

Catboat Association Bulletin



No. 149



Spring 2009

CATBOAT ON THE FRONT COVER

The catboat *Jack Rose* with her sail hoisted to dry at her mooring in the Point Section of Newport, Rhode Island, circa 1945. *Jack Rose* was later owned by the family of contributor Jane MacLeod Walsh, whose article, **A Few Point Catboats**, can be found on page XX. Photo courtesy of Alden Stickney, owner at the time.

Catboat Association

www.catboats.org



BULLETIN NO. 149

Spring 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:

I don't know who "A Padanaram Sailor" is who did the rendezvous write-up in the Fall Bulletin, but I do want to thank that person, and you, for including the very nice piece about my husband Mars. 1978 was our first Padanaram rendezvous and we attended often. When we weren't sailing *Dandelion*, we were guests, sharing the glory aboard such winners as *Sea Fever* and *Red Squirrel*. With Duxbury (North of the Cape) our home port, we were catboat sailors over many years, attending (and organizing) rendezvous

and serving on the Steering Committee and the Bulletin. A wonderful, happy time for us, with lasting memories and friendships.

The Padanaram writer mentioned a "card" that was signed and sent to Mars; actually, it was a large poster, which, along with Sammy's print, decorated our refrigerator for some time!

Thank you, everyone -
Sandy Earle





– *Bulletin Editorial Board*

Tim Lund New CBA President

– *Bulletin Editorial Board*

At the Business Portion of the 47th Annual Meeting in Groton, CT, Tim Lund was elected President of the CBA.

The membership voted to accept the nominating committee's slate of officers for 2009. A motion was made that the President cast one ballot for the slate of:

- Tim Lund, elected CBA President and Director.
- Paul Cook, elected CBA Treasurer and Director.
- John Greene, re-elected CBA Clerk and Director.

Tim's acceptance speech is published in the Annual Meeting section of this Bulletin.

Congratulations Tim!

Message from the Awards Committee

– *Rick Farrenkopf*

Please take a moment to consider folks who have contributed to the furtherance of catboats and the Catboat Association. At each Annual Meeting we recognize a person or persons who:

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

Send your nominations to any of the following people on the Awards Committee thank you.

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Winner of the New Centerfold Photo Contest

– *Bulletin Editorial Board*

As a reminder, the goal of the photo contest is to encourage members 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 making their choice of the picture they feel should win the contest.

Congratulations Marc Cruder



Gull in the mist on Tanyard Creek

News of the CBA Website

– *Webmaster*

On Friday of the Annual meeting, the new Membership section of the CBA website went live. All members can now log on to update their personal profile, make donations and renew their annual membership! No financially sensitive information will be stored, all online payments will be done through PayPal, a trusted online credit card “gateway”.

All members, past and present, are in the database. To log on, you will need a username and password. In addition to putting the membership database on the web, we have also initiated the use of encrypted passwords for better security. Once you’re logged in, you may change your username and password to something more convenient. Usernames are unique so your first choice may not be available! Your email address is easy and unique.

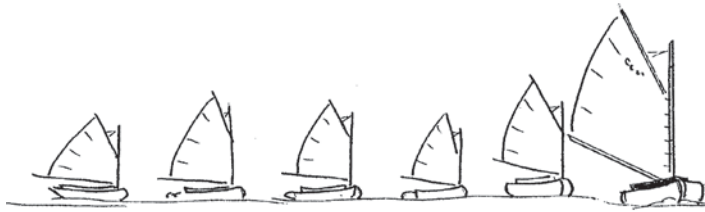
Here’s how to join the CBA online community:

1. If you have logged on successfully since February 1st, you can access your information.
2. If you’ve not used the site recently or your login is rejected click the “[Forgot your password](#)” link and type in your email address, you will receive a new encrypted password and username, smartly!
3. If you haven’t provided an email yet, send an email to members@catboats.org to request a username. In return, you will receive an email with a username and an encrypted password on the down-wind tack.



2008 Race/Rendezvous Results, Part III

—Lyn Behne, Editor



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

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

Edgartown Race and Rendezvous

—Stuart Lollis

EDGARTOWN, MA – The 2008 Vineyard Catboat Race and Rendezvous was dedicated to Pinkie Leavens, our good friend and a welcome guest at our annual post-race cookouts. Pinkie passed away on July third in Naples, Florida at age 100. She and her late husband, John, were seasonal residents of Chilmark. They sailed the local waters in their catboat *Pinkletink* and, in 1962, were founding members of the Catboat Association.

Our 2007 rendezvous was a birthday celebration for Pinkie, complete with a large – you guessed it - pink birthday cake. Born on August 27, 1907, she was 99 and 11/12ths at this event. As usual, she regaled us with her vivid recollections of her years of catboating. Fittingly, *Pinkletink* was sailed over from Nantucket for the event by Bill Sayle, her current owner. We will all miss Pinkie's smiling face and good cheer. Our tribute to her was shocking pink "Pinkie Pennants," which flew from the ends of the booms of each boat in our racing fleet.

The 2008 race gave us another opportunity to experiment with our format. Again, many of the boats were anchored in Eel Pond, just off the beach where our post-race cookouts are held.

The Edgartown Yacht Club gave us a start in the outer harbor, just outside the entrance to Cape Pogue. After rounding "C 7," we made our way into Cape Pogue and twice rounded the marks before for a finish back outside. A brisk southwest wind called for rapid tacking to get through the narrow gut on the exit from Cape Pogue. It was an exciting spectacle for the many fishermen on the shore.

Attendance at our event was down from previous years, as only 12 boats raced. The largest fleet consisted of six Marshall 22s. *Ishmael*, skippered by Jay Webster, edged out CBA President Peterson's *Loose Cannon* for the win. Local favorites, Jim and Kim O'Connor, were a not-so-distant third. *Victory* in the miniscule 18' (and under) three-boat fiberglass fleet was claimed by *Lulu*, a Marshall 18' skippered by Scott Lollis. *Lulu* also was the fastest Vineyard boat, thus winning the *Vanity* Memorial Trophy. Brothers Drew and Burt Staniar from Chatham won the wooden division in *Pandora*.

Our traditional cookout and awards ceremony of good fellowship and good cheer followed the race.



Skippers and their Pinkie Pennants. Back row, left to right - Maureen McKay, John Greene, Doron Katzman, Larry Wood, Eric Peterson Jr., Cal Perkins, Scott Lollis, Judy Self Murphy. Front row, left to right - Jim O'Connor, Nathan Peterson, Brent Putnam, Burt Staniar

Arey's Pond Cat Gathering

—Tony Davis

HARWICH, MA – The 16th annual Cat Gathering was held over the weekend of August 15 to 17, 2008. As always, the proceeds of this event were donated to support the Friends of Pleasant Bay and the Friends of Arey's Pond. The event raised over \$2000 for these worthy groups. Once again, it was a festive gathering and all went smoothly.

On Friday, August 15, we had our largest-ever fleet of catboats for the warm-up race. A steady southwest wind was perfect for rounding the three-mile course in less than two hours. The warm-up was followed by a casual cookout at the boat yard.

On Saturday, August 16, race day, there was a light southeast wind at the start. Wind speed was a mere 6 to 8 kn., with a 1.5 kn. tidal current against the starting boats at the first cannon shot. The wind gradually picked up after everyone was through the infamous narrows for the final return leg. The biggest challenge for the fleet of 88 boats was to finesse their way through the narrows, a quarter-mile strip of water separating Big Pleasant Bay from Little Pleasant Bay, in light air. A further complicating factor was the stronger tidal current created by the new ocean break. Considering the variety of challenges, it was impressive that 70 boats, out of 87 signed up, were able to finish the course.

As for types of boats in the race, there was a mix of six catboat classes and a variety of traditional boats. The Arey's Pond 14 fleet was the largest class of one-design catboats. With the introduction in 2004 of a racing model able to be trailered, there are now two classes of 14s. The Baybird sloop, once popular as a Pleasant Bay summer camp sailboat in the 1950s, had enough entries to have its own class. Another new design to the fleet of traditional boats was a Crocker Sloop built and owned by Ray Heus.

The awards ceremony, held at 5 PM back at Arey's Pond Boat Yard, featured a live steel band and light refreshments. Thanks to the generosity of Jim Mackey, we had a very special first-place award, a watercolor of catboats heading to the finish line, painted by Kely Knowles. The lucky winner was Bill Hoeck, sailing his Lynx 16 *Hokie Hi*.

For me, since I serve on the committee boat during the race, a highlight of the weekend was joining Eric Broege to sail his Lynx 16 back to Outermost Marine in Chatham on Sunday, August 17. Eric had sailed his Lynx, *Djiril* from Stage Harbor in Chatham on Friday to participate in the gathering. On the journey back, we had a beautiful day with a stiffer wind out of the south. We left Arey's Pond at noon to catch the tide through the new ocean break. We were single-reefed and had a perfect beam reach as we passed through the break. The skies were clear and we could keep sight of a channel through the breakers. After a very wet, six-hour, double-reefed beat up the ocean side of Monomoy, we arrived at Monomoy Point. It was 9 PM and there was a spectacular full-moon rise, and by this time, the flood tidal current was full against us. We fired up the outboard and motor-sailed against the current until we could catch the 18 kn. wind with one reef on a close haul. Soon we were able to bear off on a broad reach as we hit the rips a few hundred yards off the point. *Djiril* handled the six ft. seas, which were coming at us from all directions, with ease. We screamed along at eight kn. over the bottom as we raced down the backside of one wave and into the next. Soon we were out of the rips, we pulled the reefs, and under full sail, we arrived in Stage Harbor at midnight. The brimming moon trails of light provided the perfect illumination as we glided under sail into a slip at Outermost Marine. We were out of gas, but in high spirits and feeling a deep sense of pride in the performance of the Lynx, *Djiril*.

Next year's 2009 Cat Gathering will be held over the weekend of the 21st-23rd, with a race start time of 2 PM on August 22. We look forward to a parade of sail honoring the Crosby Catboat. We anticipate that ten Crosby Cats will join the celebration. This fleet of historic boats date from 1904 to 1926, but leading the flotilla will be the new *Sarah* replica built and owned by the Cape Cod Maritime Museum. We are looking forward to another grand event.

