions is a bit chaotic.

f. Practice reefing until you can do it blindfolded.

g. Tying up to a dock or piling under windy conditions can be challenging.

h. A float plan and period check-in with VHF radio or cell phone is good insurance.

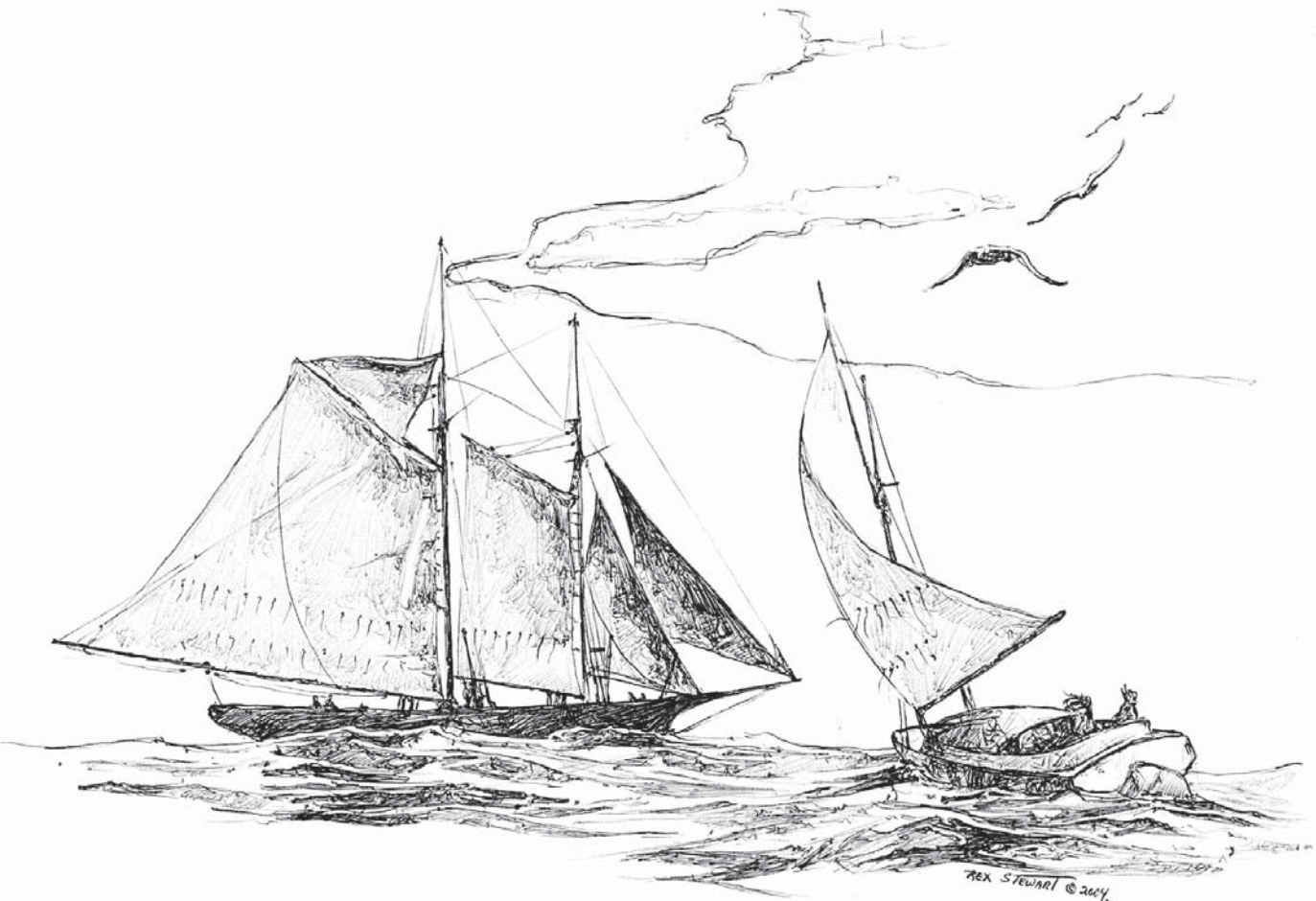
i. A depth sounder and GPS are useful for obvious reasons.

j. A GPS with an anchor drag alarm can be helpful.

k. I keep an anchor in the cockpit ready for deployment in an emergency.

l. Do your own check on weather forecasts; do not rely on second hand information.

**List Editor's Note:** *My thanks to Catboat member Bill Hickman for reviewing this material. Bill wrote me a few issues back with some comments and I invited him to proof the material. He accepted and his help is appreciated.*



# Cruising

— Charles Ladoulis, Editor

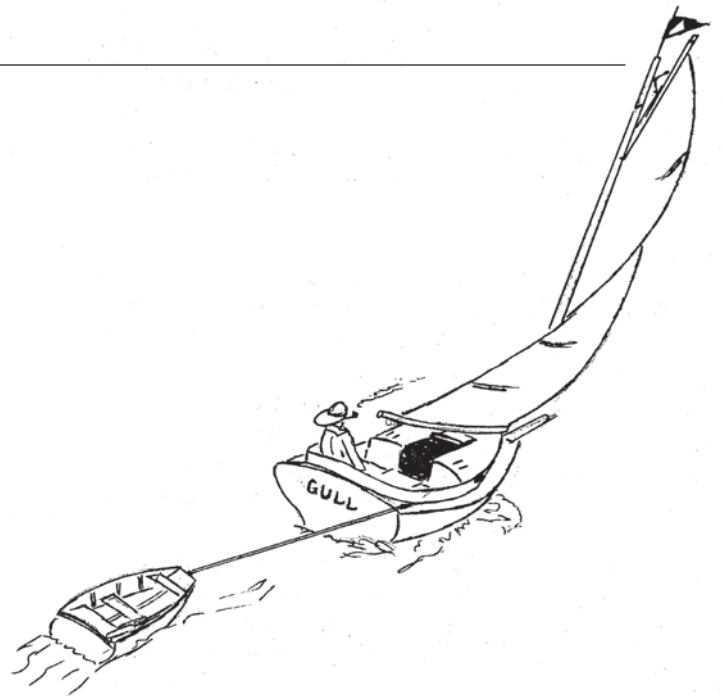
**Editor's Note:** Please send your cruising submissions to me. My contact information is listed in the "Where to Send" section of this Bulletin.

Many thanks go to W.R. Cheney, Marc Cruder, and E. M. Flint for their very fine cruising articles covering the different geographical areas of Maine, Maryland, and the Gulf Coast.

Looking forward to receiving future cruising experiences you might have, as other sailors that plan to cruise the same areas would indeed find them of value.

Again, thank you for your contributions.

**Charles Ladoulis**  
Cruising Editor



## THE FIRST DAY OF A MIDSUMMER CRUISE IN MAINE

By W. R. Cheney, Penelope

I started writing this as an account of a very enjoyable eight day cruise I made in *Penelope* last summer. But after relating the events of the first day, I see that my copy is already as long as could reasonably be expected of readers of the Bulletin, but here it is.

### THE FIRST DAY ---

August was not great weather-wise. Rain was an almost daily occurrence, and when it didn't rain, there was no wind. Watching the forecasts, and waiting for a stretch of good weather turned out to be an exercise in futility. We have a rule about only starting a cruise with a forecast for settled conditions, but the summer was going by, and *Penelope* was stuck in port.



*Penelope* on her home mooring. Note anchor chain leading back to the cockpit.

Thus it was that with a new forecast as grim as any that had preceded it, I decided to go anyway. Sailing in rain would be better than not sailing at all. But if the forecast was for days of rain and some thunderstorms ahead, it was at least sunny and bright on the morning of our departure. Incidentally, "we" and "our" when they appear in this narrative refer only to me and my engineless catboat *Penelope*. I am pretty much of a confirmed and unrepentant single-hander.

Beating out the Western Way from Burnt Coat Harbor, I take note that we are going to have to break another rule if we are going to get anywhere. A massive fog bank is rolling in from seaward and will be on us within moments. Normally, the rule is that we don't start out in a thick of fog. It's not that we can't deal with it - you have to if you are going to do much sailing on the Maine coast - only that starting out in poor to bad conditions doesn't seem wise. Good conditions can deteriorate quickly enough. Bad conditions don't have so far to go before they turn into something really unpleasant. For the same reason, we are seldom willing to start out in winds of 20 knots or more. If a predicted 15 knots can turn to 35 as I've seen it do more than once, the 20 or 25 knot breeze could turn into something I'd just as soon not experience.

Ah, but rules are made to be broken! Weeks of waiting for weather have modified our attitude. We want to go!

A slight chill comes with the fog as it wraps around us. The lighthouse astern and Gooseberry Island to starboard disappear as does can number 3 close by, and everything else. It's quiet too, or seems so. I don't think the actual nature of sound changes in fog, but it feels that way. The breeze is such that we can just make a course for a way point in our GPS which will keep us clear of rocks off Gooseberry and in the vicinity of the High Sheriff before slacking the sheet and bearing off on a more northerly course up Toothacher Bay. This heads us for a new waypoint which will allow us to clear the north end of Marshall Island and head west between Marshall and the Halibut Rocks.

The GPS has certainly removed much of the difficulty involved in getting around in the fog, but I can't help thinking it has taken away a lot of the fun too. The suspense of dead reckoning, all the fear and elation of sailing into the unknown and then making an improbable landfall is pretty much gone now. Of course while navigation has gotten easier, it is by no means risk free. A local lobsterman was ferrying a television crew out to the island in a thick of fog one day when, confidently steering by GPS, he drove the boat up on a sand beach at twenty knots. He was certainly lucky to go up on sand when 99.9 per cent of the shore around here is rock, but go up he did, and questions surrounding this incident are still troubling. Did the GPS direct him into danger as he claims, or, as some of the more cynical local observers think, did the presence of several nubile young ladies in the TV crew cause him to become distracted?

The upper levels of the fog bank thin as we proceed up the bay. Looking straight up, I can see blue sky, but at the surface the fog stays as thick as ever. The result is quite wonderful as the fog on the water is transformed into a golden gas. The chill is gone; we float in a warm golden world. We forge ahead gently with an easy surging motion. We hear and then see a ketch chugging along on her way into the harbor. She comes out of the fog and passes quite close. We exchange waves, but the waves from the ketch are half hearted. Her crew peers grimly forward. They seem tense and worried. I feel sorry for them. They are not enjoying this golden morning. Perhaps they are afraid their prop will catch on one of the hundreds of lobster warps between them and the harbor. It is a legitimate fear. It happens every day.

*Penelope* with her smooth, propeller-free bottom has no such worries. Even the notch between her skeg and rudder has been bridged over so there is nothing to catch on underwater lines. Somewhere around the north end of Marshall Island she sails out of the fog into a clear sunny day. Now we must decide where we are going. I like to keep my options open on *Penelope*. Sailing without an engine entails a much greater respect for the laws of wind and tide than is necessary on a boat where the simple push of a button can resolve so many problems - or, as I see it - eliminate so many interesting challenges. Because the prevailing winds here are from the southwest, almost all of my cruises begin in a westerly direction. Thus I can venture forth as far as I care to, reasonably confident that when I tire of my Spartan adventures afloat and begin to long for the comforts and companionship of home, the way back will not be too arduous. Most times we will be reaching or running and the harder it blows, the more swift will be our progress.

It is also true that most of the good cruising grounds lie to the west of Swan's Island. The real tenderloin of the Maine coast is found between Portland and Schoodic. West of this there is a dearth of islands and harbors, and what there is tends to be so crowded that anchoring is difficult or, in many cases, not even permitted. East of Schoodic it is noticeably colder and the land is poorer. The tides and currents are more extreme and fog is a more frequent companion. Oh sure, everybody should sail way down east and make the pilgrimage to beautiful Roque Island, but once that rite of passage has been accomplished, those of us short on masochistic tendencies tend to stay west of Schoodic.

This tendency to always sail west does mean that there are a couple of really nice eastern destinations which tend to get neglected. Chief among them are Somes Sound, a spectacular fjord that runs up deep into Mt. Dessert Island from south to north, and the Cranberry Islands.

This summer I had been really hankering to go and take a look at the Cranberries. But now as we neared Halibut Rocks I could see more fog to the north and east. It looked thick down by the Casco Passage which we would have to transit if we were indeed going east. More attractive was the sparkling day which lay to the West in the direction of Isle au Haut. It had been a few years since we had visited there, and, with no dissenting votes, the decision was made.

A nice SW breeze made it just possible to lay a course for Southern Mark Island close hauled, and *Penelope* made good progress in relatively flat water. As we progressed, however, another massive fog bank materialized to the south and west of Isle au Haut and slowly engulfed that lofty place. Enjoying our pleasant sunny day as we were, we just didn't want to sail into that damp, cold, forbidding looking wall. Peering back over our starboard quarter, I could see that the fog to the northeast over the Casco Passage was gone, and our sunny day now lay in that direction. Another vote was taken, passed unanimously, and we veered to the North, jibed over and headed up the bay headed for the Casco Passage and wherever the wind would take us.

I began to think that a possible destination for the night would be Pretty Marsh Harbor on the west side of Mount Dessert Is. If this wind held, it would be all reaching and running and about the right distance to get us there well before nightfall. Then, provided the wind remained onshore, we could run up to Blue Hill next day, visit the really fine art galleries there and, perhaps, enjoy a gourmet meal as a break from Spam-based cruising fare.

Oddly enough, in all the years I've sailed this area, I've never been to Blue Hill by water. Every time I head in that direction something happens, usually having to do with too much wind. Once, down by Bartlett Island, I had just taken in a reef when I was hit by a monster blast out of the NW. *Penelope* went over so far as she tried to round up that water actually came over the deck and lapped against the cockpit coaming. I thought sure she was going over, but tough old girl that she is, she didn't. I scandalized the sail and got out of there, running all the way back to Burnt Coat Harbor like a scalded cat (no pun intended). These

deadly squalls are rare but by no means unknown on the summer coast of Maine. Up at the west end of the Eggmoggin Reach a full size schooner in the windjammer trade was knocked down and sunk by one of these, and a couple of years ago a large Friendship sloop in a race off Camden was sunk in the same way. Her skipper was one of the boatbuilding Stanleys of Southwest Harbor, so no one can say it was due to inexperience.

As we run northward toward the Casco Passage, I see that we are on a gradually converging course with a nice plus or minus 30 ft. wooden ketch. She is running for the passage too and seems to be going just a bit faster than *Penelope*. Something about her bow wave is suspicious though. It is just a bit too aggressive and too regular for a boat under pure sail. Sure enough, as we get closer the bow wave suddenly diminishes a bit, and the boat's motion looks more natural. And now it is *Penelope* who is going a bit faster through the water.

Within hailing distance now, I call over to tell them how lovely I think their boat is and to inquire as to who her designer might be. They tell me she is a Herreshoff H-28. Perhaps less diplomatically (I can't help myself; these matters are of consuming interest to me), I ask if they had been motoring just now, and get back the affirmative. The sixtyish competent-looking woman who is at the tiller then says that she grew up on "one of those", meaning catboat, I think, and asks if I have to reef a lot. I take this as an implication that *Penelope* is over canvassed and payback for my indirect but none-the-less indelicate reference to our boats' relative speeds. But maybe I am being over sensitive.

In my various discourses with other sailors, I have noted that an amazing number of them will tell you that they grew up on catboats or had one when they were a kid, or words to that effect. I hope this has to do with the fact that at one time there were more catboats for people to grow up on. But sometimes I think these owners of larger or more modern boats are saying that catboat sailing is something which, with the passage of time, should be outgrown. Again I'm probably being oversensitive. In any case the best revenge is to quietly demonstrate that passing years and changing fashions have in no way diminished the catboat's surprising and still outstanding capabilities.

As we draw nearer to Buckle Island and the Casco Passage the breeze begins to falter and the relative difference in speed between *Penelope* and her heavier companion becomes greater; we begin much more perceptibly to draw away. Again the unnatural looking wave appears at the H-28's bow and she



motors past us and away, leaving *Penelope* wallowing in her wake.

We arrive at the Passage and ghost through with an assist from about a half a knot of current. With so little wind now we think about calling it a day and heading into Buckle Harbor which is just to the South, off the Passage. It's a lovely, well sheltered spot with good holding ground and no human habitation or other works of man anywhere to be seen. When the tide is right, it's also one of the few spots left where you can gather a dinner of fresh mussels in no time. But there were a couple of large power boats in there already, and power boats usually don't make good neighbors in small anchorages. I go there for moonlight and the smell of spruce, and on lucky nights, the call of the loon. Seeing the glare of TV reflected on the water from a lofty deckhouse window somehow detracts from the experience.