To see complete results and some great photos of the 2008 Cat Gathering go to:

<http://www.areyspondboatyard.com/apbycatgathering-2008.html>



THE RESULTS:

| Place | Captain | Boat | Design |
|--------------|--------------------|----------------------|----------------------|
| 1 | Alan McClennen, Jr | | Dunbar |
| 2 | Ray Heus | | 18 ft. Crocker Sloop |
| 3 | Don Powers | <i>Paws Cat</i> | Marshall 15 |
| 4 | Jim Mackey | <i>Wild Dove</i> | Marshall 18 |
| 5 | Warren McFarlan | <i>Little Dipper</i> | Marshall 18 |
| 6 | Bill Piersol | <i>Bay Fly</i> | Marshall 18 |
| 7 | Bill Hoeck | <i>Hokie Hi</i> | APBY 16 Lynx |
| 8 | George Seibert | <i>Gata Gorda</i> | Marshall 18 |
| 9 | Harold Gabriel | <i>Blue Skies</i> | Marshall 18 |
| 10 | David Grunenbaum | <i>Slow Month</i> | Marshall 18 |
| 11 | Frank Benson | <i>Dovkie</i> | Marshall 15 |
| 12 | Jim Nathanson | <i>Encore</i> | Classic Cat |
| 13 | John Kelsey | <i>Baybird</i> | |
| 14 | Dave Brown | <i>Li'l Pacifier</i> | Marshall 15 |
| 15 | Peter Mullen | <i>Caper</i> | Marshall 18 |
| 16 | Nat Hammatt | <i>Baybird</i> | |
| 17 | Jim Sullivan | <i>Spunk</i> | Marshall 18 |
| 18 | Eric Porteus | <i>Slippery 2</i> | APBY 14 |
| 19 | Villars Family | <i>Conjurer</i> | 1924 Crosby Cat |
| 20 | Carol Hayward | | Baybird |
| 21 | Penny Levin | <i>The Stray</i> | APBY 16 Lynx |
| 22 | Jim Mulstay | <i>Judith</i> | Menger 17 |
| 23 | Skip Hall | <i>Scoot'n</i> | APBY Open 16 |
| 24 | Jenny Avellar | <i>Mad Max</i> | Baybird |
| 25 | Tom Crowley | <i>Windspur</i> | Marshall 18 |
| 26 | Eliza McClennen | <i>Lestris</i> | 1900 Crosby Cat |
| 27 | John Laurino | <i>Business</i> | Compass Classic |
| 28 | McClennen-Murphy | <i>Invincible</i> | Beetle Cat |
| 29 | Jan Schneider | <i>Whistle</i> | APBY 16 Lynx |
| 30 | Suzanne Leahy | <i>Pura Viea</i> | Baybird |
| 31 | Brooke Davis | <i>Slippery 1</i> | APBY 14 |
| 32 | Geoffrey Klapproth | <i>Cat-Man-Do</i> | APBY 14 |
| 33 | Liz Lovelock | <i>CAT'atude</i> | APBY 14 |
| 34 | Alan Ward | <i>Bufflehead</i> | Baybird |
| 35 | Charles McFarlane | <i>Katherine Ann</i> | Marshall 18 |

| Place | Captain | Boat | Design |
|--------------|---------------------|----------------------|--------------------|
| 36 | John Friedler | <i>Owvian</i> | Marshall 15 |
| 37 | Bill Clary | <i>Meander</i> | Marshall 22 |
| 38 | Bob Whittelsey | | APBY 14 |
| 39 | Phil Dickinson | <i>Figaro</i> | APBY 16 Lynx |
| 40 | T Braddock | <i>Molly</i> | Handy Cat |
| 41 | Ray Terwilliger | <i>Missy</i> | Beetle Cat |
| 42 | Scott Laird | <i>Windswept</i> | APBY 14 |
| 43 | Avis Voorhees | <i>Classic</i> | Classic Cat |
| 44 | John Pappalardo | | APBY 14 |
| 45 | Clifton Read | <i>Quawk</i> | 1904 Crosby Cat |
| 46 | Eric Broege | <i>Drijil</i> | APBY 16 Lynx |
| 47 | Bob Lupien | | APBY 14 |
| 48 | Joe Brevard | <i>Bay Berry</i> | Fenwick Williams |
| 49 | Bill Indelicato | <i>Rusty Cat</i> | Marshall 18 |
| 50 | Andrew Cederbaum | <i>Kotare</i> | APBY 16 Lynx |
| 51 | Fred DeBoer | <i>Sea Mist</i> | Herreshoff America |
| 52 | Jim Whitehill | <i>Garuda</i> | Classic Cat |
| 53 | Bob Black | <i>Happy Cat</i> | APBY 14 |
| 54 | Brad Gale | <i>Gale Driven</i> | APBY 14 |
| 55 | Jim Studley | <i>Wood Tick</i> | Handy Cat |
| 56 | Fran Kelly | <i>Sea Dog</i> | Beetle Cat |
| 57 | Robin Treese | <i>Baybird</i> | |
| 58 | John Reynolds | <i>Sea Wren</i> | Classic Cat |
| 59 | Max Chalfin | <i>Tern</i> | APBY 14 |
| 60 | Jeremie Mailloux | <i>Cricket</i> | APBY 14 |
| 61 | Don Franke | <i>Renown</i> | APBY 14 |
| 62 | Gus Schumacher | <i>Susie Q</i> | APBY 14 |
| 63 | Crane McClennen | <i>Tom</i> | APBY 14 |
| 64 | Joe Biernat | <i>Sweet Journey</i> | APBY 14 |
| 65 | Warren Breckenridge | <i>Dorothy B II</i> | APBY 14 |
| 66 | Mike Duggan | <i>Harmonia</i> | APBY 14 |
| 67 | Mariner Kemper | <i>Second Wind</i> | APBY 14 |
| 68 | Don Krohn | <i>Krazy Kat</i> | APBY 14 |
| 69 | Matt Fredricks | <i>Shormut</i> | APBY 14 |
| 70 | John Moore | | Herreshoff America |

Bass River Race and Rendezvous

—Cheryl Wildermuth



The whole Bass River gang.

YARMOUTH, MA – Susan Cook’s famous blueberry muffins served as a warm welcome and reminder of the generous hospitality that always accompanies the Bass River Catboat Rendezvous. Once again, the day appeared to be perfect for the seventh annual Bass River Catboat Rendezvous held August 9, 2008. The weather forecast called for a comfortable 76-degree day with southwest winds at 5 to 10 mph. and partly cloudy skies. Upon registration, skippers were given a new cap embroidered with the CBA logo, assigned a number and given their log. Now a tradition, skippers are asked to provide an entry about their rendezvous experience. Quotes from their entries appear throughout this article.

During the 10:00 AM skipper’s meeting, it was announced the tide would be with us for the Parade of Sail out of the river and with us on the way in following the race. Perfect! For the first time, a photo was shot of all participants on the lawn of the Bass River Yacht Club by fellow cat boat sailor Brian Smith.

Spirits were high as sailors boarded their yachts under white fluffy clouds and a deep blue sky. The catboats headed down river to the Bass River Bridge before turning south to begin the Parade of Sail at 11:00 AM. Committee member Jane Chase of Marshall 22 *Zephyr* wrote, “A beautiful sight with all the catboats under sail – many people on the shore waving.”

The conditions seemed ideal for a relaxing catboat race (if there is such a thing) but for the second year in a row, the wind disappeared. This year, it waited until about a half-hour after the 1:00 PM start to drop and die completely. The race committee set an “M” course (a triangle) for the cats under 18 ft. and an “M2” (a triangle twice around) for those over 18 ft.



Mark and Peggy Anschutz in Joy.

The start was exciting with all cats starting together under a steady, gentle breeze. During the first leg of the race the wind was light and shifty. After a while, it was evident most of the boats were struggling to make it around the first windward mark.

Although the tide was with most of the fleet on the first leg, it shifted shortly after the start and became a challenging force to compete with given the lack of wind. The current attempted to sweep the boats to the east, which was fine if you had already rounded the windward mark and were headed to the wing mark. With the strong pull to the east and the tide going out, staying on course to the leeward tetrahedron was a challenge. If you were lucky enough to reach the leeward mark, rounding it and tacking to windward was not possible in a reasonable amount of time or effort. No matter how great the skipper, no one can be comfortable with no wind and strong opposing currents! The day was a tough test of patience and stamina to coax the broad bottomed hulls to continue forward momentum and stay on course.

Skipper Chas Bicking trailered his cat from Andover and wrote, "After about one hour of sailing, did not make it more than a few hundred yards of calm conditions." First timer, Captain Bill Holden wrote, "The race started with a light breeze and we were loving it! I'm sure *Sassy Cat* (his 15 ft. Minuteman) was holding her own – then the wind disappeared. I knew I was in for a rough afternoon when First Mate Maggie asked, 'Is it supposed to flap like that?'"

Brian Smith, skipper of *At Ease*, a Marshall 22, shared his optimistic view and his appreciation, "One and a half-hours after the start, we were probably 500 yards from the starting line. Our finish was so bad that it reminded me of a really bad day on the golf course! But compared to the year before when I fell of the boat – it was indeed a better year! The hospitality at the Bass River Yacht Club continues to be second to none. I'm enjoying great dock space, a clean shower, excellent chowdah and another nice hat!"

At one point I (Cheryl) was well ahead of the fleet when my lovely cat *Shell Belle*, at age fifteen, acted like a typical teenager. She spun around completely of her own mind refusing to head toward the mark and headed toward the mouth of the river. She was going home! "I could use a little help here!" did escape my lips and I didn't mean I wanted my wonderful husband and devout crew to do anything except maybe blow on the sail. Although, thinking back, that probably would have annoyed me. Fortunately, we have been married many years and he wisely stayed on deck in silence, allowing me to carry on a conversation with myself in the cockpit. In hindsight, throwing an anchor out would have helped.

After rounding the third leg of the race, the race committee shortened the race to an "M" course for all. As Murphy's Law would have it, the wind picked up and made for a much more competitive race and exciting finish for many.



Three generations of catboat sailors (22' category.) L-R Ben, Ken and Tim DeLong.

As usual, by the time everyone set foot in the yacht club the mood was lighthearted, tales of the day began to be flow and smiles abounded. Much laughter could be heard as each new story unfolded. No matter what the breeze or lack there of, the day never disappoints. This event is always memorable and a joy for all.

Hors d'oeuvres preceded the offerings at the grill and conversation endured as the evening progressed. Sunday closed the weekend festivities with breakfast cooked on the grill and reflective conversation on this year's rendezvous and looking forward to the next Bass River Catboat Rendezvous.

Many thanks go to the Bass River Yacht Club for hosting this event. Committee members Susan and Paul Cook, Debbie and Jon Wood, Cindy and Rick Farrenkopf, Jane and Bob Chase, Eric Haberfellner, Bill Holden and Cheryl and Peter Wildermuth did a wonderful job organizing another successful and fun-filled weekend revolving around the Bass River Catboat Rendezvous.

THE RESULTS:

Wooden or Glass Under 18'

| Place | Captain | Boat | Design |
|-------|-----------------|--------------------|-----------------|
| DNF | Bill Holden | <i>Sassy Cat</i> | Minuteman 15 |
| DNF | Chas Bicking | <i>Z-Dog</i> | Stur-Dee Cat 14 |
| DNF | Michael Castine | <i>Sea Biscuit</i> | Beetle Cat |
| DNF | Jim Whitehill | <i>Garuda</i> | Compass 14 |

Glass 18'

| Place | Captain | Boat | Design |
|-------|-------------------|----------------------|-------------|
| 1 | Tom Roche | <i>Dream Catcher</i> | Marshall 18 |
| 2 | Cheryl Wildermuth | <i>Shell Belle</i> | Marshall 18 |
| 3 | Shep Williams | <i>Hope</i> | Marshall 18 |
| 4 | Eric Haberfellner | <i>Caper</i> | Marshall 18 |
| 5 | Don Holden | <i>Fleetwing</i> | Marshall 18 |

Glass over 18'

| Place | Captain | Boat | Design |
|-------|-----------------|-------------------|------------------|
| 1 | Ken DeLong | <i>Pearl</i> | Marshall 22 |
| 2 | Bob Chase | <i>Zephyr</i> | Marshall 22 |
| 3 | Rick Farrenkopf | <i>Cait's Cat</i> | Marshall 22 |
| 4 | Paul Cook | <i>Pumpkin</i> | Marshall 22 |
| 5 | Brent Putnam | <i>Cranberry</i> | Marshall 22 |
| 6 | Brian Smith | <i>At Ease</i> | Marshall 22 |
| 7 | Cal Perkins | <i>Cape Girl</i> | Chappiquidick 25 |
| DNF | Mark Anschutz | <i>Joy</i> | Marshall 22 |

Wooden over 18'

| Place | Captain | Boat | Design |
|-------|-----------------------|----------------|---------------|
| 1 | Burt and Drew Staniar | <i>Pandora</i> | Huddleston 20 |



2009 Race/Rendezvous Schedule

– Lyn Behne, Editor

Editor's Note: GROTON, CT – Members of the Catboat Association and the Chesapeake Catboat Association may have scheduled races and rendezvous for 2009 in addition to those below. Make sure you check the CBA Website's calendar for the latest updates. If there are other regional catboat races, cruises and gatherings planned by groups or individuals, we would like to know about them.