Passing between Asa Island to starboard and Black to port, into Blue Hill Bay we must take cognizance of the fact that what little wind there is has started to come around to the NE which puts our intended destination of Pretty Marsh dead to windward. With light wind and tidal currents which will soon turn against us too, getting there anywhere near nightfall is unlikely. Displaying a fine sense of humor, Mother Nature has added an extra touch; she has placed a new fog bank over in that direction also.

The easiest anchorage to get to would still be Buckle Harbor, now down wind, but we have definitely ruled that out. I really don't like big power boats. With the NE breeze definitely strengthening now, I have a new idea. Back through the Casco Passage we will go only this time on the north side, close by Black and Opeechee Islands. Once through there it is only a short hop across Jericho Bay into the Eggemoggin Reach, that long, sheltered passage which separates Deer Isle from the mainland and runs between Jericho and East Penobscot bays. Once in the Reach, there are any number of places to anchor for the night. The anchorage off Wooden Boat Inc. in Brooklin, Center Harbor, and the Benjamin River all offer attractions, and, for that matter, you can anchor almost anywhere along the shores of the entire Reach where the depths are suitable and the holding ground is good.

So, once again we reverse direction and head west. This day now surely qualifies as the most aimless cruising day I have ever spent. It's OK though. I'm in full accord with those who say it's not "getting there" that matters, but time spent "out there". We've had some good sailing in some of the most beautiful

waters in the world. What difference does it make if we wind up in Pretty Marsh or the Benjamin River?

The Casco Passage is actually two passages, one north and one south around a long line of ledges that run east and west between them. The northern passage which runs between Opeechee and off lying rocks, and the afore-mentioned ledges, becomes quite narrow in places. Moving west, *Penelope* finds herself in just about the narrowest spot there is when the breeze which has been blowing very nicely, stops suddenly. With a hundred yards separating sunken ledges on either side of us, it is not the best place to be becalmed. The timing quickly becomes less good when I glance to the north and observe massive blue-black thunderheads building, and raining down lightning bolts in the distance. To be in this narrow spot in a calm is inconvenient; to be here in a major thunderstorm could be downright dangerous. I decide that, if worst comes to worst, I will douse the sail and do some serious anchoring, something for which *Penelope* is amply equipped (see *Bulletin 144*).

While I awaited developments, I noticed a large power boat of the type locally known as "picnic boats" bearing down on me from the west. Traditionally a kind of elegant yacht on lobster boat lines, these have long been popular in the watering holes of the rich like Northeast and Southwest Harbors. Of late they have become ever bigger and sleeker, some of them even going to the kind of jet drive that was used on fast patrol boats in Viet Nam. Traditionally picnic boats have been associated with old money and good manners, but no doubt Hinckley and the other builders will sell them to anyone who can come up with the cash. This one was running at around 25 knots and, as he approached, it was clear he wasn't going to slow down. Dead in the water, I could only watch him come and wonder how close he would cut it. Pretty close indeed. *Penelope* practically stood on end in his massive wake. Gear crashed above and below, and I could hear things breaking in the cabin.

I lurched up in the cockpit and roared out something very rude which they no doubt could not hear over the whine of their machinery. This roar of rage was accompanied by a gesture, equally rude, whose meaning, I'm sure, did make it across the water. The skipper, up forward in his sleek wheelhouse never looked in my direction, but his young and attractive female companion who was sitting aft in the cockpit surely did. She looked quite dismayed, terrified even. I hoped I had helped her understand what an idiot her boyfriend was, but more likely she was just aghast at

the kind of foaming at the mouth, obscenely gesturing savages you could encounter while out for a harmless day afloat.

As the picnic boat quickly dwindled to a speck on the horizon and *Penelope* settled back down, we started moving to the westward again. Our following breeze was reviving nicely. Meanwhile the ominous thunderheads to the north seemed stationary. Squalls were howling, lightning bolts were raining down and hail was crashing, but not, I'm happy to say, on us.

We reached the anchorage off the Wooden Boat School at an hour or so before sunset and decided that we had had enough for one day. Ignoring a whole raft of mooring buoys marked "guest" we anchored a hundred yards outside the mooring area in about 20 feet at low water. During a previous visit to Wooden Boat I had been disappointed to learn that "guest" doesn't mean "guest" at all, but "rental". Pick up the "guest" mooring and they hit you for \$15.00 in the morning. Somebody should tell them there is a difference...

I was letting out some more scope on my anchor when a nastily pitched voice came from somewhere behind me, braying, "Hey you! Don't you know that you can't anchor here?". Well, just for starters, I don't take very well to being called "hey you!". And who was this unmannerly lout trying to lay some kind of exclusive claim to the sea bottom which, as we all know, belongs to everyone? It was too much. "What the hell do you mean, I can't anchor here," I began and went on in that vein at some length. By comparison the people in the picnic boat got off easy. In fact a lot of the spleen I was directing aft at my unknown interlocutor was left over from that earlier episode.

Then I turned around and there in a dinghy close by was my friend John from Swan's Island who, along with his bride of a year or so, was having a good laugh at my expense. Well, they really got to me with that one.

John and Judy were going to get a ride to an inn in Brooklin and have dinner. I thought of joining them, but as a heavy fog rolled in off the Reach, I thought better of it. Anchored quite a way off shore, I might have difficulty finding *Penelope* in that pea soup. It would be late at night when, mellowed by good food and drink, I would have to row out into the swirling mists... No, I'd done it many times before, but it was never a very good idea. Besides I hadn't been out long enough to miss shore food. Steak, fried potatoes and

green peas topped off with a bottle of good Cotes du Rhone did just fine aboard. It had been a pretty good day after all. Cradled and lulled by the gentle dances *Penelope* was performing around her anchor, I drifted off into sweet dreams. The whole mid-Maine coast lay ahead.

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*Editor's Note: W.R. Cheney sails his 41 year old, engineless Marshall 22 out of Burnt Coat Harbor, Swan's Island, ME.*

## BALTIMORE NAUTICAL ARCHEOLOGY CRUISE - 2008

*Marc Cruder, Wanderer*

### Introduction

Our cruise to industrial Baltimore easily exceeded expectations and was loaded with pleasant surprises at every turn. The weather was cool and insect free. The wrecks were more accessible and plentiful than is documented.

The creeks on the south side of the harbor back up to undeveloped state park land where we sighted all manner of marine wildlife including bald eagles. We found a Brewer catboat in the shadow of the Hanover Street Bridge.

We lived large at the Inner Harbor Marine Center, where we took advantage of downtown sights like the *U.S.S. Constellation* and side trips to Fells Point to sample mussels at Bertha's. Two of us even walked up the street to Camden Yard and got free tickets to an Orioles game!

On the way back we rafted up next to a pirate ship in Stoney Creek (actually the currently laid up schooner "*Clipper City*", but she was flying a skull and crossbones), and finished up right with dinner the last night out at Windows on the Bay. We welcomed new cruisers and retained our core group, minus a few regulars for various reasons. There was favorable wind and no casualties reported.

So if you haven't been to Baltimore lately; "Hon"...it's time to give "Charm City" another look, and don't forget to go see the "O's" while you're there. Here's how it went...



Raft up on Back Creek.

### Returning Cruisers

- Marc *"Lost in the wrecks"* Cruder, sailing *Wanderer* –Wittholz/Prudence 25.
- Dave *"I have a speedo now too"* Bleil with crew Jim *"Who authorized a second speedo?"* Ohlmacher, sailing *Gull* - Mystic 20.
- Jack *"Coffee from my French press?"* Smith, sailing *Winters Dream* - Marshall 18
- Butch *"We'll meet Denise at the tapas bar"* Miller, sailing *Dusty* - Marshall 18
- Rich *"The beatings will continue until morale improves"* McLaughlin with crew Mike *"Breathe the marine air"* Crawford, sailing *Tenacity* - Marshall 22.

### New Cruisers

- Pete *"Take me out to the ball game"* McCrary with crew and grandson Nate *"Don't worry Grandpa, I'll get us off the bottom"* Sylvester, sailing *Little Mary* – Cape Cod 17
- Kerry *"Bugle Boy"* O'Malley with crew and wife Kris *"It's all about the Persian rug and candles in the cockpit"* O'Malley, sailing *Crabby Cat* – Marshall 22.

### Cruise Support - that met us along the way

- Denise *"I finally ate Bertha's Mussels"* Miller
- Debbie *"I can always do stuffed shrimp at Windows on the Bay"* Cruder

### **Sunday, 6/15: Day One - Destination: Bodkin Creek**

**Weather:** Overcast with winds north/northwest @ 5-8 kn.

This was the second year in all our cruising time where my busy teenagers just had other things to do besides go "catboatin' with Dad". To complete my solitude this year, John Brown, my regular crew, was otherwise engaged with a personal trip to China to meet new in-laws. We were advised to stay tuned to CNN for late breaking international incidents John would surely be at the bottom of. All that said, I can assure you, it is the lap of luxury (in a catboat sort of way) to be one person on a 25 ft. boat and I was more than happy to be single-handing.

*Wanderer* spent her first winter under my ownership in the water at Orme's Bluewater Marina, so there were no big projects save turning the gooseneck fitting over that had been upside down all these years and installing an anchor winch purchased at the CBA winter meeting. The boat had been shook down weeks before, with only a clogged thermostat housing to deal with. All that was left was a haul and the bottom, which "Chili Orme" at Bluewater accommodated the week before the cruise. He actually did a better job than I usually do, and it was nice to see the boat up on a real railway...yes railway (which will be the subject of another article, since there are few left to talk about, much less see).

With all in readiness and no one to think about but myself (thanks Deb), I departed Blue Water Marina on Bear Neck Creek off the Rhode River under power with dinghy in tow at about 0900. With the Bukh sufficiently warmed up on the transit out, I set sail at 0935 at the mouth of the Rhode and West Rivers shaping up on a course of 060 degrees per magnetic compass (PMC), splitting Thomas Point and its lighthouse heading for the Bay Bridge. With a fair tide, I was making 5.0 mph. per GPS in the company of several wood work boats out crabbing including the round stern *Elfie* and the transom stern *Patty D.*

In another half hour I was crossing the mouth of the South River adding engine to stem the tide. By 1030, I was abeam Thomas Point Light and under sail again, moving at an easy 3.8 mph. per GPS. At about 1130 I passed the flashing green off Tolly Point adding engine again to stem the tide and wake wash of the Severn River at Annapolis. By 1250 I was under the Bay Bridge bucking a foul tide, then abeam Sandy Point Lighthouse at about 1310, followed by Baltimore Light (another caisson lighthouse) at about 1355. As the wind came up about an hour later, I fell off to a port tack in the vicinity of the Craighill Channel lower entrance range, making about 4.0 mph. per GPS under sail.

Rounded Bodkin Point, sailing past the green #5 into Bodkin Creek about 1600, picking up the channel marks. Continued under sail through the #2 red where I sighted *Little Mary* at anchor to port and *Copy Cat*, her nutshell pram out for a sail. Doused sail and searched Main Creek under power, finding catboats along the way, to finally raft up in Back Creek at about 1700.

We had 7 boats in the raft up once all lines were secured and anchors run. Took the requisite photos, then commenced swim call and happy hour, welcoming our newcomers *Little Mary* and *Crabby Cat* with a round of “Dark and Stormies.”

### **Monday, 6/16: Day Two - Destination: Curtis Creek and beyond**

**Weather:** Sunny and warm; winds south at 5-8 kn., building to 15 kn. with weather

Overnight we found Back Creek to be a good anchorage with plenty of breeze to deter our winged friends along with natural surroundings that made us stay rafted up. At 0700, I was cooking corned beef hash and eggs for breakfast while *Winter's Dream*, at one end of the raft-up announced the use of a French press for his coffee and *Crabby Cat*, at the other end of the raft-up echoed that they had one too. Declining both offers, I was satisfied with my perk pot. I could

have pulled out my stove-top Italian espresso pot, but it seemed they were having a moment.

So I left well enough alone as I reviewed *Little Mary's* “map” while *Crabby Cat* sailed off into the sunrise with bugle ablaze. The group dynamics were out of control after just one night, but it was all good. By 0900, most of the group were underway, leaving only *Dusty* and *Winter's Dream* to enjoy the solitude.

Set sail in the main part of Bodkin Creek at 0930, turned off the engine and exited via the channel. Once out on the Patapsco, I came left to a northwesterly course headed for the Key Bridge. *Tenacity* was under sail ahead. We were on a nice broad reach making 5 mph. plus on the GPS, hugging the south shore of the river. By 1030, I was abeam White Rocks Shoal making 5.8 mph. per the GPS with a visual on Fort Carroll. *Tenacity* and *Gull* still in sight ahead.

Made Fort Carroll at about 1115. Did a once around under sail, then set the lunch hook on the north side at the entrance sign labeled “Private Keep Off Guard Dog.” Took pictures from the dinghy, then had lunch. Aside from becoming a rookery, which was evident if you were down wind, the place looked like the “monkey city” in the movie version of Rudyard Kipling’s “Jungle Book.” It must have been cool when little John Brown played here as a kid. Too bad John wasn’t here. At the 1200 radio check, only *Winter's Dream* answered up. He reported to be sailing toward the Key Bridge with *Dusty*. There was no sign of *Little Mary*.

Departed Fort Carroll at about 1230, negotiating the commercial tanker *Rainbow I* as I passed under the Key Bridge and left the small wreck sight at Hawkins Point for the way back. By 1330, sighted the remnants of the wall of WWI wood, U.S. Shipping Board Freighters in Curtis Bay as indicated on Chart 12281.



*Tenacity* with kayaks on Marley Creek.

Continuing on, I arrived at the first big wreck site just before the highway bridges to port. Dropped the hook to find *Tenacity* and crew kayaking through the wrecks. Proceeded in by dinghy. There were reportedly 6 vessels, all visible with plenty of room to row around them and get up close to retrieve plank bungs and the outboard end of trunnels with wedges intact. These were available because the wrecks had been set afire. The combination of the inboard ends released from the planking and the contraction of the weathered wood allowed them to just be pulled out by hand.

Left site #1 and powered over to site #2, to starboard just before the railroad bridge. Arrived at about 1430 and can easily say there are more vessels here than documented in the references I read. I couldn't identify the iron square rigger *Conemaugh*, but I did find 2 riveted fire tube boilers of different sizes in different locations.

Left the wreck site about 1515 and made my way beyond Curtis Creek to Marley Creek and finally Tanyard Cove to port where I found 3 of the other catboats. It was about 1600 as I entered the Cove and the National Weather Service was broadcasting severe weather, so we all hunkered down in our cabins, anchored separately just in time for the "line of severe thunderstorms" to roll through, after which everyone had time to dry out, have libations and cook dinner.



*Gull* in the mist on Tanyard Creek.

As noted in articles I read, this cove backs up to a county park. Although we had just come through industrial Curtis Creek, the east shore was completely natural, where in addition to the usual marine waterfowl, we surprisingly spent our time focused on a bald eagle in flight to and from its nest! It was just as described: "going from Baltimore's back alley to

Baltimore's backyard," and pleasantly not what we expected at all.

### **Tuesday 6/17: Day Three - Destination: Baltimore's Inner Harbor**

**Weather:** Sunny with winds west at 5-10 kn. building to 15-20 kn. with a foul tide

It was a quiet, cool night with a substantial temperature drop after the 2 hour weather event of the previous afternoon. All boats stayed on their own hooks, but I did move *Wanderer* out to the middle of the cove for a breeze, while *Little Mary* had to be urged off the end of a sand spit that appeared after the tide fell and she was aground. This was handily done by her crew, whose own weight, once removed was enough to float her.

With a low mileage day ahead, got underway at about 0815 and powered further up Marley Creek to locate *Tenacity* and *Winter's Dream*. They were found about a half hour later just off the #7 Green to port of a small island just big enough to have house on it. Reviewed the day's itinerary and then departed under sail. Passing Tanyard Cove again at about 0945, I was joined by *Gull* and *Dusty* coming out under sail. By 1000, we had sailed through the open railroad swing bridge, past the Coast Guard Yard and were making our way under the highway bridges, joined by *Winter's Dream*, now visible astern. Reached the end of Curtis Bay at about 1030 and sailed across Fort McHenry Channel where I sighted the *NS* (Nuclear Ship) *Savannah* (world's first nuclear merchant ship prototype, built some 36 years ago and now being renovated as a floating museum).

Continuing on, I added the engine to stem the start of the outgoing tide as I tacked up the Ferry Bar Channel-East Section, picking up the channel to Ferry Bar and on to the Hanover Street Bridge, where we docked at Nick's Seafood House at about 1115.



Brewer catboat at Nick's Seafood.

Although I had stopped here in the middle of the winter to scope out the restaurant, and saw a plywood catboat on the hard, I didn't meet the dock master, who, as the owner of the plywood cat, was probably quite surprised to see 6 catboats pulling up to his dock. It turns out his cat was a Brewer designed 18' 7" glass-over-ply version as he proudly showed us the original construction plans that came with the boat. We traded catboat pleasantries, wished him luck with his project and then moved on to a nice seafood lunch.