If you plan to attend any of the scheduled races, write, e-mail or call the race chair listed here. Please include the name and type of catboat you are skipping, as this information will assist the race chair when he or she prepares the results for the bulletin. Also, please remember to notify the race chair should your plans change. Race chairs: please send any changes (e-mail, phone numbers, etc.) to Lyn Behne who will notify the CBA so we can keep the lists current. Thank you.

June 7

Mayor's Cup Race, Stamford, CT
John Reffner
97 Ocean Drive East, Stamford, CT 06902
(203) 348-8098
e-mail: jareffner@cs.com

June 20

Noroton Yacht Club Catboat Regatta, Noroton, CT
Frank Kemp
20 Seagate Road, Darien, CT 06820-5409
(203) 656-1129
e-mail: fkemp@optonline.net

July DATE TO COME

Nantucket Race and Rendezvous, Nantucket, MA
Bill and Judy Sayle
P.O. Box 1233, Nantucket, MA 02554
(508) 228-9876
e-mail: billsayleptink@comcast.net

July 11

North of the Cape, Duxbury, MA
Bryan Belsito, John Wheble
39 N. Triangle Drive, Plymouth, MA 02360
(508) 830-0942, (781) 585-6962
e-mail: brybel88@msn.com, jwheble@msn.com

Sprite Island Catboat Race, Norwalk, CT
Robin Varian
14 Mallory Lane, Redding, CT 06896
(203) 938-4149
e-mail: bwvarian@mac.com

Wickford Rendezvous, Wickford, RI
Eric Collins
89 Stony Lane, No. Kingstown, RI 02852
(401) 294-2173
e-mail: pswinc@verizon.net

July 18

Squeteague Harbor, Cataumet, MA
John Greene, Howard Crow
4 Anne Circle, Sandwich, MA 02563 (508) 944-0465
e-mail: JohnGreene4@comcast.net,
hcrow@earthlink.net

July 18-19

Duck Island Gathering, Old Saybrook, CT
Tom Klin
P.O. Box 453, Essex, CT 06426
(860) 467-7121
e-mail: Thomas.Klin@CH2M.com

July 25

Monmouth Boat Club Bay Race, Sandy Hook, NJ
Charles Ladoulis, Bob Markoff
5 Grand Tour, Locust, NJ 07760
(908) 443-5747
e-mail: CTLSpartan@comcast.net, csmrdm@aol.com

July 25-26

Cross-Sound Gathering Overnight,
Huntington Bay, NY
Hank Bungart
13 Courtland Court, S. Huntington, NY 11746
(631) 423-4345
e-mail: us51311@verizon.net

July 31-August 2

Padanaram Rendezvous, Padanaram, MA
Geoff Marshall, Jerry Smith
PO Box P-266
55 Shipyard Lane
South Dartmouth, MA 02748
(508) 994-0414
e-mail: geoff@marshallcat.com,
sammylass@comcast.net

August 1

Staten Island Race/Rendezvous, Staten Island, NY
Tom Hyland, John Parker
(718) 356-3955, (718) 227-1200
e-mail: catboatjohn@verizon.net

August 1-2

Chatham Yacht Club Regatta, Chatham, MA
Roy Terwilliger
105 Church St., Harwich, MA 02645
(508) 432-0549, (646)456-6168
e-mail: royrox@comcast.net

August 7-8-9

Bass River Race and Rendezvous, Bass River, MA
Paul Cook, Rick Farrenkopf
25 Woronoco Rd., Weymouth, MA 02191
(617) 365-1952, (508) 776-1074,
e-mail: Paul_K_Cook@Raytheon.com,
rickscatboat@aol.com

August 8-9

Leo J. Telesmanick Beetle Cat Championships,
New Bedford, MA
Roy Terwilliger, Tom Kligerman
105 Church St., Harwich, MA 02645
(508) 432-0549, (646)456-6168
e-mail: royrox@comcast.net
Tkligerman@IKBA.com

August 15

Cats & Gaffers Race, Essex, CT
Rich Batchelder
204 Middlesex Ave., Chester, CT 06412
(860) 526-4637
e-mail: rbatchelder@snet.net

Casco Bay Cruise, Casco Bay, ME
John Van Orden & Jenny Jorgensen
146 Shoal Cove, West Bath, ME 04530
(207) 442-7865
e-mail: sholcove@gwi.net

NEW

Osterville Catboat Rendezvous, Osterville, MA
Carol Crosby
P.O. Box 1383, Plymouth, MA 02655
(860) 324-8083
e-mail: ccrosby196@hotmail.com

August 16

Norwalk Islands Long Distance Race, Norwalk, CT
Mats Josefsson, Roger Klein
48 1/2 Roton Ave., Rowayton, CT 06853
(203) 517-5406, (203) 613-4847
e-mail: jwr116a@hotmail.com,
rogerlklein@optonline.net

August 21-23

Arey's Pond Cat Gathering, South Orleans, MA
Tony Davis
Box 222, South Orleans, MA 02662
(508) 255-8977
e-mail: catboat@cape.com

NEW

Herreshoff Classic Regatta, Bristol, RI
Sara Watson, One Burnside Street
Bristol, Rhode Island 02809 USA
(401) 253-5000
e-mail: s.watson@herreshoff.org

August 22 NEW

Raft Up at Zeigler's Cove, Long Neck Point,
east of Stamford, CT
Mats Josefsson
48 1/2 Roton Ave., Rowayton, CT 06853
(203) 517-5406
e-mail: jwr116a@hotmail.com

September 6

Harvey Cedars Labor Day Race, NJ
Robert Rue, Margaret Thomas
383 Green Street, Tuckerton, NJ 08087
(609) 296-4549
e-mail: reruelaw@verizon.net, lbipooch@aol.com

September 12

Great South Bay Catboat Regatta/Rendezvous,
Blue Point, LI, NY
Mark Seal, Phil Linker, Karla Schnase
11 Browns River Road, Bayport, NY 11705
(631) 669-3581
e-mail: markseal@optonline.net, burrlink@aol.com,

September 19

Norwalk Island Catboat Race, Norwalk, CT
 Jay Fallon
 36 Westmere Ave., Rowayton, CT 06853-1610
 (203) 857-4770
 e-mail: john.fallon@mssm.edu

Catboat Rendezvous at the Wales Cup,
 Saquatucket Harbor, MA
 Bob and Jane Chase, Rick Farrenkopf
 P. O. Box 639, South Harwich, MA 02661
 (508) 432-1452, (508) 776-1074
 e-mail: bubbachase1@verizon.net,
 rickscatboat@aol.com

NEW**Sundays, September/October**

Hog Island Beetle Cat Series, West Falmouth, MA
 Becky Kirk
 PO Box 458, West Falmouth, MA 02574
 e-mail: kirkj101@yahoo.com

ANNAPOLIS, MD – Members of the Chesapeake Catboat Association (www.Chesapeakecatboats.org) scheduled these races, rendezvous, cruises and gatherings for 2009. Catboat skippers who sail or trailer to the Chesapeake area are welcome to take part. Please write, e-mail or call the chair of the event you will attend for the many details not included here.

March 7

Annual Planning Meeting, Severn Inn,
 Annapolis, MD
 Marc Cruder
 514 Heavitree Garth, Severna Park, MD 21146
 (410) 987-9616
 e-mail: heavitree@comcast.net

June 7-13

Long Cruise, MD
 Marc Cruder
 514 Heavitree Garth, Severna Park, MD 21146
 (410) 987-9616
 e-mail: heavitree@comcast.net

June 20

Patuxent River Race, Patuxent River, MD
 Steve and Lois Flesner, Butler Smythe
 2037 Indian Circle, St. Leonard, MD 20685,
 (410) 586-8179 (240) 298-2602
 e-mail: flesner00@comcast.net,
 caerulean1@yahoo.com

July 25-26

Corsica River Races, MD
 David Park
 319 Wye Road, Queenstown, MD 21658
 (410) 827-4168
 e-mail: park@friend.ly.net

August 6

Great Whitehall Bay Race, MD
 Butch Miller
 1120 Pipestem Place, Rockville, MD 20854
 (410) 271-2540
 e-mail: anmiller03@aol.com

September 11

Old Salt Race, MD
 Van Nield
 1682 Fairfax Rd, Annapolis, MD 21401
 (410) 268-6008

September 12

Prospect Bay Catboat Regatta, MD
 Roger Compton
 38 Greenwood Shoals, Grasonville, MD 21638
 (516) 656 3243
 e-mail: Rcompton@webb-institute.edu

October 3

St. Michaels Small Craft Festival, MD
 David Park
 319 Wye Road, Queenstown, MD 21658
 (410) 827-4168
 e-mail: park@friend.ly.net



47th Annual Meeting 2009



CBA Members are greeted with a “Welcome Catboaters” sign at the Mystic Marriott in Groton, CT.

Photo by Brian Smith.

Gam at the Mystic Marriott Ballroom

– Paul Cook

GROTON, CT - Friday Night’s Gam turned out to be a big success yet again this year.

The event gave both the new members and long-time members an opportunity to meet one another and also to re-establish old friendships. Neil and Carol Titcomb’s Power Point presentation has become a popular feature of the evening’s program with new pictures added every year from CBA members from far and wide.

Talk of catboats was heard all around the room.



Appears that there were a lot of thirsty sailors at the Gam – note Neil & Carol Titcomb’s catboat *Calynda* is being displayed on the slide show in the background.



New members Mark Lovewell and Colleen Morris of Martha Vineyard, MA enjoyed meeting other CBA members.



From this photo it is obvious the Friday Night Gam was a popular event.

CBA 2009

47th Annual Meeting Opening Remarks

– Matt Leupold



Eric Peterson, CBA President, addressing the Annual Meeting.
Photo by Brian Smith.

GROTON, CT – CBA President Eric Peterson welcomed the capacity crowd of catboat enthusiasts who attended the 47th Annual Meeting of the Catboat Association.

“Welcome to the 47th annual meeting of the Catboat Association. I’m Eric Peterson, and I’m really happy to be here today with all of you. I’d especially like to welcome everyone who’s new to the Catboat Association or attending his or her first winter meeting.

I know that you will find this group of people to be among the friendliest and most welcoming group of people you have ever come across. It is our passion for sailing, maritime history, and catboats that has brought us together, but it is the camaraderie and this wonderful group of people that keeps us coming back. As I have said before, one of the most endearing qualities of catboats, is the way they find the nicest people to be their owners. Most of us are like our boats... we are simple and honest... many of us are even half as wide as we are long.

It gives me great pleasure to announce to you that as of today the Catboat Association will have a

new president, and for the first time, this amazing, perpetual, not for profit, all volunteer organization will have a genuine catboat kid as its leader. Tim Lund will be taking the helm and Dawn and I will continue to serve as winter meeting coordinators. Tim’s parents, Ned and Judy, who are also steering committee members, brought him up right. The Lund’s purchased their current boat, *Red Squirrel*, a red Marshall 22, new in 1973. Before that it was a red Marshall 18, also named *Red Squirrel*, purchased new in 1969, when Tim was four. Judy has informed me that they cruised in the 18 with three kids, even doing almost two weeks one summer, she wrote, ‘Boy were we young and crazy then’. They moved up to the 22 only when Amy became too long to sleep crosswise between the centerboard box and the side of the hull. The Marshall red cats followed a long line of Lund *Red Squirrels*, the first *Red Squirrel* was a Beetle cat bought in 1934 for Ned’s older sister.

It has been my great pleasure and a great honor to keep this seat warm for the past few years, and now, with the best interests of the Catboat Association in mind, it is also my pleasure to step aside and let Tim take over. I have known Tim for almost two decades, we have competed in many spirited catboat races, had a thousand laughs together, made bad music together with banjos and spoons and anything else we had on board that would make a racket, and believe it or not, we’ve even had an occasional sip of ale and a tot of rum together, almost never over indulging. After lunch, I’m sure we’ll hear Tim’s side of the story. In closing, I’d like to say that I am eternally grateful for the wonderful friends, memories, and experiences that my family and I have enjoyed thus far as members of the Catboat Association, and I know there are more to come.