Departed Nick's at about 1330 with the weather picking up and all putting in reefs (2 for *Gull*) in anticipation of the downwind leg en route the Inner Harbor. *Little Mary* had a crew reduction as grandson Nate took a cab out of Nick's to move along to some other commitments. We enjoyed meeting him and having his company, but now Pete was on his own. As expected, we screamed down Ferry Bar Channel and rounded Fort McHenry with its over sized American flag flying straight out at about 1400, before turning up Northwest Channel to tack against the tide. That said, by 1615, all were tied up at the Inner Harbor Marine Center.

While we arrived safely and were impressed with our new digs, *Winter's Dream* ripped his 20 year old sail at one of the batten pockets. So, as most were taking advantage of a hot shower ashore, *Winter's Dream* was on the horn to Marshall Marine ordering a new sail, that would arrive before our departure in two days!

After a good day of varied sailing and the use of good facilities ashore (the wall paper adorned with catboats and friendship sloops – we knew we were in the right place), I took the time to relax, catch up my logs, cook dinner and take a climb up historic Federal Hill immediately behind us.

Federal Hill, despite all the condos being built at its base, still commands an unobstructed view down to the Key Bridge. This vantage point puts the strategic history of the port in perspective and makes clear why the British only got as far as Fort McHenry...there was more than ample time to see them coming!

### **Wednesday 6/18: Day Four – Lay Day in the Inner Harbor**

**Weather:** Cool but sunny; Small Craft Advisory - west winds @ 15 kn., gusting to 25 kn.

Temperatures continued to cool down overnight and winds blew, but all were secure at the Inner Harbor. Up at 0700, made coffee and a leisurely breakfast, followed by a good cleaning fore and aft before heading into town for the day.

About 0900 left *Wanderer* in company with Butch Miller and Pete McCrary to tour the Sloop of War *Constellation*. This is a vessel you can stay on as long as you like while you do a self-paced audio tour. We stayed at the end of our tour until 1200 to witness the daily scheduled cannon firing.

Then Butch told us we were meeting his wife Denise at the "tapas" bar (we thought he said "topless" bar...obviously we were mistaken!). In any case, Denise had a plan and it was a good one. We boarded the water taxi and made our way to Fells Point, with the express intention of going to "Bertha's" for their specialty -- mussels. It was like going to McDonald's for Chicken McNuggets with half a dozen dipping sauces, only better, since we had "Letter of Marque" discount coupons for a free pint of beer (bitter). We had a great lunch and without knowing it, halfway through, we turned around to find *Gull's* crew at the next table. They had come in after us on the next water taxi. We were so busy dippin' our mussels that we didn't even see them come in.



Catboats at the inner harbor.

By 1530 we were back at the Inner Harbor Marine Center and just in time for a nap. After lazing around for a few hours, I was invited to some Merlot aboard *Winter's Dream*. It was there that plans were hatched to walk up the street and see the O's.

After comparing notes with other transients in the marina, we confirmed the Orioles were in town. Pete McCrary and I were game, so we headed to Camden Yard about 1900 to see what we could do. Luck was with us as we ran into an off-duty Baltimore policeman trying to get rid of some "free" tickets. We didn't have to be asked twice, and after trading I.D.'s to establish some legitimacy, we found ourselves

sitting in right field upper seats (there are no bad seats at Camden Yard) enjoying sausage and peppers and drinking a beer. On top of that, it was “hat day” so we were properly outfitted as well. The O’s were playing Detroit, went into extra innings and won the game.

It was a banner night, even for a catboat cruise. You just never know what can happen. This was simply another reason that staying at the Inner Harbor accessible to everything on foot was worth the extravagant \$2 a foot slip fee. By 2300, it was lights out, hatches closed and sleeping bags on as the weather continued to be unseasonably cool.

**Thursday, 6/19: Day Five – Destination: Stoney Creek**

**Weather:** Cool but sunny; winds west @ 10 kn. with scattered thunderstorms predicted

It was a noisy last night in the Inner Harbor, mostly from the other partying transients, but nonetheless a good night with cool temps and no bugs. Up at 0700, it was “one-eyed Egyptians” for breakfast before one last shower ashore. Made a quick stop at the fuel dock for 5 gallons of diesel, shook out my reef and settled the slip bill.

Most of us were away from the dock by the time I got *Wanderer* out in the stream at 1045. Powered for about half an hour before setting sail in the vicinity of the Baltimore Museum of Industry. It should have been uneventful, but I managed to accidentally jibe and take out my yacht ensign, snapping the staff. I did this once before a few years back, but this time it didn’t land in the cockpit, it was over the side. So I proceeded to execute the requisite “yacht ensign overboard” drill, successfully retrieving what I needed to epoxy it back together.

By 1215, I was in Thomas Cove on the north side of the Key Bridge off Hawkins Point and at the last wreck site, supposed home to a schooner or two. Again, I found more vessels as I explored by dinghy, including two wood hulls with large four bladed propellers intact. I was joined at this site by *Gull*.

With lunch and exploration complete by 1330, we both came out of Thomas Cove to see *Dusty* in the company of *Winter’s Dream* with new sail bent, coming hard southbound on the Patapsco. We joined them just under the Key Bridge and navigated under sail as a foursome to the entrance of Stoney Creek.

As we approached the drawbridge, which had to open for us, I could not successfully get an answer from the tender on Channel 13 or 16, so I sounded a healthy “prolonged” blast then a short blast with an air horn canister. That decibel level got instant results.

We saw window blinds go up on the bridge and gates go down. The bridge tender was awake! *Winter’s Dream* told me later that he had successfully reached the tender by radio.

In any case, got through the Route 173 bridge at about 1515, heading right into Nabbs Creek. This decision was colored by the site of the large steel schooner *Clipper City*, anchored with her board down and flying a skull and crossbones. So we opted to anchor just ahead of the “pirate ship.” According to the caretaker that came out to check on the vessel, it had just changed owners and was in need of renovation before the USCG would give them back their Certificate of Inspection to carry passengers again.

Happy hour and swim call ensued once the raft-up was set. We were then visited by a Coast Guardsman stationed on the Construction Tender (Buoy Boat) we saw moored at the Coast Guard Yard. He had rowed across the creek in a homemade rowboat from his liveaboard home at Hands Brothers Marina on the south side of Nabbs Creek. This prompted *Winter’s Dream* to break out his new West Marine inflatable, so those of us with dinghies all took a row across to see a marina that can only be described as “Liveaboard City” with its plethora of large wood cabin cruisers relegated to being floating homes at this stage of their lives. The most interesting find was a wood hull that started life as a Norwegian lifeboat converted to but not finished “pirate ship.”

After our diversion, everyone got down to cooking dinner, now that we were on our own again. *Tenacity* had business at home during our stay at the Inner Harbor, so left for a bit with the promise of rejoining us, which they did as we sighted them coming through the draw bridge at about 2000.

**Friday, 6/20: Day Six - Destination: Rock Creek**

**Weather:** Sunny and warm; Winds southwest @ 5 to 10 kn.

We enjoyed a peaceful quiet night with cool sleeping weather. I was up at 0645 and decided to run with the “French Press” crowd by making coffee in my stovetop Espresso pot. In another hour, we were reviewing charts and involved in general “breakfast chat.”

Although we had a short mileage day ahead, I had a commitment ashore and needed to move down to the next creek early, so I started the Bukh at about 0800. Pulled out of the raft-up at about 0815 and used the time until the first draw lift at 0900 to explore the rest of Stoney Creek. By 0905, I was at the bridge and

this time successfully raised the tender on Channel 13. His only concern was whether I was coming back, to which I replied in the negative. With that, the draw lifted and I exited Stoney Creek under power.

It was only about an hour until I was tied up at the tee pier at White Rocks Marina, where I elected to take a slip since I was going ashore for a few hours. I was assigned slip 61(c) and was all fast by 1030. The sun was high, so I took advantage of a shower ashore before meeting and heading out with my better half. I was back at the boat by 1430. Debbie agreed to come back for dinner, since the marina's restaurant "Windows on the Bay" is one of our favorites. Caught up my log and shortly after, started seeing catboats inbound arriving in the creek.

By 1700 *Dusty* and *Winter's Dream* had rowed ashore, so we went up to the restaurant to start happy hour. Within half an hour, the rest of the group joined us and Debbie returned for dinner. After a leisurely dinner, a good time had been had by all before those anchored headed back to their boats, but not before consensus was reached to stage next year's cruise from the Patuxent, then do the Potomac River. With business complete, I walked down the pier after saying goodbye to Debbie. It was a good time for an evening cigar.

### **Saturday 6/21: Day Seven - Destination: Homeward Bound**

**Weather:** Sunny with winds from the west @ 10 kn.

The final night, like those before it, continued to be cool and comfortable. With some mileage to cover, I was up at 0530 making coffee and underway outbound under power at 0615. By 0650 and abeam White Rocks Shoal, set sail and a course of 120 degrees PMC. In another ten minutes I was abeam Rocky Point with the wind astern making 3.5 mph. per GPS. Jibed to a course change southeasterly. By 0805, I was abeam Green #7 off Bodkin Point, making good time gently sailing with a favorable tide and the sail shading the morning sun. Had a visual on the Bay Bridge.

Abeam the Craighill Channel lower entrance range at about 0855 under sail and power to stem the turning tide. By 0945 I was passing Baltimore Light at the mouth of the Magothy River with the sail still up, but only for shade as the wind continued to ease. Continued to come right as I went under the Bay Bridge and around Greenbury Point to make an appointment at 'Eastport a-Rockin' where my son and his band "Stockyard" were playing. Anchored stern to in front of McNasty's Oyster Packing House and home of the Annapolis Maritime Museum at about

1215. Found Debbie and the band ashore and enjoyed their set.



*Little Mary* on the Marley.

Got underway under power again at about 1330. By 1400, I was off the engine and under sail off Tolly Point heading east. Tacked around and back on the engine at about 1420 to stem the tide at the mouth of the South River. At 1600, I was off the engine and sailing briskly into the Rhode River. With favorable winds, I was tied up at Orme's at 1630, making another cruise history.

### **Epilogue**

As usual, e-mails started coming in as soon as I arrived home. Happily, all got home safe and enjoyed the cruise. Special mention goes to first time cruiser Pete McCrary, crew Nate Sylvester and their Cape Cod 17 *Little Mary*. As our senior most participant (74), Pete sailed solo for the return trip, got himself to his retrieval spot, unstepped his non-hinged mast and made it home to Virginia perhaps a bit fatigued but without mishap. His "take away" from the cruise was the ability to share a new drink (a Dark and Stormy) with his wife upon safe return. Can't do much better than that for the first time out.

For me, it was nice to go to industrial Baltimore, yet find it was more than we hoped for, with some interesting and natural respites tucked in and around the harbor. The wrecks didn't disappoint and are worth a visit for any nautical history buffs. They certainly aren't going anywhere soon. We found a stray catboat waiting to be refurbished, took in the best of the Inner Harbor including the O's and Bertha's mussels at Fells Point as well as the *U.S.S. Constellation*. Beyond that, there were no serious casualties; Marshal Marine



could not have responded quicker with a new “off the shelf” 18 sail; and we have consensus for next year’s cruise of the Potomac....so see you then for more cat-boat’n’ fun on the Chesapeake.

Tune to [www.chesapeakecatboats.org](http://www.chesapeakecatboats.org), as plans develop for next year’s long cruise.

## WINTER CRUISE -- GALVESTON BAY TO CORPUS CHRISTI

– *E.M. Flint*, Audrey Ellen

During the month of January 2007 my friend, John Bradley, and I made a 400 mile round trip from Clear Lake to Corpus Christi in my Menger 23 Catboat, *Audrey Ellen*. John has sailed catboats for over thirty years and currently owns a Marshall Sanderling. I have some sailing experience, and acquired the *Audrey Ellen* in 2004 in North Palm Beach, Florida from the original owner, Jack O’Meara. John is 77 and I am 66, and we felt it was a good time for us to make the trip.

The *Audrey Ellen* was built in the year 2000. She is equipped with a Yanmar 2GM20F engine that burns about 0.39 gallons per hour. We started with 28 gallons of diesel carried in the 12 gallon boat tank and 16 additional gallons, in plastic Gerry cans. This provided a range of nearly 350 miles.

The boat carries three Danforth anchors: two thirteen-pound and one 8 pound. All three anchors have 20 feet of chain and 200 feet of rode. We carried an additional 200 feet of 7/16 inch three-strand nylon line. The boat has an electric bilge pump and we had a larger manual one as well. We also carried a Coleman lantern, a small 110 volt space heater, a 12 volt spot light, flares, a horn and a good first aid kit.

The built-in 55 gallon fresh water tank was filled at the start. The boat is equipped with a marine head and cooking was done on a Coleman two burner stove. We carried a 52 qt. ice chest and, a 24 qt. one. John assumed responsibility for food and provisions, and we had a good mix of fresh fruit and vegetables, meats, including some prepared items such as soups, chili, and dried Asian-style noodles, etc. We also stocked a bottle of Gordon’s and, one of Wild Turkey.

Navigation was done using a Garmin GPS map 60C with about 160 way points installed. The points were first located on a computer using charts from the Maptech Chart Navigator program and then, transferred manually to the Garmin Map source

program for downloading to the GPS. The GPS information was supplemented by paper charts. The boat has a VHF radio with an antenna on top of the mast and we carried a cell phone. Distances reported in this paper are in statute miles. Speed was calculated by the GPS.

The month of January in Texas provides a wide range of weather conditions. January was chosen because even its coldest weather was considered to be more tolerable than the hot Texas summer months. The weather did turn hostile at the end of the first week with temperatures falling into the mid-30’s and winds reaching 30+ mph. We were prepared and fared well in the conditions.

The distance covered was about 400 miles up and down the Intracoastal Waterway (ICW) and across the major bays of the Texas Gulf Coast. The passage occurred during daylight hours except for some pre-dawn starts and an evening segment on the last leg of the trip. All of the nights were spent on the boat except for two in a Corpus Christi motel when weather conditions became too severe for the two sailors. The longest distance covered in a day was 66 miles and the shortest, 25 miles. It was disappointing that an unrelenting north wind forced us to motor during the entire return trip. Fortunately, we were able to sail most of the way to Corpus. Following is a synopsis of the trip.

### Monday, January 8 - Clear Lake to Harbor Walk Marina

We departed the Watergate Marina on Clear Lake, a tributary to Galveston Bay, at 0700. The boat’s stern was riding abnormally low due to the weight of the fresh water, diesel and the supplies on board together with the combined weights of me and Bradley.

We raised the full 435 square foot sail about two miles out near the Clear Lake Channel Marker #2. Hoisting the sail of my Menger 23 provides a good workout...much more so than the one on John’s Sanderling. There was light wind blowing across the Upper Galveston Bay and the temperature was in the low 50’s. I ran the engine to maintain 5 mph.

At six miles out we crossed the Houston Ship Channel (HSC) through the Southern Boat Cut and turned south. The boat cut allows passage from Galveston Bay into Trinity Bay across the ship channel spoil banks, which in some cases are contained by steel sheet pilings. Although the *Audrey Ellen* draws only 30 inches with the board up, I still respect the cut.

There was no commercial traffic in the channel; only a few shrimp and oyster boats could be seen on the horizon. The day was clear and the water was green. A 5 to 7 mph north wind soon developed permitting a nice beam reach without the engine.

We worked our way past Redfish Island, an island which had been washed away by a hurricane a few years ago and more recently, reconstructed by the Corps of Engineers. We continued down the east side of the HSC until we passed the Texas City Dike near the Bolivar Roads Channel, the primary passage for commerce, fishermen, and sportsmen to the Gulf of Mexico. We then turned southwest crossing the HSC again, and continued sailing down the ICWW towards Galveston and Pelican Island. There was still not much traffic in the ship channel.

We dropped and secured the sail during a 20 minute wait for a train at the Galveston Railroad Bridge. I employ the second and third reefing lines as well as a third downhaul line attached to the gooseneck to bring the big sail down in a hurry. By 1310 we had cleared the bridge. We motored the last six miles in the narrow, bending channel of the ICW and light wind, and docked at the Harbor Walk Marina around 1420. We had covered 36 miles averaging 4.9 mph.

The brand new Harbor Walk marina and housing development boasts about thirty new houses, floating docks, clubhouse, restaurant, showers, store, etc.. The houses are big and there were some nice boats in the marina. For sailors and sports fishermen residing at Harbor Walk, the Gulf of Mexico is within easy striking distance. The whole place was very quiet - definitely the off-season. We did a walking tour of Harbor Walk, had dinner on boat and turned in early. It was an easy day.