At this time, I would like to ask Reverend Wes Smith to please come to the podium to help us honor the memory of our members who have passed away during the last year.”

In Memoriam

– Reverend Wes Smith

GROTON, CT – Members of the Catboat Association paused for a moment of silence to remember those members who passed over the bar in 2009. The Reverend Wes Smith read the following list of names.



Founding Member Marion “Pinkie” Leavens FO *Pinkletink* sailed out of Chilmark on Marthas Vineyard, MA

John C. Clark member since 1981 FO *Senta* sailed out of Madison, CT

Marsden P. Earle member since 1977 FO *Dandelion* sailed out of Duxbury, MA

Carl Erickson new member and long time Annual Meeting attendee.

Doris Everitt member since 1990 sailed *Jazz Cat* out of Babylon, NY

Kay Donna Gerin member since 2006 sailed *Shealy Kay* out of Brick, NJ

Judith Gries member since 2002 sailed *Katzenjammer* out of Mattapoissett, MA

Linda Kosturko member since 2005 sailed *Mabel Mae Roy* out of Guilford, CT

Maynard Lowrey catboat builder from Tilghman Island, MD

Geoffrey Skog member since 1980 sailed *Gnome Mad* out of Wickford, RI

Holt Vibber member since 1983 sailed *Nine Lives* out of Waterford, CT

47th Annual Business Meeting

– Matt Leupold

GROTON, CT – President Eric Peterson brought the room to order for the 47th Annual Business Meeting of the Catboat Association.

In our usual and efficient manner the CBA Steering Committee actions for the past year were accepted and passed, the reading of the clerk’s report was waived, as was the treasurer’s report with the statement that anyone wishing to receive a detailed report may request it from Tim Lund, the CBA Treasurer.

The membership unanimously voted to donate the following monies:

- To donate \$500 to the Martha’s Vineyard Historical Society for the *Vanity* Fund.
- To donate \$500 to the International Yacht Restoration School to continue their efforts to educate their students with the restoration of catboats.
- To donate \$500 to the catboat fund at Mystic Seaport to support the museum’s efforts to preserve the catboat.
- To donate \$200 to the Seaman’s Church Institute of Newport as a good faith gesture for the use of their catboat photos.
- To donate \$250 to the New Jersey Museum of Boating
- To donate \$250 to the Cape Cod Maritime Museum for the building of a replica of *Sarah*, a 20-ft. Crosby catboat.

In the final business portion of the meeting, the membership voted to accept the nominating committee’s slate of officers for 2009. A motion was made for the president to cast one ballot for the slate of:

- Tim Lund, elected CBA President and Director.
- Paul Cook, elected CBA Treasurer and Director.
- John Greene, re-elected CBA Clerk and Director.

New President's Acceptance Remarks



Tim Lund, the new CBA President giving his acceptance speech
Photo by Brian Smith.

“I’ll attempt to keep this brief so that A) we can enjoy the feature speakers and B) I can get down from this stage.

It’s said that the first step in fixing any problem is identifying it, so here goes – Hi, my name is Tim and I was a catboat kid. There, that’s out in the open, now on to fixing myself.

By way of introduction, I thought I’d share a brief history of my catboat experience. I may have started at an earlier age than my predecessor Eric, but I don’t have any stories about conceiving children at annual meetings. I do, however, have an insufferably long list of tales to tell... several actually true. HOWEVER... in the time-honored, CBA tradition of “keeping it simple” ... I’ll share a few of the highlights. (I can’t be too graphic because my parents, and owners of the red boat) are somewhere out in the crowd.)

At the ripe age of 8, my parents purchased our current catboat, *Red Squirrel*, brand new from Breck Marshall. They already owned a red Marshall 18, so I can only imagine how that conversation went - since I’m happily married, too.

“Dear, we need a bigger boat.”

“Um, don’t we already have a big enough boat?”

“Yes, but we need a bigger one.”

“Why?”

“Because, it’s, um, bigger. And don’t worry, this one will be red, too!”

I’m not sure how my father managed it, but the summer of 1973 began with a newer, bigger red boat. The family sailing adventures included several rendezvous’ per summer, including North of the Cape, Osterville, Edgartown, Padanaram, Wickford among many others. Each of the weekends was dutifully recorded with one of those little brass plaques installed on every square inch of fiberglass in the cabin.

On these weekends, every time we entered a harbor, my father would go down below to search for the CBA yearbook to identify boats and names. I would come up on deck to search for my favorite destination – Felix – sailed by former chairman of the steering committee, Ben Brewster and his wife Pandy. The reason for my excitement was they always had a pile of new comic books – different from the ones I’d been poring over for the past week.

When I got a bit older, I somehow managed to convince my parents that I should be allowed to take the boat out for a weekend cruise. My buddies (Jahn & KC) and I chose Edgartown as a likely destination. So, in the summer of my 19th year, on a late Friday afternoon, we pointed the *Red Squirrel* east from Padanaram and set sail. In what would become a time-honored tradition, our start was briefly interrupted while one of the crew (usually KC) fell into the harbor. Curiously, it happened before we had a chance to open a single beer. We crossed the imaginary line at the end of the Padanaram breakwater, offered some cold Budweiser to Neptune, and ventured out. This was the beginning of more than 20 years of testosterone-fueled summer adventures on the high seas.

We might have developed a well-earned reputation in the first years. I’m not going to deny any of the stories, because I suspect I don’t remember all of them. The story I usually share after a few rounds at a catboat party begins “A doctor, a lawyer and an architect went for a sail in a Tropical Storm...” This is the tale of Jahn, KC and me leaving Padanaram Harbor headed toward Tropical Storm Danielle (in 1996, I think). We made it back, a lot more humble, with more respect for the sea, and for the *Red Squirrel*. After stories like this, who could have predicted that we’d eventually become respectable professionals and family men?

As the summers passed, our sites were set on different goals when we entered the harbor after the sail from Padanaram. In our early 20’s, we searched for someone who appeared to have a firmly attached anchor or mooring so that we wouldn’t have to worry about that. Anybody was a potential target. In

our mid-twenties, we searched for those who might provide us with breakfast in the morning, since we usually hadn't thought much beyond the beers & Fritos during our shopping expedition. Bob Luckraft, former chairman of the steering committee, on whichever boat he owned at the time, usually fit this bill with his famous (or infamous) pancakes served at all hours of the day or night. In our late 20's, we'd enter the harbor and search for someone who might provide us with beer, in the likely event that we ran out. Again, Bob was a popular target, as well as current secretary John Greene. As the years passed, we each went on to graduate school and got married, but continued our Boys Weekend Out. Clearly, my wonderful wife Sharon fell for me because I had access to a red catboat – (thanks Mom & Dad). In fact, I became engaged to her on the boat, and she wasn't even present. That's a story for another day.

In our 30's, our harbor-entering searches were altered to find a boat that might offer more late night stories of mischief on the water – Eric Peterson's *Molly Rose* or Cal Perkins' *Cape Girl* were frequent targets for rafting. As the years passed and we started to have children, we'd arrive at harbors earlier and earlier in the day, with different goals in mind. Now, our search is set on boats with occupants that don't snore (Bob and John no longer fit that description – though one of my crewmembers seems to be able to serenade an entire harbor with his sleep apnea!).

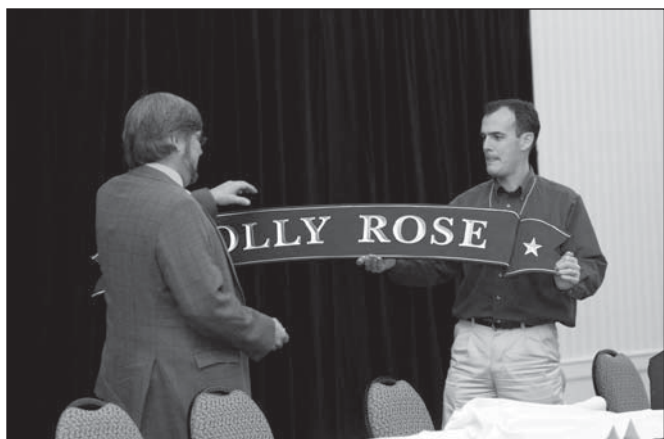
I and several others in the audience can share more stories of adventures on the *Red Squirrel*. This, after all, is one of the most fun parts of these gatherings – telling stories. Due to the aforementioned presence

of my parents, I either can't or won't share with you the tales of the broken mast, galley fires, ferries and windsurfers, "borrowed" jeeps, climbing water towers, spoons from the *Molly Rose*, the Eel Pond Bridge, or any other alleged events. For a price, I either will or won't mention the names of Steering Committee members who might or might not have taken part in any of these alleged events.

Thank you."



Tim Lund and family, (L to R) Nathan (son), Sharon (spouse) Judy (mother), Ned (father), Megan (daughter). Photo by Brian Smith.



Tim Lund presenting Eric with a gift from the CBA for his service – a *Molly Rose* name board. Former Owners (FO), Eric and his family sailed this 28 ½ ft. 1935 Phinney cat for many years.

Photo by Brian Smith.



Annual Meeting Awards

– Awards Committee

Rick Farrenkopf opened the session with these remarks. “Thanks Eric and welcome fellow catboaters. I’m Rick Farrenkopf, Chairman of the Awards Committee. I would like to tell you a little bit about myself – I sail a Marshall 22 out of Bass River and on Nantucket Sound. I also sail with fellow CBA member Bill Mullin on his 24 ft. Manual Swartz Roberts 1912 cat *Old Sculpin*.”

Last year when I should have been at the CBA Annual Meeting I was in San Diego, CA at a Fire Conference and sailing a Capri 23 on the Pacific Ocean.

Now on to the awards presentation - I would like to present the keeper awards to the 2008 Award winners – they are:

Jim and Tracey Ledger - Broad Axe Award
Wayne Cole - The Dolphin Award
David Bleil - John Killam Murphy Award
Ruth Freeberg - Henry Plummer Award”

This year’s recipients were then announced. They were:

Broad Axe Award

Presented to: DORON KATZMAN

by: *Butch Miller*



Bella and Doron.



Bella at Doron’s shop.

Background: The Broad Axe Award is presented annually to recognize a significant achievement in catboat construction. “Construction is intended to be broadly construed to include the restoration of an old cat, the finishing of a prefab catboat hull, or the building of a new cat.” Today we celebrate the last category – the building of a new cat, but one with a unique historical connection to the physical shipwright’s tool that is this award – the broad axe. Not just any broad axe, but one that was wielded by one of the most renowned designers and builders of racing catboats, C.C. Hanley.

Charles C. Hanley was a totally intuitive and self-taught designer-builder who was born in Maine in 1851 and built his first boat in Monument Beach, Massachusetts around 1880. He was acknowledged for his great achievements in the development of racing sailboats by Capt. Nat Herreshoff. Like Herreshoff, Hanley conceived his hull shapes in his head and proceeded directly to hand-carving a half-model from which full-scale patterns and templates were scaled. At the same time, however, he was a visionary, as were other great ship builders of the nineteenth century like William H. Webb, in realizing that the time had come when designers could no longer depend solely on “rules of thumb” but would require higher education involving significant mathematical and scientific principles and methods. Hanley is said to have described his work as “all guesswork – but somehow, I usually guessed right.” Hanley’s catboats were characterized as having length-to-beam ratios greater

than 2.0 (typically, 2.1 to 2.3), with the maximum beam maintained over, perhaps 30% or more of the mid body of the boat. Waterlines were noticeably hollow in the fore body, and a relatively constant dead rise was carried to the wineglass transom. Freeboard was kept low to reduce windage and to keep the center of gravity as low as possible. Tiller, rather than wheel, steering was typical on Hanley catboats even though many of the boats were close to 30 ft. in length.

Like another famous builder of catboats, Hanley suffered through the total destruction of his shop by fire – twice. Charles Hanley died in 1934 leaving a legacy as one of New England’s finest yacht builders.

The award consists of a broad axe, suitably mounted, that belonged to catboat builders Charles C. Hanley from 1886 to 1936 and Merton E. Long from 1936 until 1976 when it was acquired by John Leavens. It is the gift of John and Pinkie Leavens.

Presentation: This year’s award is presented to Doron Katzman for the building of the new cat, *Bella*.

Doron, a carpenter and cabinet maker by profession began sailing and boatbuilding in his native country of Israel. Following a move to this country twenty-five years ago, he has made Vineyard Haven, MA his home for the last twelve years where he and *Bella* frequent the waters of Lake Tashmoo and Vineyard Sound sometimes racing, frequently fishing but mostly just enjoying a great sail.

Doran’s interest in catboats was piqued on a sail with Jeff Craig on his Marshall 18 and like the rest of us he was smitten. The size, overall design and sailing characteristics of his friend’s Marshall 18 made it a favorite but his appreciation of traditionally designed and built boats, his love of wood and his craft inspired him to build.

The Fenwick Williams 18 fit the bill and plans were soon in the mail from Wooden Boat magazine. The delivered drawings had a few unfamiliar variations from the original design but the hull lines were as they should be so it was a go and they were followed for the most part with the exception of a downsized cabin.

Materials were ordered, some local, some exotic. Angelique for the keel, locust for the sawn frames and the transom, oak for the steam bent ribs, and the cabin trunk coaming, yellow pine for the planking and centerboard case, fir for the mast and spruce for the gaff. No need of material for the boom as one with experience was available and if it wasn’t made by Doron it was the only wood untouched by his hands. Work was begun in his basement garage and

continued over the course of six years until *Bella* was pushed out the doors on log rollers in 2007.

Early in the project Doron and Peter Brewer met. To quote Peter - “I met him on the island waterfront and was invited to see his beginnings. Doron had then built with scrupulous care the keel, stem and transom structures.”

In the course of it, Doron contacted and enlisted the help of local boat builders Nat Benjamin and Jeff Robinson whose experience was a great asset.

A fitting description of *Bella* as “a fine edition of a Fenwick Williams 18 ft. catboat” gives testament to the dedication and craftsmanship that was put into her. So, it is our great pleasure to honor Doron Katzman with the 2009 Broad Axe Award.

Unfortunately, Doron couldn’t be with us today as he is off sailing to Costa Rica.

There is a video of *Bella* sailing on YouTube at www.youtube.com/watch?v=Bx0EPBISDtc

The Dolphin Award

Presented to: LOU ABBEY

by: Rick Farrenkopf



Lou Abbey (C) receiving The Dolphin Award from members of the Awards Committee, Butch Miller (L) and Rick Farrenkopf (R).

Photo by Brian Smith.

Background: The Dolphin Award was presented for the first time at the 1975 Annual Meeting of the CBA at Mystic Seaport in CT. The basis of the presentation is for exceptional service to the Catboat Association. It is called the Dolphin Award after the last catboat owned by the late John Killam Murphy, and was established after the Steering Committee decided

that there should be an equal and parallel award to the JKM Award. Distinguished model builder, Don Rosencrantz of Essex, CT, is the maker of this award, a half hull model of “DOLPHIN”, the 21 ft. 5 in. Wilton Crosby catboat built in 1917. Selection of the recipient or recipients of the Dolphin Award is made by members of the Awards Committee.

Presentation: Two nominations were received for the Dolphin Award. Today we are proud to present the Dolphin Award to Lou Abbey. Following are the two nominations we received recommending Lou for the award this year.

1st Nomination

Lou exemplifies the finest traditions and expertise of the CBA volunteers who sustain us all through our joint associations. Lou has made extraordinary contributions and delivered exceptional services.

I have known Lou since he joined the revised and improved CBA Editorial Board as a full member. This board organizes, writes, edits, proofreads and publishes our Bulletin – the key publication which binds us all together. Lou has stepped up as a Lead Editor, most recently producing *Bulletin No. 146*.

But one of his key contributions does not appear in the Bulletin. His new board needed a computer network all its own, custom built, organized and tailored to speed and enhance its work. Lou stepped up and took on the biggest share of the long, arduous, demanding, specialized work to make this a reality. It now works well for all six members.

I first noted his editorial talents when he took on coverage at the 2005 annual meeting of the seminar by David Stimson on the hull design of Monument Beach, MA catboats by C.C. Hanley and later Hanley on time apprentice, Mert Long, for whom The Broad Axe Award is named. Their philosophy differs from that of the usual wood catboat plans, involving changes in frames, keel, garboards and lines designed to subtly help a catboat to go faster, point higher. You may read his report beginning page 35 of *Bulletin 137*.

He also pulled together the account of the extraordinary Jersey shore racing cat *Silent Maid* built in the 1920s for Edwin Schoettle, told by our annual meeting chief speaker, Kent Mountford in 2006. Mountford at the end disclosed that a new *Silent Maid*

based on the old lines is to be built. You may read his report beginning page 33 in *Bulletin 140*.

Lou tells me he no longer has his 15 ft. Minuteman Catboat, *Eschatos II*, which he sailed out of Virginia waters, and he now sails on smaller craft. But he volunteers further – to do maintenance work on the boats of a sail training group in his home community, and to mentor its members.

For these reasons, I nominate Louis Abbey for the 2009 Dolphin Award.

2nd Nomination

It is with great pleasure that I nominate Lou Abbey to receive the 2009 Dolphin Award.

Lou has contributed substantially to the Catboat Association Bulletin for the past 4 years, both in terms of producing Bulletins as Lead Editor and providing leadership in improving its content and production process.

Always available to willingly contribute and commute to meetings from the North Shore, Lou’s journalistic talents have served to enhance the Bulletin’s structure and content. Prior to retiring, Lou was a Professor of Oral Pathology at the Virginia Commonwealth University School of Dentistry in Richmond, VA. For several years, Lou was the Information Technology Editor of the Journal of Dental Education. This background was very beneficial in helping us evaluate the change to a new Printer and in ensuring that a seamless transfer to the new Printer was effected.

Having experience with both Windows and Mac based computers, Lou has provided guidance through the Bulletin Production Guide and to the Editorial Board on how to electronically format text and pictures for submittal to the Bulletin over the Internet and via CDs for those who prefer the postal service. He has provided technical leadership to the Editorial Board as we continue to make improvements in automating the production process.

Lou is a former member of the USS Constitution Model Shipwright Guild, and has been a lifelong sailor. This background has served us well in ensuring the Bulletin verbiage is nautically correct.

Thank you for your consideration and congratulations Lou.

John Killam Murphy Award

Presented to: THE PETERSON FAMILY

by: Rick Farenkopf



The Peterson family receiving the John Killam Murphy trophy. Butch Miller far (L) and Rick Farenkopf far (R). Photo by Brian Smith.

Background: This award was established on John Killam Murphy's 90th birthday, March 21, 1965. This is the association's first and oldest award. The award consists of a half-hull model of *TABBY* an 18 ft. Fenwick Williams designed catboat. *TABBY*, built in 1947 by Seth Persson in Old Saybrook, CT, was John Killam Murphy's fourth catboat. The award is presented for the advancement of the principles and the perpetuation of the traditions of sail as exemplified by the CBA.

Presentation: 16 years ago, a monster catboat, Molly Rose exited the Edgartown fog and slid up to Boatner Riley's dock. All the old timers at this Friday night gam were amazed when this Catboat unloaded a first time captain, a somewhat reluctant wife and four little boys. A day later, in their first race they won the Manuel Schwartz Roberts trophy for fastest wooden boat. No one was more surprised than Eric. This was only the first of many races, cruises, adventures and even near catastrophes aboard Molly Rose. And all were done with the family aboard and often with another half dozen crew. This boat introduced and inspired many people into the essence of sailing.

During these years, Eric and family adopted many other boats: a Beetle, a Marshall 15, and a Marshall 22 *Loose Cannon*, which has sailed many races across the Cape. And won a lot – so this family knows how to get the most out of a boat. Eric's kids have left Edgartown at 5 AM just to get to a rendezvous race in Bass River – occasionally they don't even know the course as they arrive just in time for the starting gun. They also have owned and faithfully maintained a McKenzie Bass Boat and two other wood launches. As they acquire and sell boats, they keep these traditional boats alive.

During the 90s, the family started a sailing school on Popponesset Bay... Eric Jr. and Kurt, the primary instructors ran daily events – around islands, across sandbars, and through currents. For several years, many young people were introduced to the thrill of sailing by the Peterson family, including their youngest, Ryan and Nathan.

Rendezvous: The family has hosted three weekends at their home in Mashpee. Dawn and Eric have been perfect hosts, secured great berths for the many boats who arrived, fed everyone well, and even entertained to the max with their Bluegrass Spoon Band.

Eric has served the CBA on the Awards Committee, the Steering Committee for 8 years and as the President for 3 years. During this time, he and Dawn have organized very well attended Annual Meetings including Saturday night dances – who but the Petersons could get 200 old catboaters on the dance floor twisting to Chubby Checker?

A month ago, Dawn and Eric built a boathouse attached to their house – bigger than the house so it passes the test of a true barn builder. In no time, these unique leaders pulled together a number of people – to do a tedious 40 hour job (stuffing CBA bills), It was done in 2 hours. Everyone enjoyed helping out; and appreciated the gathering and after work dinner. People like to work with the Peterson Family. This young family of six has and will continue to support sailing for many years.

The Henry M. Plummer Award

Presented to: ROLAND BARTH

by: *Butch Miller*



Roland Barth (L) holding the Henry M. Plummer award received for his voyage in 2007 from Key Largo, FL to Wareham, MA. To the left of Roland (L to R) is Butch Miller, Roland's wife Barbara Bauman, and Rick Farrenkopf.

Photo by Brian Smith.

Background: This award was established on February 11, 2002. The Henry M. Plummer Award will be bestowed to the skipper and the crew who complete a voyage of note such as, but not limited to, that taken by Plummer so long ago, or to commemorate a significant act of seamanship. This award will be presented on occasion as it is deemed appropriate by the awards committee.

While this award encourages catboat skippers to venture far and wide, it is understood that the recipients of this award are expected to show good judgment by recognizing that a catboat, by its general design, is primarily a coastal craft and not suited for crossing the open ocean. The award is a half model diorama constructed by Henry Plummer himself; it's a gift to the Catboat Association from the Plummer family. To preserve the aged trophy it has been retired and replaced by a half hull of a Marshall 22.

From 1912 to 1913, Henry M. Plummer sailed his 24 ft. Cape Cod catboat *Mascot* with the aid of a gasoline powered launch from New Bedford, MA, to Miami, FL and back. In 2002, in the spirit of this voyage the Catboat Association founded the Henry M. Plummer Award.

Presentation: In writing this presentation, I had the great fortune to come across the writings of our intrepid voyager and used some of those words to tell his story.

He begins:

"For a half century I've sailed the waters of Maine. And for twenty years, the waters of South Florida. Last spring I decided to give myself a 70th birthday present by fulfilling a lifetime dream - sailing the waters in between. Hey, if Henry Plummer, a boy and a scruffy cat could sail a catboat from Cape Cod to Miami and back in 1912 when there WAS no Intracoastal Waterway (ICW) surely I could do the same."

And so, on April 8th, 2007, he and his first mate set off from Key Largo in their 17 ft. Cape Cod Cat to head up the ICW. In concert with the birthday theme the final port of call was the boat's birthplace, the Cape Cod Shipbuilding Company in Wareham Mass. The Gentleman was on the tracks of Henry Plummer and the Cat was on a run for the barn.