### **Tuesday, January 9 - Harbor Walk Marina to Caney Creek**

We were up at dawn for coffee and toast, and by sunrise, were back in the ICWW headed west. Our plan was to reach the San Bernard River by early afternoon and anchor there for the night. The water was flat and the southwest wind was only about 3 mph. We were making 4.8 mph on the engine in this narrow section of the ICW that skirts the northern edge of West Galveston Bay. We could see the golden backs and spotted tails of small redfish feeding along the sand bars and partially submerged oyster beds in the shallow water along the canal.



Caney Creek.

The wind was building and shifting to the west. Around 0900 we misjudged the width of the channel and ran aground while raising the sail. We could not sail off or back off with the engine. I threw the small anchor out off the stern and kedged back into the channel.

Soon the narrow confines of the ICW disappeared as it crossed the three mile wide Chocolate Bay. I dropped the peak a little to improve the shape of the sail. We were on a beam reach making 5.6 mph. off a 12 mph west wind. After a short time we re-entered the ICW where it was confined to the west by the mainland and to the east, by small islands along the northern edges of Bastrop and Christmas Bays.

Around noon we doused the sail and turned on the engine to negotiate the Freeport Industrial Channel, with its heavily traveled opening to the Gulf, and the Brazos River locks. We had a little problem lowering the sail because the boom was out just far enough to bind the gaff saddle. I made a mental note to position the boom properly before lowering the sail again.

We cleared Freeport Harbor and headed for the Bryan Creek Bridge with a 12 to 15 mph. tailwind. The old swing bridge has been replaced by an overhead one with a 73 foot vertical clearance. A mile or so further, we found the Brazos River locks open, contacted the operator for permission and drove through without difficulty. The river was flowing with only a one mph. current. This it too easy!

We soon crossed San Bernard River and decided to push on for another couple of hours making Caney Creek our destination for the night. We raised the full sail to a good 12 mph. north wind and got 5.5 mph. Around 1630 we dropped and secured the sail just before the Caney Creek Swing Bridge. With a

quick opening by the operator, we cleared the bridge and tied up next to a nearby bait stand on west side of ICW. Today we covered 53 miles averaging 4.8 mph.

We walked across the swing bridge for beer and a seafood dinner at a restaurant frequented by the locals. Everyone was friendly, offering us any needed assistance and expressing amazement that anyone would be sailing this time of year, and in such a small boat.

The restaurant was built up on pilings and provided a panoramic view of the Gulf of Mexico to the east and to the west, the ICW and the Caney Creek settlement highlighted by a beautiful sunset. After dinner we walked down to the Gulf beach to listen to the waves and contemplate tomorrow's journey. Although unknown to most people in Texas, the small community of Caney Creek is a beautiful world unto itself.

### **Wednesday, January 10 - Caney Creek to Matagorda**

During the night the tow boat and barge traffic rocked us a little as we were docked only about a hundred feet off the ICW.

We cast off around 0800 for our 35 mile run to Matagorda. After a half mile on the engine, we showed the full 435 sq. ft. of Dacron to a 7 mph. wind which quickly died to 3 mph. As we passed tiny Lake Austin we found a northwest wind that was willing to drive us at 4.5 mph. Around 1030 there was a sudden increase that instantly demanded 2 reefs. It was chaos initially, but we quickly got on the engine and went into our reefing drill. We took our time, and after about 10 minutes had done a neat job of tying in the two rows. We were soon sailing again in the ICW along the northern edge of East Matagorda Bay at 6 mph in a 15-20 mph. wind ...very nice!



Matagorda Bay.

At 1230 we dropped sail a quarter mile east of Matagorda. I had just heard on VHF radio that the Matagorda Swing Bridge was down with an engine problem. We passed several towboats that were waiting for the bridge. Two of them (the *Linwood Stephens* and the *Rusty Barrineaux*) were named after Captains under whom John had served when he was a pilot trainee on the Mississippi River over fifty years ago. They brought back good memories for John. We hoped the bridge would be repaired by tomorrow.

The wind was shifting to the east as we motored into the Matagorda Municipal Harbor and docked at the T-head of the sailboat dock. The wind pushed *Audrey Ellen* hard against the floating dock but with proper fender placement she was fine. We had averaged about 5.9 mph...another easy day.

We walked into the Matagorda town of which there is not much. We got as far as a convenience store where we bought a couple of beers. John met a chatty, senior clerk who confided that she had been dumped there, and was looking for either a husband or a companion. John drank most of his beer on the way back. We checked out the store at the harbor. The nearby restaurant was closed. We found some fishermen at the dock cleaning a beautiful catch of big speckled trout and redfish (Spotted Weakfish and Channel Bass for my East Coast friends). They boasted that they had caught and released around eighty others of similar size, and I believed them.

Back on the boat we met another John, a displaced Australian, whose beautiful, well-maintained 45 foot sloop was docked a few slips away. John is a real mechanic and sailor. He was covered in grease and his boat engine was in pieces. The boat was otherwise spotless. He and his wife had sailed up from the Caribbean and were wintering at the harbor because of the low cost of this area. He offered us assistance including the use of his truck.

### **Thursday, January 11 - Matagorda to Port O'Connor**

We were up at 0545 for coffee, toast and news on NPR. My wife, Junidah, called on the cell phone to check on us. We cast off at 0645 and motored out of the harbor for Port O'Connor, about 32 miles southwest. The bridge was operating and we followed a large towboat and its barges through. We followed the same tow through the Colorado River locks and were soon motoring west on the ICW at 4.5 mph. There was hardly any wind.

Around 0830 we raised sail with one reef in and got 5.4 mph from the 12-14 mph. southeast wind. An

hour later we went on the engine to tie-in the 2<sup>nd</sup> reef near the mooring buoys at mile 450 WHL (West of Harvey Locks). Once again, we ran aground on the western edge of the ICW... same problem as before! This time three bottle nosed dolphins gathered around us, as if they wanted to help. Or, they may have been laughing at us. I dropped the sail, raised the centerboard, locked the wheel to port and reversed engine hard. The boat came off the ground, but only after both John and I moved to the bow. We resumed putting in the 2<sup>nd</sup> reef and set sail.

We reached Matagorda Bay by mid morning and were soon making 5.2 mph. in a 15-18 mph. southeast wind. Although still following the ICW, we now had miles of open water on either side of the boat. It was nice to be out of the confines of the narrow channel. We passed near the site where the 1685 wreck of the *Belle*, one of French explorer Rene Cavalier Sieur de LaSalle's ships, was excavated in 1997. We had a great sail across the 15 mile wide bay in beautiful green water. Around 1320 we dropped sail just outside of the Port O'Connor jetty after a good job in rough water. We had averaged 4.3 mph. The boat performed like a dream, driving hard with only a little heel and limited weather helm.



Port O'Connor.

Port O'Connor looked about like Matagorda... small and quiet. Remember it's the middle of January! We were soon docked at Clark's near 7<sup>th</sup> Street about 20 feet from the restaurant door. Clark's consists of a restaurant (which closes at 8 PM), a bait business, a boat launch and a few rough slips in very shallow water. The dock fee is \$15 per night. We were the only tourists and the Clark's staff was wonderfully kind to us. We had a fine dinner with drinks, delicious fresh oysters, shrimp and redfish. I tried without success to hire the cook for the remainder of our trip. Back on

the boat, I raised the radar reflector and we prepared to leave on the long run to Rockport tomorrow at 0515.

### Friday, January 12 - Port O'Connor to Rockport

Around 0500 we cast off from Clark's with help from the moonlight and driven by the Yanmar. As we passed the channel to Army Hole, it was still very dark.

As an aside, Army Hole is desolate and interesting place on Matagorda Island. The island's history includes six-foot tall Karankawa Indians, Spanish explorers and French pirates as well as occupations by Union soldiers during the Civil War and the U.S. Military during World War II. There is a lighthouse that dates from 1852. Matagorda Island is a Wildlife Management Area hosting a wide variety of migratory birds, including 19 threatened or endangered species as well as white-tailed deer and 30 species of reptiles, the largest of which is the American alligator.

Shortly after daylight we passed a remote boat ramp with a small dock on the west bank of the ICW and later a neat little fishing camp with a windmill on east bank, both of which would be suitable sanctuary for a catboat. We were beginning to see migratory waterfowl, mostly pintail and bluebill (lesser scaup) ducks with an occasional redhead or canvasback.

Just before 0800 we prepared to enter San Antonio Bay with an 8-10 mph. tailwind. I raised the sail with the 2 reefs still tied in. We were able to make 5 mph. and did the 9 miles across the bay in about 1-3/4 hours. As we once again entered the protected ICW, two large dolphins joined us and continued for about three miles. When we rapped on the side of the boat they would swim along the surface and look us in the eye from a distance of about 6 feet.

We were now sailing alongside the Aransas Wildlife Refuge and soon saw our first Whooping Crane at close range. It was totally unafraid of us. We eventually saw about 12 or 14 of these magnificent birds, declared an endangered species by the U.S. Government in 1938. They stand as high as 5 feet with an 8 foot wingspan. They nest in northern Canada and return each year to the South Texas refuge. Unlike some of us, they mate for life. As the result of an effective conservation program, their number has slowly grown from a low of 14 to 16 in the 1940's to around 320 today.

The wind shifted and freshened. I tied in the 3<sup>rd</sup> reef, this time around the boom, just before reaching Aransas Bay (and just in time). We sailed a beam-to-close reach sail across the remaining ten miles to

Rockport in a 15-20 mph. southeast wind. It was good, hard sailing and *Audrey Ellen* cut through the waves with ease. We dropped sail in the early afternoon just outside of the Rockport Municipal Harbor and were soon tied up at the marina next to an abandoned shrimp boat. We had averaged 5.8 mph. over the 50 miles.

Rockport is a pretty little Texas coastal town. It has both the old and the new, including its own community of artists. Some of its buildings date from the late 1800's. Rockport attracts sailors, fishermen and duck hunters as well as a large number of winter tourists from New England and the Midwest who want to escape the cold and cut their gas bills.



Rockport.

We walked into town for a coffee and later visited the art gallery near the marina. The gallery was exhibiting a large collection of Nova Scotia seascapes. They were nice, but a bit strange in the South Texas setting. We prepared the boat for tomorrow's sail and decided to take the longer, more scenic route to Corpus Christi via the Lydia Ann Channel and Port Aransas. Mark Arnold, my cousin, called advising that a major cold front would hit South Texas Sunday night bringing high winds and freezing temperatures by Monday.

### **Saturday, January 13 - Rockport to Corpus Christi**

We were up at 0600 for coffee and toast. While waiting for daylight, I tidied up the sail. We left Rockport Harbor around 0720 heading southeast into a 20 mph. wind. We were making 4.8 mph. on the engine in the rough bay water while carefully easing around the various piers and shoals off the shoreline of the town.

As we entered the ICW, still in Aransas Bay, and headed for the Lydia Ann Channel, the wind fell to 12-15 mph. Soon we were motoring in the beautiful green waters of the Lydia Ann Channel with dolphins all around us. There was a good bit of boat traffic in the channel, both commercial and recreational. We saw one of the few sailboats that we encountered on the trip.

We passed the 68-foot tall Lydia Ann Lighthouse which was built in 1857. It was damaged in the Civil War but relit in 1867. The Keeper's dwelling and all the outhouses were destroyed in the 1916 hurricane. The lighthouse was deactivated in 1952 after a major channel shift left it a mile from the entrance to the waterway.

By 0930 we were passing Port Aransas and the Port A. Ferry Landing. We were now heading southwest, so I raised sail with the three reefs still tied in. *Audrey Ellen* moved along at a quick pace, sitting upright and looking good. By noon we were passing Ingleside and entering Corpus Christi Bay. A heavy fog was building. I shook out the third reef, and after another half hour downtown Corpus Christi appeared, barely visible in the fog. The wind was now blowing at 12-14 mph. from the South, and soon we were only about 3 miles out making 5+ mph.

We cleared the opening in the jetties around 1330 under sail making a dramatic entrance into the Corpus Christi harbor in the strong wind and heavy fog. I quickly doused the sail and secured the boat in light rain and falling mercury. We had covered 36 miles averaging 5 mph.

I visited Marina Office and paid \$30 per night for a floating dock near bait store on the L-Head. Mark picked us up for dinner with his father at the Acapulco Tacqueria. Later we visited Barnes and Noble to get books to occupy us through the cold spell, and then back to the boat for the night.

I grew up in Corpus, and it was nice to be back. It is a beautiful little city with a lovely waterfront on a large bay. Corpus is a deep-water port and its municipal waterfront is the result of a Roosevelt WPA project that reclaimed land from the bay. Twelve miles across the bay is Padre Island and a mile further, the Gulf of Mexico. Despite its many assets, Corpus seems to have been left behind, economically, by the other Texas cities such as Houston, San Antonio, Austin, Dallas, etc. Perhaps it is its time-warp that gives Corpus Christi today's charm.

### Sunday, January 14 – Corpus Christi

We had an early breakfast on the boat. Afterwards, I tended to the boat while John washed clothes. Around 1100 we walked to middle T-Head to check email and weather on the Marina computer. In the afternoon we had lunch and a nap on boat. Around 1500 we toured downtown Corpus to find an accommodation for the forthcoming cold weather. We watched a beautiful 38 foot Nantucket ketch being skillfully docked at the middle T-Head in a stiff wind by a single-hander. We had a burger and walked back to the boat for the night.



Corpus Christi.

### Monday, January 15 – Still in Corpus Christi

During the night the Norther came in as predicted with strong wind and rain. Mark picked us up breakfast and then drove us out Ocean Drive to get a perspective on the conditions in the bay. The waters in the bay were extremely rough driven by the 35 mph. north wind and accompanied by rain and fog. We returned to the boat.

In the afternoon we walked the couple of blocks to the Super 8 Motel and checked into Room 400. The wind was blowing 25 mph. and the mercury had already fallen into the low 40's. We had a nice seafood dinner at the Water Street Café and then, back to the Super 8.

### Tuesday, January 16 – Still in Corpus Christi

We had breakfast at the Super 8. The wind was blowing like hell from the north and the temperature had fallen down into the mid-30's. We used the marina computer again. Mark drove us to lunch; to Academy to buy a heavier bedroll (one designed for comfort in 30 degrees) for me, Coleman fuel and gloves, and to HEB for a top-up on groceries. We went back to the boat around 1500 to store the purchases, tidy up and put in a third reef for tomorrow. We had decided to sail. We had another burger for dinner and went back to the Super 8 and our new books.

### Wednesday, January 17 – Corpus Christi to Rockport

The weather was awful..., a cold hard wind out of the North and raining. The temperature was in the mid 30's. We were on the boat by 0745 to return the gate key and some borrowed books, and to pay the Marina patrolman for our third night. We then cast off for Rockport via the shorter route of the Aransas Pass Channel. Due to the strong north wind, our plan was to head north, cross the Corpus Christi Ship Channel and then hug the north shore of the bay to gain some protection from the wind.

Upon reaching the ship channel we decided that *Audrey Ellen* could handle the sea conditions and that we would run the channel heading due east. It was rough with 4 foot waves on the quarter and winds at 30 mph. We encountered several tugs with barges and two large ships, all fighting the cross wind. Dolphins were swimming accompanying us and some were jumping completely out of the water. John was wearing a black baklava to keep out the cold and could have easily been mistaken for a terrorist. It was too rough to make coffee so we toughed it out. We felt safe in our little boat.



Near Freezing.

By 1030 we turned north and entered the calm water of the Aransas Channel, and by 1400 we were again docked at the Rockport Municipal Marina. The run up the Aransas Channel was cold and windy but uneventful. The shoreline is lined with a mixture of industrial and recreational developments. Both were very quiet today because of the weather, I assume. We covered the 30 miles averaging 4.8 mph. *Audrey Ellen* and the Yanmar, again, had performed in an exemplary manner.

A salty looking sailor, Gary, was tied up next to us in his 32 foot nondescript sloop. He is retired on a government pension, and inherited the boat from his 90 year-old sailing partner who recently died. Gary had single-handed his boat down the ICW from Clear Lake a couple of days earlier, and was heading further south to Port Isabel, Texas. He was then flying back to Houston to get his truck, motorcycle, dog and cat. He would use the truck to do reconnaissance on the suitability of several Mexican ports including La Pesca, a place I visited thirty years earlier and one to which I hope to return, perhaps with *Audrey Ellen*.

Gary invited me aboard to inspect his boat which was a mess inside, and in not fantastic shape topside. He had an impressive new self-steering device of which, he was very proud.

In the evening I overheard Gary talking to a friend on his cell phone saying that he was leaving Rockport for Port Isabel via the Gulf of Mexico tomorrow. He told his friend that he was "going outside", that the weather was not too good and would he please call someone if he hadn't heard from Gary by Saturday. Although he seemed to be a competent sailor, Gary's voice did not seem confident and I was concerned for him.

#### **Thursday, January 18 – Rockport to Port O'Connor**

We were up at 0515 for coffee and cereal. My new 30 degree rated bedroll had been a little light in last night's 35 degree weather. As we prepared to cast off, we found the running lights not working. I tore into the electrical panel and discovered and fixed a loose connection. Gary was up offering help us get underway, but we didn't need any.

At 0630 we cast off from Rockport in darkness with the north wind at about 20 mph. It was raining steadily. We motored with guidance from the GPS. Around 0700 we found the ICW in the middle of Aransas Bay and headed for Port O'Connor. We had both the wind and current against us. By 0830 we had cleared the bay and were in the protected ICW near the Dunham Island Levee. The barge moorings

there offer another good place to spend the night in a catboat.

By 0900 we were making 4.6 mph. against a strong tide, and by 1050 we had cleared the wildlife refuge and were entering San Antonio Bay. We must have lost some of the tide effect for our speed had picked up to 5.0 mph. At 1140 we were hitting 5.6 mph. in the middle of the bay. Still, with the north wind, we could only motor. I could almost see sunshine and it was much warmer...it felt good.

We met a large tow with barges in the ICW that was fighting the wind and running bit crossway in the channel. We moved outside of the channel to give him a wide berth. At 1230 we exited San Antonio Bay making 6.0 mph.

Around 1530 we reached Port O'Connor and docked again at Clark's...50 miles today while averaging nearly 5.5 mph. We accidentally choose a slip that was covered in pelican droppings, and *Audrey Ellen* showed her indignation as we tracked off and onto her deck. We had another delightful dinner at Clark's with drinks, fresh oysters and more shrimp and fish.

#### **Friday, January 19 – Port O'Connor to Matagorda**

At 0630 we found the north wind blowing at 30+ mph. with considerable rain and the temperature in the high 30's. Knowing that the bay crossing was going to be a rough one, we secured the cabin, closed the through-hulls except for the seawater intake, and stored cockpit items in the lockers. I also moved one of the 13 pound anchors to the cockpit floor for rapid deployment in the event of an emergency. I attempted to start the engine 4 or 5 times before it would continue to run. I reckoned that water might have condensed in the fuel system. That gave me a little tweak of concern.

We cast off before dawn and headed north through the Port O'Connor jetties. We immediately encountered 4+ foot waves (they seemed like 6 footers), and a strong cross current. The waves were developed by the north wind working over a 15 mile fetch. The tide was coming in from the Gulf of Mexico through the Matagorda Peninsular channel. The mixing water was very confused, and *Audrey Ellen* was pitching like a rodeo bronco.

John was at the helm while I worked to get the course from the GPS. I think that we may have turned in a circle somewhere near Bird Island as we were disoriented in the rough conditions and poor visibility. Water was coming over the rails and the bow buried a few times, but the dodger gave good protection. No

water other than rain came into the cockpit. We saw some violent, breaking waves that were surging almost vertically, indicating that we were very close to a reef. Thank God for *Audrey Ellen's* shallow draft!

We finally got on a good course but found it hard to hold. Putting the beam to the wind to stay on the best course was unbearable. Putting the waves at about 30 degrees off the bow was about the best we could do. It was still raining hard. We labored slowly along making only about 2.6 mph. It took two hours to reach the Palacios Channel in these conditions. I was once again proud of the boat and engine.

We reached the bend in the ICW at green marker 45 around 1030. This reduced the fetch and conditions began to improve. By 1230 we were in the protected ICW and calm water. We motored the remaining 15 miles to Matagorda powered by lots of hot drinks and soup and, of course, the faithful Yanmar. We saw a few fishermen and a few tows with their barges. Ducks were darting back and forth everywhere. It rained most of the way and the wind remained at 20-25 mph. on the nose.

Around 1440 we reached the Colorado River locks and got permission from the operator to go straight through. We could only make 2 mph. going through the western lock due to the current, and we were surprised when we could only do 3 mph. through the eastern lock. Further ahead, and after a call on the VHF, the bridge operator promptly opened the Matagorda Swing Bridge and we motored through.

We docked at Matagorda Harbor at same T-Head as before and paid our \$20 transient fee. The distance for today was 32 miles and the average speed, only 3.8 mph. For the first time, I pumped water out of the bilge.

Diesel was not available at the harbor. I added the remaining 2 gallons and estimated we had 10.4 gallons in the tank which should be more than enough to get us to Freeport. John bought a six-pack of Budweiser at the marina store and we consumed a couple. We had an excellent dinner (oysters again for me) at the Marina restaurant along with a Manhattan for John and a shot of Wild Turkey for me.

### **Saturday, January 20 – Matagorda to Freeport**

The wind increased to 25 mph. during the night. After coffee and breakfast, the engine started like a Swiss watch and we cast off around 0700. Our goal was Bridge Harbor Marina at Freeport. Against the northeast wind on our nose we could only make about 4 mph.

By 0950 the wind was around 20 mph. on the beam, but we were able to move at 6.1 mph. on top of a strong running tide. We didn't attempt to sail because the conditions were so unsettled. I lowered the centerboard about a foot to see if that would take pressure off helm. It may have helped a little. Around 1120 we cleared the Caney Creek Bridge and were then bucking the current. The change in current was due to our position relative to the openings between the ICW and the upper Matagorda Bay. The northwest wind was still blowing hard. Our speed had fallen back to 4 mph.

At 1315 the wind suddenly stopped and the sky brightened. Ten minutes later the wind picked up sharply to 20+ mph. from the North and the sky went very dark. In another half hour the wind dropped down to about 5-10 mph. from the northeast and dense fog began billowing up off the water. We could hear a large flock of geese calling in the background. I ran up the radar reflector and turned on the running lights as we approached the San Bernard River.

At 1400 the wind picked up suddenly again to 20-25 mph. The boat was hard to control in the current and cross wind so I dropped centerboard a bit more. Fortunately, we were in a protected segment of the ICW so that waves were not a factor. After passing the river, we began to notice towboats with their barges stopped along both sides of the ICW. The fog had reduced visibility to near zero.

As we got closer to the Brazos River, large trees, logs and floating debris made navigation difficult. I had to zigzag and sometimes reverse course to avoid collisions. Towboat personnel shouted warnings to us to watch out for logs. We had several minor collisions with debris but were able to avoid the larger items. Apparently a lot of water was coming down from the catchments of the Brazos. We had the option of reversing our course, tying up along side a towboat or going ahead. It was getting late in the day and we chose to keep going.

We soon reached the Brazos River west lock, and, in the dense fog, initially mistook it for a large barge. As we approached the entrance to the lock we ran aground near the east bank. We were able to back off quickly by reversing the engine and both of us moving forward to shift weight off the stern. I drove the boat in a circle while calling the lock operator on the VHF radio. He gave clearance to pass but warned us to watch out for the logs.



We entered the lock against a hard swirling current. I cranked the engine up to 3200 r.p.m. We labored through and into the Brazos River where there was more debris, strong currents and near zero visibility.

After a few minutes in the river, I realized that we were motoring along the northeast bank headed for the Gulf of Mexico. I zoomed in with the GPS to find our position, and immediately saw that the two locks were not lined up with each other. Even with allowance for the strong current, we had missed the east lock. We turned back, still navigating in the fog and debris, and followed the bank until we reached the lock and shot through it. I read the following day that the river current had been running 3.3 mph. and the speed through the west and east gates at 3.2 and 5.9 mph., respectively.

On the east side the current and debris quickly diminished. We motored in a strong cross wind the remaining six miles to Bridge Harbor Marina just east of Freeport. The wind died a little, and we tied up in front of the marina office at 1615. The marina is modern and very nice, but we were the only sailors to be found that night. I serviced the boat and filled the water tank with Freeport water. We drank a couple of beers, had dinner onboard and turned in for the night. We had covered 47 miles while averaging 5 mph. John and Ed were tired!

### **Sunday, January 21 – Freeport to Clear Lake**

It rained off and on all night and the wind continued to blow hard. At 0630 we turned on the cabin heater, had coffee, English muffins and an orange. We were moving slowly. Around 0755 we cast off and soon entered the ICW heading for Harbor Walk Marina, about 30 miles away towards of Galveston.

We were making only 4 mph. against a 5-10 mph. northeast wind and a strong current. By 0950 we entered Chocolate Bay making 5.2 mph. against a slight chop. The current appeared to be gone.

By 11.30 we had crossed Chocolate Bay. The sky has cleared some but there was still a heavy cloud cover and a 10 mph. northeast wind. I called Mark Arnold to discuss weather. He advised that wind is forecast to die in the early afternoon and that another

strong front was coming through around midnight. I was considering whether or not to run straight to Clear Lake.

As we approached Harbor Walk around 1315, the wind was nil, the water was flat and we were making 5.5 mph. I decided to bypass Harbor Walk and head for home. Approaching Galveston Railroad Bridge, I called an oncoming towboat pushing two barges but got no answer. A little later I called the bridge operator, again with no response. We waited for another tow with barges to clear the bridge and then drove quickly through. As we passed, the bridge operator hollered that he could hear me calling on the VHF radio and had answered each call. He knew that I was not hearing him. I then realized that the VHF radio volume had been turned off when I was talking to Mark. Problem solved!

We cleared the railroad bridge and soon after, the Pelican Island with the help of a strong current. We the crossed the HSC once again and turned north towards Clear Lake with flat seas, no wind and sunshine...the first in eight days! We motored up the middle of HSC with no other traffic. We had that world to ourselves... it was a beautiful afternoon.

Around 1830 we turned the corner just past HSC markers 61/62 into the Southern Boat Cut. We experienced a spectacular sunset and finally darkness except for the lights at Kemah and along the shoreline of Upper Galveston Bay. Soon we were tied up at the Watergate Marina. We secured and unloaded the boat...66 miles today with an average speed of 5.5 mph. We had motored the entire way back from Corpus Christi. By 2015 we were driving home....a great trip!

**CONCLUSIONS:** The boat and the crew were tested in difficult conditions and both are capable of winter sailing on the Texas Gulf Coast major bays and ICW. I am confident that *Audrey Ellen* can handle almost any conditions there, short of a hurricane. I hope to repeat the trip again soon but perhaps in the warmer months when the prevailing wind is from the southeast. And, I would like to do one or two of the legs in the Gulf, perhaps Port Aransas to Port O'Connor and/or Freeport to Galveston, watching the weather carefully, of course.



# CATFOOD

– Jane Walsh, Editor



## Calling All Cooks

*I am the new contributing editor for the “Catfood” column. For future articles, I would love to hear about what you are serving on board. Please contact me and I will feature your recipes, shortcuts, fun foods, rendezvous party fare, cruising menus, or things you serve for an afternoon of slip sailing, etc. Photos are also encouraged.*

***Please email me at [jkhw@comcast.net](mailto:jkhw@comcast.net) or call me at 877-6719.***



**Jane**

I am writing this Winter 2009 bulletin article on board our Marshall 22 at the end of a steamy August day. We are concluding a fabulous three day cruise along the Elizabeth Islands and have had several delicious meals. It is hard to think about the chilly winter New England days ahead. However, I thought what better way to relive the past sailing season than to share with you two quick and easy recipes that we enjoy during our summer cruises!

### Teriyaki Pork Tenderloin –

This is easy and travels beautifully on board. You can also freeze the pre-marinated pork and let it thaw as you cruise.

- Trim 2 lbs. on pork tenderloin
- Marinate in the following for 24 hours in a zip lock storage bag:
  - 2/3 cup of Very Very Teriyaki – in your grocery store’s dressing aisle
  - ½ cup low sodium soy sauce
  - ½ teaspoon of sesame oil

Grill for 20-30 minutes on medium heat. Remove from grill when pink. Let tenderloin rest 5 minutes before slicing into in. serving sizes.

### Sweet Potato and Parsnips Fries – Nutty and sweet without the high calories!! Healthy and delicious too!

Peel 1 large sweet potato and a one pound bag of parsnips and cut into sticks/fries.

Toss in a zip lock bag with 3 tablespoons of olive oil, ½ teaspoon of sea salt and ½ teaspoon of hot chili powder.

Spray a 9x9 in. aluminum foil pan with cooking spray. Add contents of Zip loc bag, cover with tin foil and cook on grill on medium heat for 20-30 minutes or until tender. Shake pan occasionally to prevent sticking. And, you can toss the pan away – no dishes!

So, if you are inspired to try these culinary delights... please do... and savor the flavors along with your memories of sail season 2008. Enjoy and let the warmth and heartiness of these dishes stir your palate and appetite with anticipation for the sail season ahead.

“Boat” Appetite!



# Yard Talk

– Wayne Cole, Editor

**Editor's Note:** This column is about current events and changes at the various boatyards that build, store, and repair catboats. It is based on interviews conducted by a member of the Catboat Association and is intended to inform catboat owners of what is available in the way of services and parts, changes in catboat construction, and what new products are being offered.

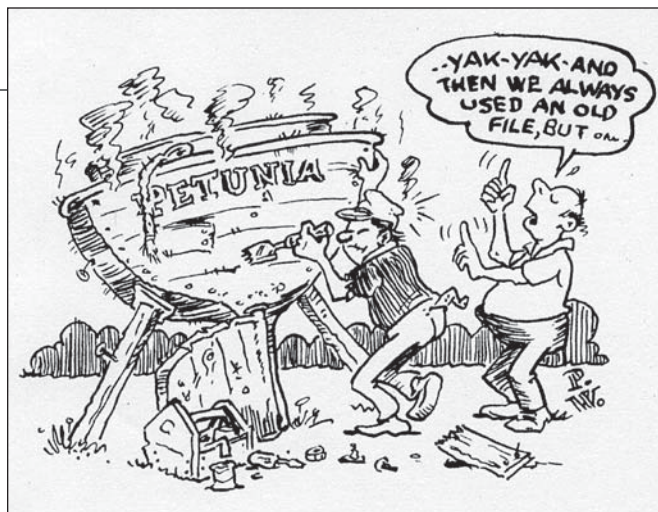
The featured yard interview for this issue is Marshall Marine in South Dartmouth, MA.

[www.marshallcat.com](http://www.marshallcat.com)

The interview was conducted by CBA Member Wayne Cole of South Dartmouth, MA.

The history of Marshall Marine can be found in Chapter 6 of **The Catboat Book** by John Leavens.

Clip art for the column is a sketch done by Peter Wells from comical artwork he had contributed in past years.



## **Geoff Marshall Interview** - by Wayne Cole

Geoff is the owner and general manager of Marshall Marine which was founded by his father Breck Marshall. He was generous with his time in talking about the catboat business based on the following questions.

**Q** – What changes have occurred over the past couple of years since you took over the yard?

**A:** We are seeing an increase in demand for the 15 ft. Sandpiper with new racing fleets starting up in Saunderstown, RI and Jupiter, FL. There are already fleets in Useppa Island, FL, around Barnegat Bay in NJ, and in Duxbury, MA. Two major changes occurring in construction are a new molded cockpit for the 18 ft. Sanderling and a new engine for the Sanderling to replace the 1GM Yanmar which will soon be discontinued.

## **So. Dartmouth, MA - November 15<sup>th</sup>, 2008**

As many catboat sailors know, Marshall Marine is the catboat builder of the Sandpiper (15 ft. day sailor), the Sanderling (18 ft. with cabin and 18 ft. open cockpit day sailor), and M22 (22 ft. cruising catboat). Upwards of 20 new boats are built each year and shipped throughout the US and Canada and occasionally overseas. Marshall Marine also stores many catboats, upwards of 50 boats, and performs repairs and repowering installations.



A Marshall Sandpiper on display at the 2006 CBA Annual Meeting. Kristen Marshall (left), Geoff Marshall (center greeting CBA member) and Tally Garfield (far right).



Sanderling awaits a new owner.



Catboat rehabilitation shop.

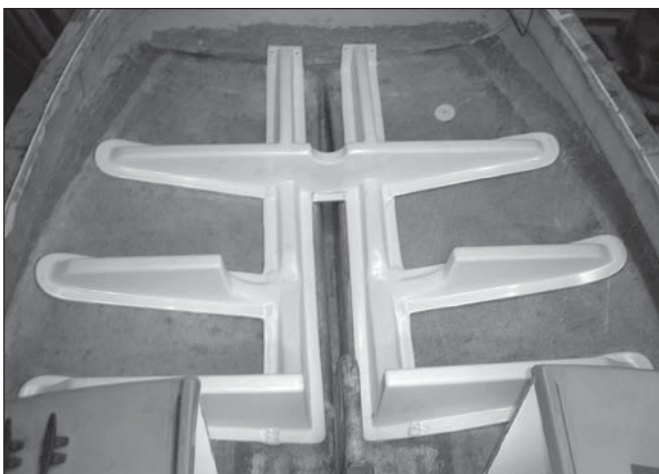
**Q – With the Yanmar 1GM no longer being manufactured after December 2009 – has a replacement been identified? The 1GM engine has been a popular favorite of Sanderling owners so if one has been identified could it replace older engines as well?**

**A:** We are currently developing a prototype installation for a Nanni diesel engine that essentially has the same footprint as the 1GM. We are hopeful that it will also be an easy installation for older boats with 1GMs that need replacement.