In preparation for the journey letters were sent out "to a number of friends who had demonstrated the peculiar capacity to live with me in close quarters aboard ship for extended periods. I invited each to confine life for perhaps a week to a two ft. by one ft. duffel and sign on for a portion of the 1900 mi. journey. I issued full disclosure concerning the suspension of normal conversational etiquette, of edible cuisine, of sanitary hygiene, and of the conventional fulfillment of bodily functions. To my astonishment and delight my wife Barbara was the first to sign on, soon followed by seven others!"

Optional equipment onboard for the trip were a new four-stroke outboard to spell the old hot headed OMC Saildrive as needed, a chart plotter, porta-potti, alcohol stove, Solar Shower, a kayak and two anchors tied to the mast. Out there somewhere are the other 291 Spartans. We found eight. I suspect that the old beater soon became the spare. Not long into the trip the two anchors and the Solar Shower were lost overboard during a swamping caused by one of the countless go-fast wakes.

Selections from our Voyager

"What a remarkably beautiful and varied Eastern waterfront this Country has! I've had an extraordinary viewing of most of the entire inner Atlantic seaboard, as only 3 to 4 mph can provide. Despite man's serious imposition of houses and boats on these waters, the ICW remains a national treasure. It is every bit as breathtaking... and challenging... as I thought it would be when I planned this voyage."

Some following winds were so fierce that we couldn't hold even a double reef and were reduced to motoring, especially as a jibe was needed with

each bend in the course. Yet the bucolic views of the marshes and mud flats swarming with egrets, herons, ibis, eagles, gulls, cormorants, plovers and dolphins were savored.

Fun to see ample evidence of northward progress: chimneys, live oaks, Spanish moss, rocks.

Great history to dip into along the way. For instance, passed an island where one Parson Thomas Bosomworth married an Indian and introduced white man's religion amongst the native until he was ceremoniously consumed by them.

High level of cooperation and collegiality of crew: James and I share our one pair of socks to ward off the sun and bugs! Oh well, ONE foot was covered! So much for checklists and careful provisioning.

Next day Bob gets off before sunrise! Alan and I get as far as a lovely little unspoiled, rather "salty", marina in McLellanville, where we sought refuge from dangerous, approaching tropical depression Andrea. It blew 50 kn. and rained inches for four days providing us with a wonderful opportunity to go "deep" into the South Carolina culture and visit rice plantations, museums, homes, and towns. And eat crab, shrimp, oysters, okra, hushpuppies - usually fried! His weeklong cruise consisted of one day and about 20 mi., but some astonishing "field trips.

Alas, between Point Judith, RI and Cuttyhunk Island, MA, our destination for the day, some final and fearsome weather makes an appearance. Unexpectedly, swells suddenly rise to 6 ft. A storm brings rains and 30 kn. winds along with a two ft. chop on top of the swells. Not what we had bargained for. We are surfing down mountainous swells, in danger of broaching. Life harness, jackets on. Not a boat in sight. Water temperature 50 deg. and decks awash. Too much sail up but unable to go forward to put in a double reef. I'm not sure where "the edge" is for *IBIS*, but we are perilously close to it. The kayak doesn't look like much of a lifeboat. More white knuckles. Gordon announces, helpfully, "Roland, there's no one I'd rather die with!

After 1900 mi. and two mo. on the water, this is the finale. I'm pleased to be here to report that, after two hr. of these relentless conditions, the rains abated, the winds and seas drop to manageable proportions, and we sailed into Cuttyhunk inner harbor to a peanut butter sandwich, a glass of wine and a nap for two Ancient Mariners!

The final day of the passage saw *IBIS* traverse Buzzards Bay and wind her way up the Wareham

River to the Cape Cod Shipbuilding Company where Barbara, aka. Penelope, stands on the dock to greet us. She was relieved. So were we. Enough was enough. After 8 ½ wks. we had reached our destination.

I have been asked, if you had it to do it over again, knowing what you know now about the ICW, *IBIS*, and about yourself would you do it again? The answer is most certainly, yes!

If you ask me if I WILL ever do it over again... take a small boat up the ICW from Florida to New England the answer is most certainly no!"

I am truly astounded that anyone much less a man of seventy could travel so far, through so much and for that long on a small catboat. My first thought when I heard the story was "I hope he is short".

It is my sincere pleasure to present the Henry M. Plummer award to Roland Barth for this voyage of note on *IBIS* from Key Largo to Wareham.

Quotes taken from Roland S. Barth's, *From Manatees to Harbor Seals – Cruise 2007*

The 3rd Annual Catboat Ball

– A Roving Reporter



Pictured here is Jane Walsh the organizer and planner of this event with John Greene CBA Clerk & Director. Jane is also the Contributing Editor of the *Catfood* Column in the *CBA Bulletin*.

Photo by Brian Smith.

This years theme was "The Big Band Era" with traditional big band music, swing, jazz and Latin. A delicious buffet dinner included petite filet mignon with Bourbon sauce and grilled salmon with corn and red pepper salsa.

Brian's camera eye caught these catboat sailors enjoying the Saturday evening dinner and dance extravaganza.



Meeting Reporting & Photography

— *Bulletin Editorial Board*



Captured in this photo are the Bass River Boys - seated is Brian Smith (L) and Rick Farrenkopf (R) – standing (L to R) is Jon Wood, Paul Cook, Bob Chase and Bill Mullin.

Many thanks go to Paul Cook for planning coverage of the Annual Meeting and to Brian Smith for providing us with pictures. Brian is a professional photographer who gave willingly of his time to take a wide selection of pictures we could choose from for this Bulletin.

Also, thank you to those members who covered the various aspects of the meeting and the photos they submitted as well.

UNTIL NEXT YEAR ENJOY YOUR CATBOATING!



Thank you Jane Walsh for creating this fun filled evening.



Seminars at the 2009 Annual Meeting in Groton, CT

Mystic Seaport Tour

– Judy Lund, CBA Historian



All is quiet in the winter. The logs in the foreground will be sawn at the mill here for use on the *Morgan*. Photo by Kristen Marshall

At 3 pm on Friday afternoon, about 45 intrepid well-wrapped catboaters met at the Mystic Seaport Visitors' Center for a tour of the Shipyard and the *Charles W. Morgan*. Dana Hewson, Vice President for Watercraft Preservation and Programs, and Quentin Snedeker, director of the Shipyard, led the parade through the boatshed and on to the *Morgan*. Since we were last there, *Rowann*, the early eastern rig fishing boat, has been restored and moved out to the dock for final rigging, and an incongruous assortment of small vessels have been moved in for winter maintenance, portraying the breadth of interests of "The Museum of America and the Sea." Included are a small launch built about 1902 with varnish and minor repairs needed; a large open 20th century life boat used during the summer season for ferrying passengers between the seaport and the town of Mystic, a very modern fiberglass single-handed ocean racer, as well as iron masts of *Joseph Conrad* that need rust removal and paint.



The *Charles W. Morgan* in dry dock awaiting renovations to take place over the next two years. Photo by Kristen Marshall

Then the group made its way to the dry-docked *Charles W. Morgan*, on the lift we say being built last year. Our group was privileged to be the first group on the *Morgan*, testing the three-storied stairway that would be open to the public for the first time the next day. *Morgan* will have all her paint stripped and renewed, and substantial work below the waterline, replacing timbers that Hewson said have not been removed since she was built in 1841. The process will take 2-3 years, so the rest of you can visit and see her from the keel upward as she sits on land.



The Captain's day quarters. Photo by Kristen Marshall



Gail Ente prowling around below deck.

Photo by Kristen Marshall



Stacks and stacks of history where 100's of boats are stored in the boat sheds.

Photo by Kristen Marshall



Low level crew's quarters up in the focsile. Imagine spending 3 years in these accommodations!

Photo by Kristen Marshall

The group then followed its leaders the length of the seaport to join other latecomers at the small boat storage facility in the old Rossi Velvet Mill building. The Seaport has recently refurbished that building and installed its collections storage, library, and photography archives here. The collection the group saw was an extensive archive of small boat types preserved for scholars, designers, and boat builders to study. Included were a number of cats as well as most every type of small craft from dugout canoes to motorboats. I suspect that some folks could have spent a week in that building.

All enjoyed the visit to the Seaport's facilities, and enjoyed seeing how the Catboat Association's contributions support catboat work and scholarship.

Catboat Sailing for Beginners

— *Mat Leupold, Contributing Editor*

Bob's emphasis was on BASIC for beginners. Most basic was safety: lifejackets, weather, and, at the outset, an experienced shipmate on board. Master a few knots - if no other, learn to tie a bowline. With his own rope he demonstrated several of its uses. He showed the proper way to make a line fast to a cleat. Nowadays one can visit the website: animatedknots.com to learn knots.

The first thing to do after coming on board is to put up the CBA burgee. Aside from the rah-rah, it tells where the wind is coming from, something one needs to know right off.

Bob took us over the nomenclature of all the things one will work with while sailing. Knowing terminology is essential - all on board should understand the language. We learned that the sail has a luff, a foot, a head, and a leech. (The corners are tack, throat, peak, and clew.) There is a mast, a boom, and a gaff, halyards: peak and throat, a sheet, and a



Bob Luckraft making a point with his catboat sail demonstrator
Photo by Paul Cook.

topping lift. By convention the peak halyard is outside of the throat halyard deck blocks and cleats. There was a slight digression re topping lift, as it sometimes is used in conjunction with a system of lazy jacks. The topping lift's primary function is to take the weight of the boom before the sail does it. Lazy jacks provide a net for the sail when it comes down. Lazy jack/topping lift arrangements can sometimes be used for making sail shape adjustments.

Getting underway

Sheet line has slack, but not altogether loose. Centerboard should be part way down. Have engine running - for when power is needed. Teach the crew how to run the engine. Bob suggested that a neophyte, catboat sailor or otherwise, should learn to run the boat under power before trying it under sail. Become familiar with maneuvering and approaching objects. Here it's good to have an experienced shipmate along.

Next, take a strain on the topping lift and remove the boom crutch. To raise the sail bring the peak halyard up a little first to present some sail to the wind for a weathervane effect to keep the bow into the wind. Pull on both halyards together; the peak halyard will pull the gaff jaws toward the mast. Cleat the throat halyard when it's up and continue raising the peak to over-peak a little. Over-peaked, there will be a wrinkle from head to tack. As the lines stretch and the sail fills, the over-peak will go away. Anyway, it's easier to ease the over-peak than to peak the sail later. In raising the sail make sure not to foul the gaff on the topping lift. Once the sail is up the topping lift should be eased to keep it from bearing on the sail to produce what Doris

Johnson sometimes referred to as buttocks. From then on, the skipper constantly watches the sail to keep it drawing well.

Q – *How about using a life jacket to take the weight of the boom instead of using the topping lift?*

A: Not recommended - not reliable - boom can go over the side.

Q – *Sheet?*

A: Cleated but easily released - don't want too much loose line. Suggestion: Leave mooring with sail scandalized and trim peak when safely underway.

Q – *Why no halyard winches on a catboat?*

A: Usually not necessary. Can have someone forward to pull down on halyards. Also, there is usually more mechanical advantage on catboat halyards than on sloops.

Q – *Lazy jacks and reefing gear?*

A: Bob likes quarter lifts. The windward one can be trimmed to put belly in the sail on broad reach.

How to lower the sail

- Board partway down.
- Take up on topping lift.
- Ease peak
- Ease both halyards together, keeping gaff high to keep its weight forward so that gaff's weight tends to lower it.
- Furl sail and with sail ties pull the gaff and boom together. The proper way is to hang the sail from the gaff with the tie before pulling gaff and boom together.
- Bring sheet in when dropping sail so as not to have parts on cockpit floor.

Someone told of "fancy line" used on schooners to bring jaws down when gaff is stuck. Never hurts to have one.

Reefing

It is best done at dock or on mooring and easier to shake a reef out later than to put one in. (Reefing underway should always be practiced, particularly with new crew on board.)