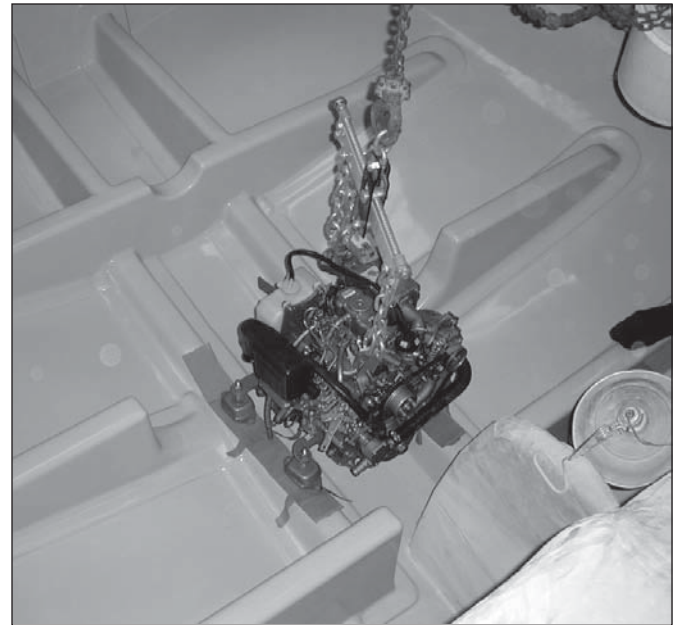
The Nanni is a 2 cylinder diesel engine rated at 10 hp, is fresh water cooled, has an optional instrument panel with gauges, and employs a Kubota block with a marine conversion. Overall dimensions are within a fraction of an inch of those for the 1GM with the purchase price about the same.

To facilitate engine mounting we are employing a molded grid system that will be used in new boats and if desired in older boats with a new molded cockpit.

We are hopeful this newer engine will run smoother having 2 cylinders rather than 1.



New molded grid system for the Sanderling.

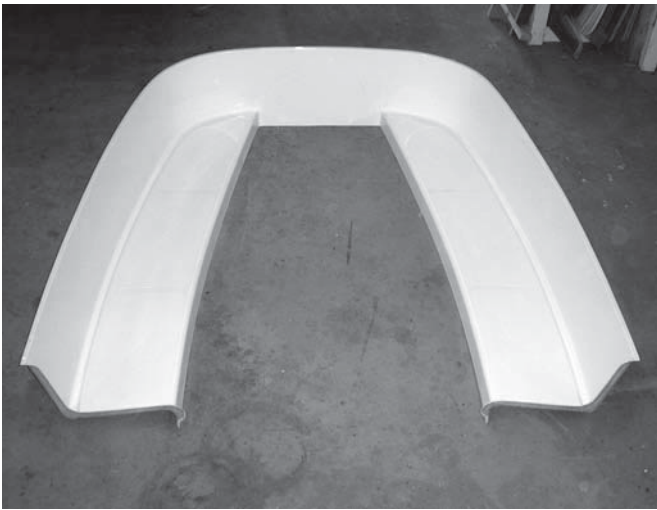


Nanni engine being installed in a Sanderling using the new molded grid system for mounting the engine.

**Q – With the Sanderling now being manufactured with a molded cockpit will the cockpit be like the other Marshall Catboat models?**

**A:** Some features are different. New features include:

- Curved seats that do not taper down in width as with the old bench seats in the Sanderlings.
- Space under the seats will still be open for storage as in the past; however the coaming will come directly down to the seat instead of having a space between the bottom of the coaming and the seat.
- The cockpit sole will be fiberglass with non-skid in the gel coat making it easier to maintain.
- Consideration is being given to a storage hatch for those boats without an inboard engine as foam flotation will not be used under the cockpit sole. We have found foam flotation not to be that advantageous.
- We would recommend this new molding be installed for those older boats needing a new cockpit as it will facilitate making the repair.



New molded cockpit seat for the Sanderling.

**Q – When will a Sanderling with a new molded cockpit and an installed Nanni engine be available?**

**A:** As mentioned earlier we are developing a prototype and plan to show a Sanderling with these new features at the Hyannis, MA Boat Show in February 2009.

**Q – It seems as more sailors want to trailer their boats the tabernacle mast fitting for the Sanderling and Sandpiper would be in demand. Do you see this as a trend? Can this fitting be ordered from Marshal Marine and what would be the recommended installation procedure?**

**A:** Yes, in fact we are seeing an increasing demand for it in both new and used boats. It seems customers like the idea of storing their boat at home. This is an attractive option for Sandpiper sailors in areas where moorings or dock space is either at a premium or unavailable.

In the Sandpiper one person can easily raise and lower the mast and in the Sanderling we recommend two people be employed but with experience one person could perform the task. Upwards of 20 installations are now being done each year. Older boats will need a new mast while with newer boats the mast can be retrofitted. New masts with hinges can also be supplied for the Hereshoff 18.

Installation of the tabernacle needs to be done at the boatyard as the dimensional tolerance of the inside mast dimension varies enough to require machining to obtain a snug fit. As one can well imagine this is a critical point in the rig requiring that the installation be performed correctly to insure structural integrity.



A Marshall Sanderling traveling on a highway with the mast tabernacle in the down position.

**Q – As older boats come up for rehabilitation what have you found to be the Pros & Cons of repairing gel coat vs. painting with Awlgrip?**

**A:** If at all possible we like to restore, through compounding and polishing after minor repairs, the gel coat finish as it is more durable and easier to maintain than Awlgrip. For gel coat colored finishes, other than white, refinishing with Awlgrip would be more effective as it is extremely difficult to match the original color and when the finish fades it does not do it evenly.

With respect to Awlgrip it is more difficult to repair but retains its color and will last we figure for 10 years on the average with some boats having finishes that last 15 years plus. For the first 5 years or so washing with a mild soap only preserves the finish after that applying a suitable wax/cleaner will probably be required. However; it is important not to get too aggressive with the finish as it is thin. Slight scratches can be spot painted using a fine brush or in some cases with a small spray can system – this is best done by a facility that has had experience with Awlgrip. A new finish can be either sprayed on (requires an environmentally controlled shop) or brushed and tipped on (up close brush marks will be visible) at a lower cost.

**Q – What parts are most often sought after by owners and is there a listing that can be obtained?**

**A:** For the most part, rigging (mast boots, gaff jaw saddles, goosenecks etc.) and teak trim pieces are purchased. We can and have supplied pintles and gudgeons (tend to wear out if the boat is kept at a roly anchorage), sail covers, cushions, boom tents, but because dodgers have to be custom fitted the boat would have to be at the yard or in the South Dartmouth area.

One of our near term projects is to produce a parts list on our website to facilitate ordering along with our Marshall Gear (hats, shirts, mug etc.).

**Q – This question was posed on the Catboat LISTSERV site: When should each of the following be replaced: gudgeons and pintles for the rudder; the inboard motor mounts; and the cutlass bearing?**

**A:** Replacement of gudgeons and pintles: the pintles and gudgeons wear on both sides as they work back and forth. There is not a set number of years when they should be replaced as the amount of wear varies depending on the use of the boat and where the boat is moored. In a roly anchorage where the rudder works back and forth they tend to wear out more quickly. As the pintles and gudgeons wear, the tiller drops in the tiller opening in the transom. It is a good idea to change them before the tiller begins to rub on the bottom of the tiller opening.

Replacement of motor mounts: I believe Yanmar recommends motor mount be replaced every three or five years although this may be a bit over cautious. If the rubber has gotten soft from exposure to fuel or if the mounts have collapsed, it is certainly necessary to replace them.

Replacement of cutlass bearing: When the boat is out of the water you can check the cutlass bearing by grabbing the propeller and trying to move it vertically and horizontally. If you hear any clunking sound, meaning there is any play there, it is recommended to change the cutlass bearing.

### **Author's Concluding Remarks**

We had a brief discussion on Geoff's experience racing and sailing catboats since he started sailing, beginning with Beetle cats in his youth. Some highlights follow:

- Keep the pressure off the helm as the barn door rudder will slow the boat as it drags through the water. Marshall Catboats sail and point well under one reef.
- Try not to bring the boom in over the quarter when beating as a reduction in speed will occur.
- Weight distribution can have an effect so experiment with the positioning of the crew.
- Know when to change the centerboard position.
- We have found a sail with moderate shape is the best for overall conditions. Flat sails do poorly in light airs and full sails will not point as well when the wind picks up. Thurston Sails is our supplier for new boats and would know what to provide for a replacement sail for each model.
- Geoff mentioned that in the book *The Competitive Cat* by Bill Welch there are excellent pointers on sailing techniques for those interested in improving their skills.

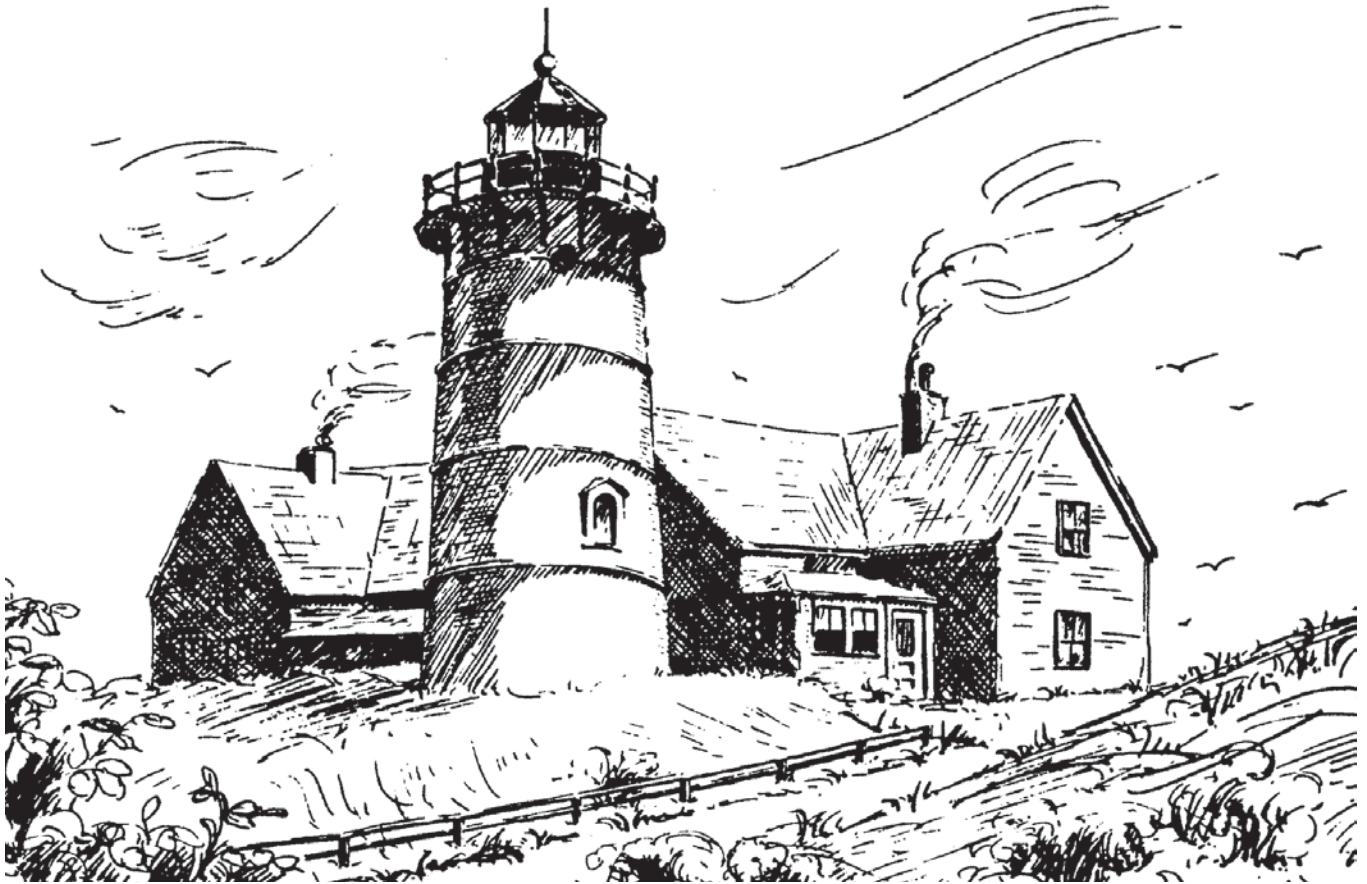
As many of you know Marshall Marine, with Sammy and Jerry Smith (*Puddleduck*), hosts the Padanaram Rendezvous which has been traditionally well attended over the years. The first Rendezvous was held in the early 1970s and has since attracted on the average 30 plus boats from the New England waters. If you should be cruising in the area make a stop at the yard, moorings are available just off the yard in the upper Apponagansett Bay. Marshall Marine is a full service yard so it is a great place to stop for repairs, meet the crew who are always very friendly and willing to share their knowledge of maintaining catboats. On any given day you can see catboats in various stages of being built and restored.

Visit the yard on a spring day when catboat owners are working on their boats and you will be rewarded with unique and inventive modifications that have been performed on their boats. Also, maintenance techniques and materials used are freely exchanged amongst boat owners – fortunately or unfortunately as the case may be, we collectively figure our work is about 50% if that! It's the type of boat yard, when I was a boy, I experienced when helping to maintain a wooden boat in the 1950s – some things are still some good as we would say downeast.



*Editor's Note: Most of the boatyards that store and repair catboats are very friendly and accommodating. Hopefully, this environment will be preserved as these facilities experience the increasing pressures of costs, insurance demands, and environmental regulations. So we should try to do our best as owners to respect the challenges they are experiencing and help them maintain the congenial environment that still exists in these smaller yards – effective communications and expressed appreciation of the work performed by yard personnel goes a long way in setting expectations that can be fulfilled to everyone's satisfaction.*

Bruce Gratz working on *Lotte Cates*, a wooden Fenwick Williams designed catboat Bruce built. For his efforts he received the CBA Broad Axe Award. Bruce is an accomplished boat builder who works at McMillan Yachts in Portsmouth, RI restoring vintage wooden mega yachts. With his good sense of humor he has helped many of us attack challenging projects.



# Catzilla and the Cradle from the Grave

Spencer R. Day

Our little yacht club is fairly far inland – 2 mi. – and a bit dicey to get into and back out to Dorchester Bay and Boston Harbor. In a power boat, it's not bad, but in a catboat or other craft with a mast, you've got to duck under 3 big fixed bridges and a drawbridge before reaching the muddy estuary to follow the saplings that we use for channel markers. In our Marshall 22, we can only do this within 2 hours on either side of low tide without endangering our mast, so we've kept her on a mooring in another river without bridges, allowing us to come and go at will. We haven't come into Milton Yacht Club more than once or twice per season. After all, wasting sailing time is not part of our boating plan. This year though, it was our last cruise of the season because we decided to haul out here in our hometown.

Travel time going back and forth from our home to the boatyard for the last few years was 20-30 minutes each way. After becoming Treasurer of historic Milton Yacht Club last year, I discovered that storage of our boat there would save us a bundle. The perfect storm happened in 2008 – the sludge had hit the economic fan, so my goal was clear: "Find a way to haul out in town" at our own marine railway on the Neponset River estuary. Up to this point we had shelled out the bucks to get hydraulically lifted out of the water and placed gently on our wooden blocks and jacks. But hauling at Milton requires a cradle (or trailer) for the boat.



*Catzilla* moored in the Neponset River at the Milton Yacht Club.

Earlier in the fall I put on my foul weather sailing boots, trudged down the muddy river in slow, sucking steps along the edge of the marshy estuary, and examined some wooden cradles that had been abandoned in the local "cradle graveyard". We are required by the town to clear the boatyard of any unused equipment, so these cradles were floated downstream and tied off to the trees that overhang the water. One of them looked promising. I discussed it with the Milton Harbormaster and another club officer, and we decided to proceed with recovery of the cradle.

The Neponset River runs into the Boston Harbor waterways at Dorchester Lower Mills and constitutes the southern border of Boston. Mattapan and Dorchester (two large neighborhoods in Boston) thereby share this common border with Milton. The historic Baker Chocolate mill buildings complex is just upriver from Milton Landing and has been largely renovated into condos. Adjacent to the Landing is another new condo complex which replaced the Hood dairy building that burned down several years ago.



An aerial view of the Neponset River estuary and the Milton Yacht Club location shown at "A".

Downstream from the falls at the head of the marsh, our club members have maintained Milton Landing and its marine railway for almost 100 years, at no cost to the town itself. In fact, MYC pays monthly rent to the town's Park Department which has custody



of the Landing, the rustic and steep boat ramp, and the old police station building from the 1800's which is the MYC clubhouse. This is a "workingmen's" club with no boating services except the railway and the float dock. Shore power is an extension cord and water is supplied via a very long hose. The float is a public access point to the river and all are welcomed.

Cradles with boats on them are damn heavy. They are really not meant to be rolled around much – only as far as required for storage. At our club, we have a few members with welding skills who created a set of super-heavy-duty cradle wheels that are placed under each corner. Each unit has two massive wheels between which is a pivot plate with a center "pin" that spikes the wooden cradle that sits on it, such that any slippage is minimized. In this way, the wheel stays put where it's been placed under the weight of the whole rig. Each wheel unit has a 'steering arm' with a pipe extension that is used to rotate the wheel assembly around the center axis of the stationary pivot plate, thus allowing the operator to steer his corner. Each handler must coordinate with the other 3 corner handlers by listening to the owner's commands. By this means, we move the boats by pulling the cradle (with boat on it) around the yard with a pickup truck and a stout chain.



Removable wheel sets placed at each corner of the cradle to facilitate moving boats in the yard.

The really big power boats (40-50 ft.) are too heavy for these wheels and so we still move those with hardwood rollers under the cradle stringers – steering the rollers with sledge hammers – while we remind each other to keep our fingers and toes clear, lest we

become victims, like in that old movie "The Egyptian". Yikes! This is dangerous work for club volunteers and we take safety very seriously.

A huge electric winch in its own shed is used for hauling all boats out of the water on the marine rail car, and for launching them in the spring. (The winch was obtained many years ago from a local hospital when they retired their old elevator.) For the big boats on rollers, the cable is used for the whole operation, routed with large shackles and snatch blocks attached to "deadmen" – pieces of railroad track buried vertically in key locations around the yard. We use big L-jacks to lift up the cradle stringers just enough to place/remove blocks/rollers/wheels underneath. The cradle is lashed to the rail car with taut chains during hauling or launching operations in the water.



Rail car used to haul boats on cradles.



Milton Yacht Club winch house at the boatyard.

I had tried to prepare for a cradle last year, first by asking Marshall Marine for a drawing of the boat's "lines" so that our engineer friend and club member Ray Carlson could help us design a cradle. (He is 90 and built five wooden 40 ft. powerboats in his spare time while still working for Westinghouse. Four are still in use locally.) But the closest we could get was lines for Marshall's 18 ft. Sanderling. Instead, I began to make careful measurements of the 22s laying on blocks in the Marshall yard. Figuring I should emulate this configuration as closely as possible, I wrote down as much as seemed necessary. Then I'd think it through some more, remember that I'd forgotten something, and go down to Padanaram again. (I love that place!)

I theorized that all I had to do was add blocks to add some height fore and aft. This would bring the keel up off grade to the same height as though it were on the blocks as done at Marshall Marine. Once that was done, I calculated that the bilge arms would be at just the right height. Bilge arms are angled beam structures located halfway between the front and rear of each cradle stringer (that is, amidships, below the side deck cleats). A stored 22 is designed to be supported on just two points – behind the bow and ahead of the stern – so the bilge arms must not be load-bearing. Miraculously, my altered cradle's bilge arms would be low enough to leave room for a small wedge on each side during hauling, to balance the boat while rolling up into place "on the hard".

The day before our haul date I attended my first CBA Steering Committee meeting in Mattapoisett. I couldn't concentrate fully on the meeting because I was going over the design in my mind – because I hadn't yet completed the cradle. After leaving the meeting, I headed north to Milton and finished the job that night in the dark under a street light in the boatyard. To mark the location of the bilge arms, so that I could align them with the cleats at the widest point of the 22, I tacked on a couple of lobster pot buoys gleaned from Corporation Beach in Dennis years ago after a northeaster had washed them ashore.

I slept fitfully that night, having odd dreams about clumsy cradle moves. Upon waking and going down to the Landing, I found there were already 3

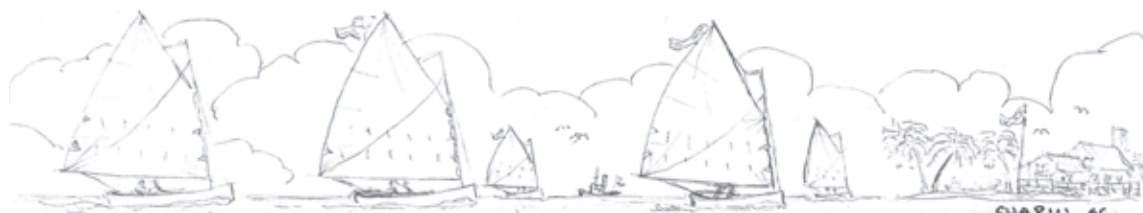
boats lined up and ready to haul. Once we'd warmed up by hauling them, I was next. Running *Catzilla* around to the railway, I attempted to line up to the buoys, throwing the two stern lines and the two bow lines to people on each side of the railway. After some shouts and adjustments, I signaled the winch operator to bring me up slowly. Part way up, we halted, and the lines were tugged strategically until the boat was centered, and I signaled the winch operator to bring me out.

Once out, we discovered a glitch. I had made the fore and aft blocks a bit narrow, and the margin of error it allowed was so small that the stern keel was nearly off the edge of the block that I had added to the aft crossbeam. No worries though. The guys at the club just nudged it over with a jack and a wooden block, until centered, while I balanced the whole boat by hanging onto the gunwale, adjusting the wedges at the bilge arms until snug. We then proceeded to jack it, placing the wheels under the corners and pulling her around to her designated winter location in the yard. We jacked the cradle once last time to remove the wheels and put small 4x4 blocks under the cradle corners to allow re-jacking in the spring. Once in place, I added my screw-jacks under the stern so she wouldn't move around precariously when I was aboard and winterizing things.

The cradle from the grave came through for us.



*Catzilla* on cradle.



# 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](http://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](mailto:cats4sale@catboats.org)*

1. FOR SALE: 1990 Barnstable Catboat. Hull No. in the 40's "Sea Wind II", 12 ft. 4in. long. It was originally built and owned by the late John G. (Bunny) Howard, Jr. founder of Howard Boats before our family acquired it from him. The Barnstable Cat Boat looks and sails exactly the same as the wooden version. The only difference between a wooden Beetle and the Barnstable Cat Boat is a fiberglass hull and deck. Appearance-wise one cannot tell the difference. It looks and sails exactly like the wooden version but has a low-maintenance fiberglass hull, cedar cockpit, oak coamings and chafing strip, fir spars and original bronze hardware. The boat has been well maintained and it is in excellent condition. All bright work was varnished with three coats this summer and new paint was applied to all painted surfaces. In addition oak coamings and chafing strip were replaced as well. Sails (2) are in very good condition (Fisher) and the other's outhaul is torn and needs repair. Each has reef lines. Price includes 2001 Loadrite galvanized trailer, cockpit cover, two sets of Dacron sails, name board with painted letters, anchor and rode, painter, paddle, pump, cushions and lifejackets. This boat will be cherished and passed down for many generations, \$6,000. The boat is located on Lake Winnepesaukee, NH. If you wish we can trailer it to your homeport in New England. Many more pictures are available by email upon request. Contact Ted Liszczak, 15 Briarcliff Rd. Gilford, NH, 03249 (603) 293-8879 or [tedliszczak@metrocast.net](mailto:tedliszczak@metrocast.net).



11-circuit 12V breaker panel with battery selector switch, digital battery voltage panel with selector switch, 12V outlet in cockpit, wind vane. Deck & Hull: Tabernacle mast, cabin top hatch with screen, bronze folding steps on rudder and transom, fore deck anchor chocks and thru-deck anchor rode pipe, Danforth/rope/chain, 4 pc. teak drop board, 1pc. teak drop board with screens, teak cabin screen doors, cabin cushions, double bunk filler board with cushion. Rigging and sails: Quantum Tanbark color sail - professionally cleaned prior to storage, Harken blocks, Lewmar peak and throat halyard clutch blocks, lazy jacks and single line reefing system. Menger supplied sail and tiller covers. Additional: Sunbrella custom cockpit cushions with matching sail and tiller covers, Cordura winter-trailing cover, cockpit tent/sunshade, solar battery charging panel, 3200 lb. capacity Load Rite trailer. \$33,500. Located at Buckeye Lake in Columbus, Ohio. Contact Bill at [nordbyheron@aol.com](mailto:nordbyheron@aol.com) or 740-644-7748.



2. SOLD

3. FOR SALE: 1999 Menger 19 – Sailed 7 seasons; 5-fresh water / 2-salt water. White interior with varnished ash wainscoting cabin sides, teak and holly cabin sole, centerboard trunk varnished drop leaf table, ice box and Porta-Potti. Electronics: Bulkhead mounted Ritchie compass; lighted, automatic/electric bilge pump, depth gauge with through hull, VHF with mast antenna, cabin stereo. Electrical and Mechanical: Inboard Yanmar 9hp diesel with 100hrs., quick change impeller housing, 3-blade feathering Max-Prop, navigation lights, mast head light, 2 brass cabin lights, 2 cabin fans, 2 deep-cycle 12volt batteries in secure battery boxes,

4. SOLD

5. FOR SALE: Classic 1910 Wilton Crosby 22' Catboat. Fiberglass over original wood. Complete overhaul in 1996 included new centerboard, shoe keel, and cockpit sole. Palmer gasoline engine with reduction gear and 3 parts engines. Spars, sail, and lines all included and in great shape. This very well-loved classic will serve the catboat enthusiast well. \$8,000 or best offer. Located West Brewster, MA. For more information contact Ian MacKenzie at (508)385-9285 or email [ian@quayzar.com](mailto:ian@quayzar.com)



6. FOR SALE: 2007 19' cat-schooner BRILLIG, 7' beam, William Garden Design #130 plywood hull with fiberglass sheathing and teak trim throughout, Dynel deck, 300# fin keel, lead trimming ballast, double berth, hanging locker, sink with pump, wood burning stove, alcohol cooking stove, electric navigation lights, depth sounder, bucket & chuckit, Farymann 7HP diesel (hand or electric start), Sestrel box compass, Garmin GPS-50, 15# CQR and 100# mushroom mooring anchor with chain. Foresail, mainsail and fisherman staysail like new. Fast and handsome. Now \$18,000. Located at Karl's Boat Shop in Harwich, MA. 843/524-1819. William B. Hickman oldhickey@embarqmail.com



7. FOR SALE: 21' Wilton Crosby 1905 catboat in its original condition. Beam 10ft draft 22in. Refurbished by Mass. Maritime Academy in 2002. New 20hp Yanmar diesel installed Sept. 2007. Cabin has table, 2 berths and head. Varnished topsides with white hull. Barndoor rudder with wheel steering. She's a gem. Asking \$49,900. Call Cory McDermott 507-377-1302 or email vicrose@charter.net



8. SOLD

9. FOR SALE: 1999 Wittholtz 17ft. Cape Cod Catboat fiberglass 100th Anniversary Edition by Cape Cod Shipbuilding Co. Excellent condition, used and stored lovingly. Perfect for Florida waters. Shallow keel model 23in. draft; Gaff rigged; 15hp Sail Drive inboard and fuel tank. Cruising Equipped: Water tank and sink, Portapotti built in, spacious bunks, bimini and dodger, ample lockers and storage, two sails: good and excellent. New bottom paint. Trailer like new: never dipped in salt water. Location is Key Largo, Florida. A "\$50,000 package", yours for \$12,900. Contact Roland Barth at rsb44@aol.com



10. 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

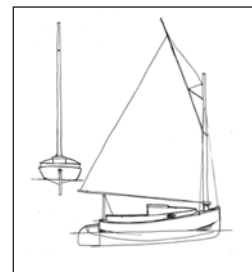


list available. Shelving over berths, p. & s., forward vent hatch. Anchor is Danforth with 4 ft. chain. Boat is located in Mattapoisett, MA. Please contact owner Bob Trahan at rtrahanma@aol.com. Phone (508) 758-6177 for list of equipment and photos. Suggested price is \$37,500.

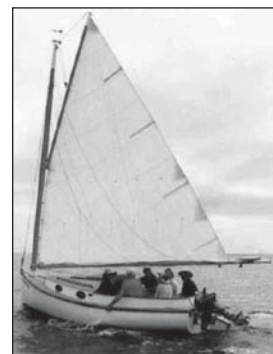
11. FOR SALE: 18 ft. 1983 Marshall Sanderling, hull No. 552. It is a joy to sail this boat. Included are a 1988 galvanized Load-Rite trailer renovated in 2006; a 2000 8 hp. 4-stroke HONDA OB motor (professionally maintained); Thurston sail with a blue cover, sail bag and battens; shock cord furling; 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 on land in Mashpee, MA. New reduced price \$14,400. Please call Bill at 617-965-6880



12. 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 Zablotty, 508-878-7692 or email at purplefence@mindspring.com.



13. FOR SALE: 1980 Marshall 18. Very good condition. Includes 8HP Yamaha motor (professionally maintained), cockpit and cabin cushions, sail cover, anchor, bronze boarding steps (transom and rudder), four jack stands, Porta-Potty, mast top Windex wind vane, boat hook. The mast has been hinged for ease of stepping and unstepping. The vessel is moored in West Falmouth Harbor on Buzzards Bay and is ideally suited for safe, comfortable sailing in all of the conditions that the Bay presents. Asking \$12,500. Contact Fred Greenman at greenman@3yankees.com or (508) 457 6546.



14. FOR SALE: 2008 Menger 15 ft. Catboat. Gaff rigged. Tan & white with burgundy sail, canvas & dodger. Cetol on teak. Lazy jacks. Mast hinge. Sail cover, 2 cockpit covers, (with & without dodger), winter storage/trailer canvas. Trailer with rollers. 4 hp Yamaha. Gas storage compartment for auto feed. Sailed one month. Everything like new. \$ 17K. 914-273-8916 or e-mail to [sspilo36@aol.com](mailto:sspilo36@aol.com)



15. FOR SALE: 1978 Marshall Sanderling 18ft. catboat. Includes Load Rite trailer, two outboards (5 hp Nissan 4-stroke, 5 hp Nissan 2-stroke), self-contained toilet, drop-leaf table, two sails (approx. 2005 Thurston, original 1978 Thurston), two sail covers, two anchors, berth cushions, bronze step on transom, compass, cockpit jiffy-reefing, lazy jacks, PFDs, fiberglass dinghy w/ oars. Asking \$11,500. Located in Mattapoisett, MA. Contact Dave Gries at 508-758-9038 or [blues@cape.com](mailto:blues@cape.com).



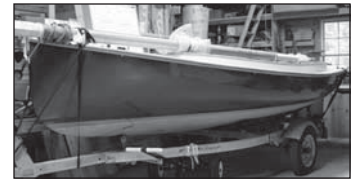
16. WANTED: Wittholz 17ft wooden catboat in good to fair condition, not some amateur effort at this demanding craft. Don't reply if you want to sell a "fixer-upper". Inboard diesel power and spruce spars are essential. The vessel would lie at the US Navy Station, Great Lakes, IL. Good trailer highly desired. Please email me at [ITrySir@comcast.net](mailto:ITrySir@comcast.net), or call me at 847-362-7043 any time. Older CBA members will remember Ray O'Brien, FO Caroline. No photo.

17. FOR SALE OR TRADE plus cash: 1986 Catalina 22 swing keel sloop. Very good condition. Roller furling, safety lines, boom vang and stainless boarding ladder. New Main sail, six year old good 150 genoa and one working jib(never used) and older main in poor condition. Sail cover, cabin and cockpit cushions. 2008 5 hp four stroke Tohatsu out board barely if ever used. Load Rite trailer in good road worthy condition. Asking \$5,900 for boat and have cash to trade and/ or sell toward a 14-18' catboat in good to excellent condition. Would prefer either a Marshall or Arey's pond catboat. Please call or contact Martin at 978-314-9409 or E-mail to [osloson@comcast.net](mailto:osloson@comcast.net). Photos available upon request. No photo.

18. FOR SALE: 1972 Herreshoff America 18 ft., hull #10, built by Novak and Williams, fiberglass hull with teak trim, 2 reefing points on sail with blue sale cover. Aluminum spars & bronze hardware. 8 HP Johnson outboard in well. Cabin: blue seat cushions, porta potty. Cockpit: seat opens into sleeping cot. Danforth anchor with chain and rode. Boat on 1986 Loadrite trailer with spars in custom racks, ready for transport. New center board 1981. New bronze skeg 1985, new tiller and reinforced rudder 1999. Trailer has new tires, wheel bearings and trailer jack 2002. New teak rub rails 2002. Offered at \$7000.00. Located in Bishopville, Maryland (Eastern Shore). Please email Arnold Parios at [arnandrach@comcast.net](mailto:arnandrach@comcast.net) or call (941) 697-2174.