- Trim topping lift.
- Scandalize sail.
- Raise board partway to keep board from "grabbing". In heave-to condition boat will slide to leeward slightly but won't tack.

- Drop throat and peak and take in on luff and leech cringles. Reef ties need not be tied, but if they are, ties go around foot of sail and not around boom.

Often, reefing seen as merely a safety measure, is eschewed as being for sissies only. However, boats, and catboats in particular, go best when they are sailed on their lines - they like to be sailed “flat”. the sail area should match wind strength for best performance. In relatively short races though, where time is important, the sacrifice in down wind running from reduced sail area usually outweighs the windward advantage.

Q – Must sail be raised partway when putting reef in on the mooring?

A: It will make it easier.

Q – Rule of thumb for wind speed for reefing?

A: Boat will tell. Heeled, heavy helm, bow down all call for reef. Bob will put in a reef at 15 knots - Genevieve is a big boat. As above, boat will go faster in heavy wind when reefed. Wife happiness also can call for a reef.

Q – Running before big wind - what to do to maintain control?

A: Scandalize or drop sail. Pull boom in with gaff on opposite side. Trim sheet to reduce area projected to wind - counterintuitive to sloop sailors, but it can be very effective.

Final word: Learn how to use the anchor!

Catboat Association Bulletin

– Lou Abbey, Editor

The Voice of the Catboat Association

The Catboat Association Bulletin (the Bulletin) has come a long way since its inception as a mimeographed page or two put together for a few members. The technical production of the Bulletin and the work of the Editorial Board has been streamlined and refined by new and superior printing, professional layout, electronic technology and the Internet. The one thing that hasn't changed since the first Bulletin rolled off the mimeograph machine is the purpose and content. Its purpose is to chronicle the many interwoven stories and activities of the



Panel of CBA Bulletin Editors – (L to R) Paul Cook, Karen Seo, Lou Abbey, and Jane Walsh.

Photo by Paul Cook.

Catboat Association and its content comes from the membership. In our ongoing efforts to elicit more varied content, the Editorial Board decided to hold a seminar at this year's Annual Meeting in order to encourage members to dialog with one another and the Editors regarding the Bulletin. The hope was that we would uncover members concerns, discover ways we could improve the Bulletin and interest old and new members in writing articles for future issues. This magazine belongs to you, the membership. There would be no Bulletin without you. Your editors work for you.

The session stimulated a robust dialog between the Editorial Board and the members who attended. The Board was encouraged with the attendance and the variety of topics discussed. Several editors and contributing editors described the content we are looking for in the areas of Cruising, Boatbuilding and Maintenance and Catfood.

Numerous suggestions came from the audience, including issues regarding space and layout, republication of classic articles (especially in the area of Boatbuilding and Maintenance), reprints of articles from other sailing publications and articles solicited from member's children, among others. The Bulletin is instituting new features such as the new section on “Yard Talk” in which Wayne Cole visits boatyards and gathers information on, for example, new materials, fresh approaches to repair problems, new design issues and new boats being considered. We are instituting the “Centerfold Contest,” described in Bulletin 148. Some attendees expressed hesitation to write because of lack of expertise or experience. This issue is not a surprise, but need not be a problem. All we need is an idea and information to go along with it, and the editors can advise anyone on how to put the article together. We will coach you along the way if necessary.

What it all comes down to is that we want your stories, commentary and ideas. We want to make it as

easy as possible for you to put them down on paper and compose an article. For example, Jane Walsh, the Catfood Editor has developed a “Catfood Submission Form” that she will send to anyone who sends her e-mail. She handed some out during the Annual Meeting. Below is the Editor’s “one page” instruction on how to get started writing an article.

Writing an article for the CBA Bulletin:

It’s really not all that hard. Here’s all you have to do...

General instructions for authors: Write clearly, in simple sentences focused on your topic. Avoid digression. Keep in mind what kind of an article you like to read in the Bulletin. If you have any problems or concerns call any editor or contributing editor. Their points of contact can be found on the back of the Bulletin’s Table of Contents.

The Document – Keep it simple.

1. Sit down at a computer and compose your article using Microsoft Word. Double space the text, and type the title and the author’s name on the first page. No fancy type, elaborate formatting or desktop publishing. Use grammar/spell check and refer to recent Bulletins if you have style questions.

Illustrations – Use as few illustrations as possible to tell your story or augment your text.

- 1. Digital images:**
 - a. Use the clearest, best focused and highest resolution digital images while keeping file size as small as possible (less than 1 megabyte)
- 2. Photographic prints on paper**
 - a. If at all possible, have your prints scanned into digital format.
- 3. Drawings**
 - a. High contrast – black lines on white background, clear labels.
 - b. Digital format – if possible, scan or photograph drawings.
- 4. Captions for all illustrations** (photos and drawings)
 - a. Label every illustration.
 - b. In a separate Word document, write a brief and clear caption for every illustration.

Send your article to the Editors

1. Submit your article, illustrations and captions to any Editor or Contributing Editor via email.

Bottom Line: Good Writing, Good Luck and we look forward to receiving your articles.

Your Editorial Board

Our main intent is to encourage you to write your stories to share with the Association. Many members say that the Bulletin is read cover to cover within a couple of days of arriving in the mail. This is how popular it is with many people. Your stories are waiting to be released, please send them in to your Bulletin.

Emergency Situations

– *Dave Calder, Contributing Editor*



Captain Henry Marx demonstrates a piece of emergency apparatus.
Photo by Brian Smith.

This session presented at the 2009 annual meeting at the Mystic Marriott in Groton, CT was well attended by engaged catboaters. Capt. Henry Marx from Landfall Navigation presented the seminar. He presented his topic with a good deal of hands on demonstrations of safety gear (which by the way is sold by Landfall). This is not to say the session was not very informative.

He demonstrated a wide array of PFDs (Personal Floation Devices) some of which were demonstrated by willing members from the audience. His preference was the inflatable vest types (both manual and automatic inflation). The significant difference between those two being price. The preferred type is auto-inflation (which inflate when submersed in

water) because of the possibility of a crew member being knocked overboard and being either stunned or unconscious and unable to manually inflate the vest. The reason for emphasizing this type is that it is far more comfortable and less bulky than standard vests and therefore more likely to be used on a regular basis.

Man overboard (MOB) recovery techniques were discussed with a great deal of emphasis on maintaining eye contact with the MOB while preparing to reverse course and return for the recovery. He stressed how quickly a head bobbing in the water can be lost in turbulent seas and how far a boat under sail will travel while preparing to reverse course. Maintaining continuous eye contact is critically important. When you have returned to the MOB a float with a line attached should be tossed and secured by the MOB. After this is done, the engine (if in use) should be shut down to avoid injury by the propeller. Capt. Marx described the use of a Lifesling for hoisting a person aboard from the water. It seems that this would be of limited use on a catboat due to our low freeboard boats. A man from the audience suggested the use of the rudder and transom steps to get back aboard.

Distress calling and signaling were discussed. A VHF radio call should be made when anyone aboard or the vessel are in distress using MAYDAY (3 times) if a life threatening situation exists or PAN (3 times) if there is no immediate threat to life at the beginning of the call. Your known coordinates or approximate position should be given to guide rescue assistance. The captain demonstrated how visible strobe lights are for attracting attention day or night. The use of dye markers and smoke flares for day use were recommended for getting the attention of potential rescuers. Hand held and parachute flares were recommended for late day and night use.

He touched on having first aid supplies on board to handle minor injuries or medical situations. A prepared first aid kit was recommended.

Finally, he stressed weather awareness prior to casting off and during the time on the water. The best way to deal with emergency situations is to avoid them. When weather alerts are broadcast or when thunderheads are building getting to a safe harbor is the best choice.

Catboat Builders Seminar

– Karen Seo, Editor



Suzanne Leahy of Marine Restoration and Salvage talking boatbuilding.
Photo by Brian Smith.

This talk by Suzanne Leahy covered the history of her company, Marine Restoration, and described a number of the projects she and her team have tackled. Her enthusiasm for boat building and restoration came through clearly and has no doubt contributed to the quality of her work and the success of her efforts.

Suzanne grew up in Marblehead in the 1960's and started sailing right away. There were a lot of wooden boats around. Fenwick Williams lived down the street. L. F. Herreshoff used to chase her and other children off his property – she thought he was just a grumpy old man. Her parents sent her to art school in Europe and she became a sculptor. In 1988, she built her own sharpie under the watchful eye of John Brady, who was working at what was then known as Workshop on the Water. She also volunteered some time on the A Cat *Tamwock* and sailed with the A Cat fleet on Barnegat Bay. In 1993, after 20 years as a sculptor living and working in Philadelphia, she moved to the Cape; and the sharpie went to Pleasant Bay, where she sailed it for 5 years.

In 1999, she opened Marine Restoration in a single bay in Orleans, focusing on repairing boats and making parts for other boatyards, e.g., millwork for Arey's Pond. The business quickly expanded to two bays. In 2005, she bought Merv Hammatt's shop and molds (Compass Classic boats) and built an addition with a lathe for spar making. Along with the expansion in

physical space, the crew grew. Today the crew consists of 4 full time boat builders and an office manager. They also usually have 2 to 3 high school students in training throughout the school year. Their major focus is on restoration, production boat building, custom boat building, spar fabrication and education. They try to have 1 custom boat-building project each year. Their spar fabrication has expanded to flag poles. The education offered to the high school students provides knowledge about how to run a small business.

CG36500

The CG36500 is the last working lifeboat in existence. She was involved in a world renowned rescue in 1952 of the crew of the *Pendleton*, going out in 60 ft. waves and hurricane winds. Marine Restoration has been given the opportunity to carry out the next phase of her restoration: the removal of bulkheads and sheathing, and repair of any structural parts above the rails. She was built in 1946 and served her time at Station Chatham through the 1950's. These boats were self-righting and self-bailing, so taking apart her bulkheads was no easy feat. The boat has a devoted crew of volunteers to maintain her throughout the year, and it was their careful removal of hundreds of rivets that got her down to bare bones. Marine Restoration is in the process of replacing ledger beams, frames, and bulkheads. The next month will hopefully see the sheathing go on.

Flagpole for the Federal Reserve Bank of New York

Three years ago, Marine Restoration was contacted by the contractor in charge of the ongoing restoration of the historic Federal Reserve Bank in New York. The job originally called for one new flagpole that was to be an exact replica of the existing pole dating back to the 1920's. The project quickly expanded to all four outriggers – hollow, fluted, 9 in. diameter poles installed on bronze brackets bolted to the building. Marine Restoration has modernized the construction using their typical bird's mouth stave system. In order to minimize the damage done by high winds (120 mph.) and chafe, they designed an internal halyard system, such as can be found on a mast. The fluted detail is an epoxied appliqué that is hand carved to look exactly like the original design.

Architectural columns

An architect has designed a residence with 8 columns originally specified to be solid. The larger columns measure 3 ft. in diameter and 22 ft. tall. Marine Restoration proposed that they be built as

hollow columns. The builders declined. A year and a half later, they came calling and Marine Restoration is now in the process of building the first column.

Baybirds

The Baybird is a Starling Burgess design from 1920's – a 2 person racing boat, 18 ft. long, very wet, with a small jib. About 30 were brought to the Chatham Yacht Club from Marblehead. After the racing classes changed, the Baybirds were sold off to sailing camps around the Bay. Merv Hammatt's family owned Camp Quonset where the majority of them ended up. Merv built 20 newer hulls from one of the sets of molds that were included with the property that Marine Restoration purchased. Marine Restoration has built the fleet from 4 to 12 with both old and new hulls. In 2008, for the first time in over a quarter of a century, 8 Baybirds were on the starting line at the Chatham Regatta! Suzanne's goal is to keep building up the fleet. They sail beautifully. The molds are in terrible shape so she has set a goal this year to build a cold molded Baybird, using the last of the wooden Baybirds as the model. Last summer, they replaced all her frames, centerboard trunk and keelson in order to prepare to take the lines off her. Suzanne drew the hull; and the drawing is with Steve Hollister getting digitized and faired.