19. FOR SALE: 1997 Arey's Pond 14ft catboat. 2nd owner. Never put it in the water, kept indoors. Good shape. Sail, boom tent & trailer incl. No motor. \$11,500. Contact Bob Shaw 973-335-4634 NJ, [rkshaw@optonline.net](mailto:rkshaw@optonline.net)



20. FOR SALE: 1981 Marshall Sanderling 18ft. 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](mailto:sail17dwf@aol.com).



21. FOR SALE. 1981 Herreshoff America 18' Catboat. Fiberglass hull. Well maintained but needs new centerboard. On trailer of same vintage, stored in Duxbury, MA. Includes original sail in good condition, 12 HP 1998 Evinrude in excellent condition with electric starting. Includes cushions and all equipment. \$5,000. Call June Michaels 978-546-3863 [macluj@comcast.net](mailto:macluj@comcast.net)



22. FOR SALE: 1905 Herbert Crosby 25' catboat "Sunnyside". In water and in sailing condition, but needs to be refastened and will need a new deck. Counter stern, cedar on oak, very old Volvo MD7A 13hp diesel inboard. Offered to anyone with the right combination of skills, resources, and time. The present owner is at the limit of all three of these and cannot maintain her as a classic boat. She has already won the CBA Broad Axe Award for a previous owner. You could win the second one. This is too nice a boat to lose. If you are a motivated individual, organization, or builder looking for a rebuilding project, you should consider this classic craft. Asking \$5,000 or best offer. Located on north shore of Long Island. Call Jeff Megerdichian at 718-886-4753 for further details.



23. FOR SALE: 2000 Menger 23' catboat. Includes 18 HP Yanmar Diesel with fresh water cooling, white sail, jiffy reefing for No. 2 and No. 3 reefs, fixed marine head, steering pedestal with teak table, compass and depth sounder, VHF radio with masthead antenna, lightning dissipater, two 12 volt batteries, anchor chain and rode plus two other anchors, anchor chocks



behind mast, rope deck pipe, steps on transom and rudder, dodger, pressurized water system, shower on stern coaming, stainless steel sink, folding table, 4 interior lamps, electric bilge pump, louvered cabin doors, hatch in cabin top, opening side port in head, covers for sail, wheel and steering pedestal. Located Clear Lake Shores, Texas. \$52,900. Contact Carolyn Lexa at 281-474-5100 or carolyn@hshyachts.com .

24. FOR SALE: Beetle Cat Parts. Mast \$200, Centerboard \$150, Rudder \$150, Boom \$150, Centerboard trunk \$50, Tiller \$25. Located in Old Saybrook, CT. Call or email Joe Stoltz 860-395-0752 / joseph.m.stoltz@pfizer.com. No photo.

25. FOR SALE: Various parts of 1973 Herreshoff America 18' catboat. Much to my dismay my dear HA18 has been destroyed by arson. The following parts and equipment were not on board and are in good condition: 2002 Yamaha 8HP, 2 cycle long shaft outboard, mint condition, \$800; Aluminum mast, gaff and boom with rigging, flag sail, barn door rudder with pintles and gudgeons, 2 tillers, bronze rudder step, bronze rudder shoe, outboard well cover, teak cabin and floor grates, teak companionway steps, teak folding cockpit seat and cushions, 2 teak boom crutches, winter cover supports, misc. bronze cleats, adjustable outboard engine bracket, anchor with rode and chain, porta pottie, and cockpit table. \$650. For information contact: Len Morgenthaler 516-623-7957.



26. SOLD

27. FOR SALE: 1978 Legnos 20' Mystic Cat # 39 Equipped to cruise. All wood mast & spars, Yanmar 9hp diesel (3 yrs. old), 3-blade prop, two thick 4" bunks 6'2" in length, sink, water, stove, new porta potti, cockpit fully cushioned, bulkhead mounted 2-year old compass, sail 3 years old (one patch) no battens, fiberglass hull & deck, Mahogany hatch doors & swim ladder, 2 anchors, one with chain, red sail cover and red cockpit cover. New extra tiller by Legnos, 8 dock lines, extra battery. First place last three years, Great South Bay, Long Island annual cat boat September races. \$16,000. Contact Ed @ 631-666-8030.



28. 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



29. FOR SALE: 1983 Marshall Sanderling 18' Cape Cod Catboat, #558. White hull, gray topsides, teak trim, opening front port, new mast and jiffy reefing. Also included are alcohol stove, Porta-Potti, anchor and line, life jackets and various other accessories. The outboard engine is a Honda 4-cycle, 5 hp. the trailer is a double axle Load-Rite. All is in very good condition. Boat is located in Riverside, RI. Asking \$14,000. Call Roland Desrochers at 401-433-0899 or e-mail to Rolar27@cox.net . No photo.

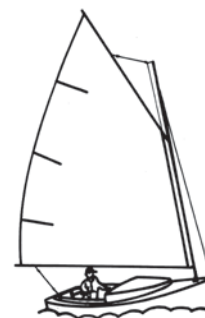
30. FOR SALE: 1984 Menger 17. Bowsprit, tabernacle mast, tanbark sail & sail cover. Halyards, slab reefing & lazy guys all controlled from cockpit. 1GM 6.5hp Yanmar diesel inboard. Manual & automatic electric bilge pumps, and epoxy barrier coated bottom. Navigation lights, cabin light, cruise kitchen, 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



31. FOR SALE: 1920 16' catboat SEA DUCK. Fred Goeller one design featured in 1915 Rudder Magazine. Goeller addressed speed and weather helm in this design, producing beautiful lines and relative ease in handling. The boat is in final stages of an extensive restoration at Marine Restoration and Boat Building in Orleans, Massachusetts and can be viewed on their website. Completely wooded down in 2006, with new mast, mast knee, garbard, trim, seats, seat cushions, cuddy interior, cuddy doors, running lights, and repaired stem. Cuddy added in 1975. Asking \$20,000 or best offer, including all equipment such as mint Honda 4P engine, cover, paddles, hooks, fenders, lines, etc. Please contact Jaclyn Vorenkamp at 845-365-0846 or jvanlieu@prodigy.net .



32. 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



33. FOR SALE: 1935 wood 28'6" catboat 'Molly Rose'. Built by Erford W. Burt at Martha's Vineyard Shipbuilding Company, 12 ft beam, giant cockpit, standing head room, summer home away from home. Draws 2ft 10in board up. Lots of history, great racing record and set up for cruising. Winner of the Spirit of the Opera Cup Award, Nantucket 2007. Oak on cedar full restoration 1990, 2006 new 50 gal water tank, new head and grey tank, cockpit shower, galley, propane stove with electronic shutoff, built-in icebox, 350 watt DC-to-AC power inverter, three battery bank with 2amp solar charger, new electric panel and new bilge pumps, folding dining table, sleeps up to five, wood stove in cabin, eight opening ports, large skylight with double folding hatch, trusty 27hp Westerbeke diesel- powers at 7kts, heavy duty Com Nav auto helm with alternate station under dodger for foul weather, electric winch for peak and throat halyards foot pedal. Dynel water proof cabin top, decks and cockpit sole 2006. Sitka spruce spars newly varnished, sail cover, dodger and cockpit bimini 2007, sail 650 sq ft re-stitched and cleaned 2008, plover anchor on 5 ft bow with roller, spare 35lb fisherman anchor, much more....One of the largest cats in the fleet and draws a lot of attention. Asking \$38,000; presently in Middleboro, MA. Contact Peter Arguimbau, Greenwich, CT 203-274-6176 or broncolayne@optonline.net



34. FOR SALE: 1993 Menger 19' Catboat. Beam 8 ft, draft 2 ft 4 in, sail area 240 sq ft. Mast with tabernacle, Trailer, Sleeps two good cushions. Never used overnight I believe. Excellent condition with few sailing hours. Sail is excellent. Boom Cover, Mooring cover. Included is a complete (new) light kit but not installed. Mostly freshwater use. Age and health forces reluctant sale. Can email pictures. Asking \$16,000 - an excellent value. Also have a very low-hour (30-40) Honda 9.9hp 4-stroke w/electric starting which I will sell separately. It is a bit big for this boat but works well on it. Located 40 miles west of Portland Maine. Can arrange delivery within reasonable distance. Scott Cunningham, Freedom NH, 917-374-0946 or scunningham@wrberkeley.com. No photo.

35. FOR SALE: 1978 Marshall 18' Sanderling. Excellent condition. Garaged October to May. White hull with blue deck and cockpit floor, 12 volt system with cabin light, running lights, depth finder, 12 volt accessory plug in fuse panel, bottom stripped 2006, cabin bunk cushions, cockpit cushions, Danforth anchor with chain and line, lunch anchor with chain and line, bronze swim steps on transom and rudder, swim ladder, new pintles and gudgeons, porta-potti, sail cover, lazy jacks, one line cockpit reefing for all three reef points, new mast hoops, fire extinguisher, teak shelves in cabin, teak swing out compass mount and compass, spring line cleats, teak cleat guards, fenders, dock lines, life preservers, boathook, flagpole and flag, easy lift outboard motor bracket, Evinrude 8 horse outboard motor with tank and fuel line, oak tiller, adjustable tiller extension, removable varnished teak cabin floor boards, teak hand rails and trim, tool kit, air horn, manual bilge pump, windex and more. Located on Martha's Vineyard Island Massachusetts. Contact Rich Washington at 508-693-7424 or hotchklt@comcast.net. Asking \$13,000.



149-1. FOR SALE: 1969 Marshall 18' Sanderling, Hull #97. Sail, cockpit and cabin cushions, cockpit floor boards, portapotti, light blue deck, dark blue hull, 9.8 Johnson OB. In water in Oriental, NC. Call Philip Minton at (252) 637-6893. Asking \$5,000.



149-2. FOR SALE: 1971 Marshall 18' Sanderling. Honda 8hp 4-stroke, Loadrite trailer, two mainsails, sail cover (new 2007), jiffy reefing, lazy jacks, bunk mattresses, Porta-Potti, propane stove, mooring lines, fenders, lifejackets, Danforth anchor and rode, compass, fire extinguisher, bronze boarding steps. Good basic condition, some cosmetic needs. \$8,500. Contact Ned Sprague at 410-394-6915 or pnsprague@comcast.net. Boat based at Solomons, MD.

149-3. FOR SALE: 1973 Marshall 18' Sanderling - Pau Hana (R). Rare 18' w/Inboard Yanmar 9 hp diesel (1989), newer mast (1999), halyard deck blocks, sail cover, two sails, varnished teak, anchor, compass, cabin/cockpit cushions, chart table, porta-potti, shelves over berthes, running lights, rudder & transom steps, surveyed in 2005. Pampered cat - lives on Cape Cod, stored Indoors, last 10 winters - \$18,500. Graham Hird - Enfield CT. Phone 860-763-0835 (w), 860-749-8526 (h), E-mail: catboatph@gmail.com



149-4. FOR SALE: Legnos Mystic 20 - Noank Sloop. Hull No. 47. Easily trailerable with custom stainless steel mast tabernacle. Offered with dual axle aluminum trailer with stainless steel surge brakes. Boat fully reconditioned with significant upgrades. Mast quickly raised or lowered with tackle & gin pole. 7 HP BMW D7 diesel engine plus spares, and new Owner's Manual, Maintenance & Overhaul Manual, and Illustrated Parts Breakdown. Sound-proofed engine hatch. All new 12 Volt electrical system includes wiring diagram, dual batteries, Newmar charger, new illuminated and hinged electrical panel, expanded scale voltmeter. New fathometer, VHF radio, gooseneck halogen interior lights. Custom rebuilds include drop-in hatch boards, new teak toe rails of improved design, new bowsprit, boom gallows, and port light lenses. Bruce anchor with chain rode. Much more.. Boat located at Cedar Key FL, and delivery is possible east of the Mississippi for expenses. \$22,500. View photo gallery here. Contact Robert Treat at (352) 543-6881, or at treatsfleet@gmail.com



# The Catboat Association

# Membership Application

*Mail completed form to:*

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



*Founded 1962  
Incorporated 1983*

One-time initiation fee:	\$30.00
Annual membership dues:	\$25.00
<b>TOTAL AMOUNT ENCLOSED</b>	<b>\$55.00</b>

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

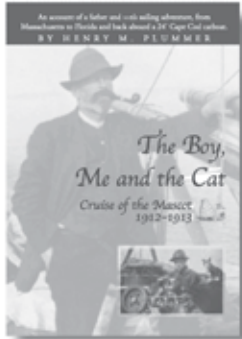
U. Ear Ring, color burgee, post		\$10.00
V. Coffee Mug		\$8.00
W. CBA Cocktail Napkins (100 ct)		\$8.00

Total for merchandise \$ \_\_\_\_\_

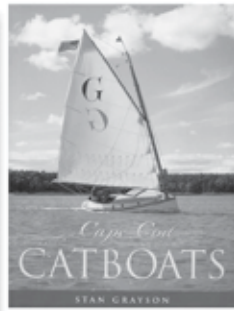
To order merchandise, use this page (or duplicate), specify color, size, quantity and total for each item. Make check payable to **Catboat Association, Inc.** in U.S. funds. Domestic shipping \$2.00 per item.

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)



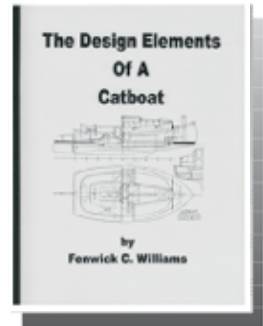
**2. Cape Cod Catboats**  
by Stan Grayson  
\$39.95 (Hardcover)



**3. Catboat Summers**  
by John E. Conway  
\$15.00



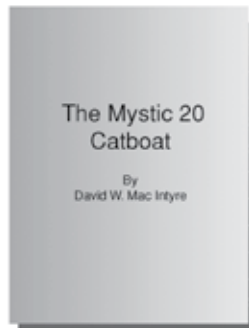
**4. The Catboat and How to Sail Her**  
Edited by John M. Leavens  
\$10.00



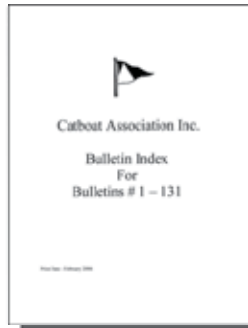
**5. The Design Elements of a Catboat**  
by Fenwick C. Williams  
A series of 11 articles reprinted from the Catboat Bulletin  
\$15.00



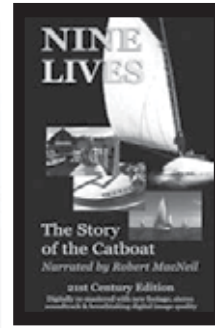
**6. Reproduced articles from the Bulletin**  
\$.50 per page



**7. The Mystic 20 Catboat**  
\$15.00



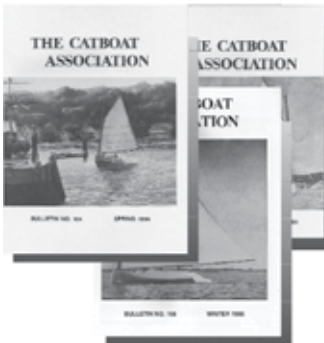
**8. Bulletin Index for Bulletins #1-131**  
\$15.00



**9. Nine Lives: The Story of the Catboat**  
(Video) \$ 29.95



**10. Reprint of "Rudder" publication articles containing the designs and plans of 12 cat-rigged yachts**  
\$15.00



**11. Individual Bulletins**  
(Prices vary according to the number of pages.) The table shows the cost of specific bulletins.

Cost	Bulletin Number
\$4.50	1-6, 8-18, 21-27, 36, 38-41
\$5.00	19, 20, 28, 30-33, 35, 37
\$5.50	7, 29, 42, 43, 48
\$6.00	43, 45, 46, 50, 51, 53, 54
\$7.00	44, 47, 49, 52 and all Bulletins #55 to present



**12. The Catboat Era in Newport, RI**  
by John M. Leavens  
\$34.95 (Hardcover)



**13. The Competitive Cat: Racing Small Gaff-Rigged Catboats**  
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To order printed materials, use form below and send to:  
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Enclosed is my check for \$ \_\_\_\_\_ (Make checks payable to Catboat Association, Inc.)







## LOWERY BOAT SHEDS ON THE BACK COVER

**TILGHMAN ISLAND, MD** – In the last Bulletin we gave an update on Maynard's activity as a boat builder with his most recent boat *Pyewacket*, a Fenwick Williams 15 ft. cat day sailor.

The picture on the left is Maynard's old shop where he built boats for decades. On the right is his newer shop where he built boats with his son Doug until his untimely death this past Fall. Shown in his new shop is *Pyewacket* under construction.

*Photographs courtesy of Steve Flesner of the CCBA*