Spars

The mainstay of their business is the fabrication of spars and flagpoles. They specialize in hollow round or box section spars. Most are custom ordered. They build spars for builders as well. A lot of work comes through the web without their ever meeting the customer. Suzanne showed a picture of a mast being built for Arey's Pond for a 22 ft catboat – there were lots of instruments to be mounted. They installed PVC chases for the wires. The lathe has 2 motors – one on each end so that they can run two jobs at a time.

Classic Cat 14

Merv built 145 of these boats very affordably. Marine Restoration tried building one his way and couldn't. They asked customers what they liked and didn't like. They liked the performance. So Suzanne has made the following changes. The hull-to-deck joint was improved and the overall shape of the deck changed dramatically. The mast was changed from heavy and short with 3 stays to a 4 in. diameter, hollow mast that is half the weight, taller, and with one forestay. The boom was extended about 1.5 ft. adding 19 sq. ft. to the sail area. They got rid of the

liner that never really fit the hull and more importantly didn't allow for a fiberglassed seam at the hull-to-deck joint. The trunk is mahogany plywood and the seats are cedar planked and screwed onto risers. Everything is gel-coated. The old poorly cast bronze fittings were changed to new beautiful crafted aluminum hardware from Garhauer in California. They have built 5 so far. The Classic Cat has continued to appeal to catboat lovers, no matter what the condition. They have made it their goal to bring back as many boats as possible to the shop, and to upgrade them as much as they can with the goal of making them sturdy, safe but fast! To date they have grown their storage fleet of Classic Cats from 2 to 12.

***Sea Duck* – Restoration**

Sea Duck is a catboat designed by Fred Goeller for Rudder Magazine in 1915 and built in the early 1920's by an unknown builder. She was designed as an open boat, but had a cabin that was added later. Jack Van Lieu, a former CBA member, found her in a barn in CT sometime in the early 1970's. He sailed her lovingly and gently out of Nantucket Harbor until he became ill and gave her to his daughter, Jackie Vorenkamp. Jackie had her surveyed by Gannon and Benjamin in 1992-3, and then contacted Tony Davis at Arey's Pond (APBY) for restoration. The report was quite favorable and reasonable. That year was a busy one for APBY so Tony asked Marine Restoration to take on this job. The survey indicated that *Sea Duck's* frames needed to be sistered and that she needed new dynel on the deck. Unfortunately, this short report was optimistic. In 2005, the boat came to Marine Restoration after a 3 ft. snowstorm – they couldn't bring her into the shop until the snow melted. She was so full of gear that the surveyor could not have seen the boat thoroughly. They stripped paint, replaced some frames, replaced trim, and did quite a bit of work. She was subsequently sailed gingerly in Nantucket Harbor. In 2006, she went down to the Hudson River where there was a mishap with the centerboard. The pin broke and 2 feet of centerboard acted as a lever on the trunk. When the boat came up for repair of the centerboard and painting – it was clear that the stem joint had separated. Someone had cut the stem knee (at least 12 inches) short. The mast step was also cut short. Whereas the original drawing shows the mast step butting right up to the centerboard ledger, this one fell way short. With the compromised integrity of the structure and allowing for the typical catboat strain on the stem area, it was acting like a hinge: opening up under way letting lots of water

in; then at rest, closing and making it hard to locate the leak. Marine Restoration replaced the knee with a stainless steel bracket that was bolted through the outer stem and keelson and now connected stem to keel. They also replaced several more frames forward and the garboards on port and starboard. The boat was launched in July 2007 and leaked badly. It looked as if the problem might be iron bolts in the trunk bed logs. John Wathne of Structures North was hired to come to the shop with his resistance drill. It bores a 1/8th in. hole which measures the density of the sample being bored and prints out an EEG like graph showing the location of decay. As predicted, *Sea Duck's* centerboard bed log bolts had caused extensive lateral decay on both port and starboard sides. One could graph the decay without removing the garboard or keelson or trunk for that matter. This allowed Marine Restoration to assess the damage and recommend further re-building. The boat is now on the market.

***Quahog* – Restoration**

Quahog is a 1963 Marshall Sanderling, hull #11. She was sailed for more than 20 years in Bermuda until she made her way back to the Cape. She came in for a complete custom restoration for someone who was serving in Afghanistan at the time. Marine Restoration gutted the boat entirely, re-powered her, and installed a new sole, solid teak bulkhead and interior. The owner then put her up for sale and upgraded to a Marshall 22. *Quahog* was sold this past summer to Skip and Connie Cross from Brunswick ME. Marine Restoration finished her and made delivery in time for the Maine Coast's first hurricane last summer.

***Cleopatra* – Restoration**

Cleopatra is a catboat of unknown design – 18 ft., no sail plan, a mast, and no spars. She is sheathed in fiberglass over a 3/4 in. mahogany hull, beautifully faired. Her structure was a little light but the planks were the appropriate scantling. It is possible that the intent was to get both a plug and a usable hull out of her somehow. This is just a guess because why would one sheath all that planking with fiberglass (1970's version)? A lot of interior work had already been done. Marine Restoration took lines off the hull and sent them to John Brady at Independence Seaport Museum, who designed a sail using the mast. They made a new gaff and boom, added a bowsprit on which to hang an anchor, and completed the inner woodwork – installing a hatch, etc. Garhauer hardware was used for running rigging. The sail was made by Steve Thurston at Quantum Sails.

The shop doesn't have the ability to raise a boat of this displacement high enough to allow one to drop the board. They made the mistake that the heel was too tight for the board to swing. They had to carve the trunk, which compromised it since it was fiberglassed. The centerboard got stuck this summer. Another mistake that occurred involved the mast step. The mast step had a very skinny long tenon – Suzanne came up with a re-inforcing surround but may have forgotten to bolt it together. The step finally split.

Hoki Hi – new boat

Hoki Hi is a cold molded version of the Arey's Pond Lynx. She was the first project in the new shop addition. Her hull was strip planked with cedar then sheathed in two layers of Spanish cedar veneer. It's sheathed inside with biaxial cloth and 6 oz. cloth on the outside of the hull. Suzanne was assisted by her crew under the guidance of Master Builder Bob Wastrom. This past summer, *Hoki Hi* proved to be a fast and fun competitor at the Arey's Pond Cat Gathering and now sails out of the pond on Pleasant Bay.

Kite Aerial Photography

– Lou Abbey, Editor

The term “KAP” an acronym for Kite Aerial Photography – taking pictures and video of your own boat, from your own boat, inexpensively, using a kite and a camera. The following paragraph contains the web site developed by Terry Whyte and Eric Haberfellner to promote their amazing hobby and to share with anyone who is interested all the information they have gathered and the pictures they have compiled. They are also interested in you sharing your pictures, should you decide to try this experience in photography.

This web site is your most important resource in this venture. KAP.EricHaberfellner.com has all of the presentation resources, web sites and how-to tips you need. They also offer links to free software available on the Internet to process pictures, video etc.

Eric and Terry's adventure with KAP started with a “guys night out” on Eric's boat, *Arioso*, on Thursday nights. In 2002 “the guys” went to St. Vincent and the Grenadines. They recorded their trip with a digital camera, started the web site to share their pictures with their friends and fell in love with digital photography,



Kite Aerial Photography website resource page. Everything you need to know. Photo from KAP web site.

especially using their boat as a subject. Next they posted the digital log of *Arioso*, Eric's C&C 34, on the web. There were lots of great action shots, crew shots and sunsets. But after a while, they all looked the same because of the limitations of being confined to the boat at sea level.



Eric Haberfellner.

Photo by Lou Abbey

The question arose: how could they get shots from above, behind and in front of the boat, cheaply without hiring a helicopter or a chase boat? An adventurous member of the group climbed the mast. Those shots were great, but somehow there had to be more. They didn't know where to start until they saw Chris Humann's kite videos. If he could do it, they could too. They learned more from the Internet KAP community, which was larger than they thought. Finally they went aerial.

David (a member of the crew) built their first camera rig for zero dollars. They got great pictures and video of their boat. With a little effort in editing, using the free tools they tell you about on the web site, they discovered they could do Kite Aerial Photography on the cheap. This seminar outlines how.

First, you need a sailboat, by far the most expensive piece of equipment needed. A sailboat is a great kite-flying platform since there are no trees or power lines. You have some ability to modify apparent wind speed by changing point of sail or using the engine. Sailboats are not so fast that they make the kite unmanageable. Catboats are especially good for KAP because they have no standing rigging, they have big cockpits to work in and it only takes one person to sail the boat.



Terry Whyte.

Photo by Lou Abbey

What you need:

- A. An airfoil-shaped, inflatable kite
- Sparless.
 - No sticks to snag or break
 - Requires no assembly
 - Quick to stow
 - Tend to float
 - Generates amazing lift
 - Relatively easy to launch

NOTE: For kinds of kites and advantages of each, visit the web site.

B. Digital camera.

- Easy to edit out bad pictures
- Excellent, free, image processing tools available
- Still and video in one package

Camera features.

- Lightweight for smaller kites and lighter winds
- High resolution
- Interval timer for still photography.
- Waterproof
- Image stabilization
- Good video mode. At least 640 x 480 @ 30 FPS.

TIP: Avoid cameras with high brightness artifacts in video or still modes. KAP has a lot of bright light. For specific camera recommendations, visit the web site.

Now you have a kite and a camera. How do you attach the camera to the kite? The Picavet Rig is the answer. This rectangular metal frame that attaches the camera to the kite string was first invented by Pierre L. Picavet in 1911, during the catboat's heyday. The frame also keeps the camera aligned relative to the string, that happens to be pointing at the thing you want pictures of (the boat). Back in those days cameras were big, heavy and could only take one picture per flight. A lit fuse was used to trigger the shutter. The rig is suspended by a series of cords that serve to dampen any swing and sway caused by kite movement. Since the Picavet Rig attaches to the string and not the kite, you can get the kite flying well before raising the camera. The web site contains good photographs and diagrams that illustrate clearly the assembly, mounting and operation of the Picavet Rig. The web site also describes the various considerations for kite string and the best way to store and pay out string.

The basic rig described on the web site has controls and adjustments for tilt and rotation. The camera attaches with a standard 1/4 in. #20 mounting screw. The kite is stabilized using various ballasts and tails that are detailed on the web site. You will need a computer on which to install the free software that is available to process and manipulate the images and video that you obtain using this equipment.

While you are sailing, launching your kite and practicing KAP, make sure you have lots (literally miles) of room. It takes a fair amount of time to get the kite up and down. Take "The Rules of the Road" into consideration. Flying a kite does not give you right

of way. Designate one person as helmsman/lookout. His/her job is to not look at the kite. Keep a constant lookout and don't get distracted by the kite.

You can fly the kites in apparent wind of 6-25 kn. Turbulence is the enemy of good flying. The kite has to ride above the level of turbulence. Launch and retrieve upwind. If it is too rough to launch the kite, don't try it. Once the kite is in stable wind, attach ballast first then the Picavet Rig to the line. The higher the boat sails into the wind, the higher the kite will climb. Retrieval can be tough. The various ins and outs of crash recovery were reviewed. Sooner or later, your kite and camera will crash. The kite will dry and the line will untangle. A waterproof camera has obvious advantages.

There was a good discussion of camera angles and a demonstration of the various possible shots. Several videos demonstrated the effect of image stabilization. A free program, offered on the web site, eliminates most of the camera wobble, inevitable with KAP. Eric and Terry also showed raw film with only mild wobble that seemed to enhance the reality of the shots. Camera angles, long shots, crew shots, high and low angle shots, lighting, focus and elimination of such undesirable contaminants like the string were all covered. It is a good and inexpensive way to develop your cinematographic skills.

Conclusion:

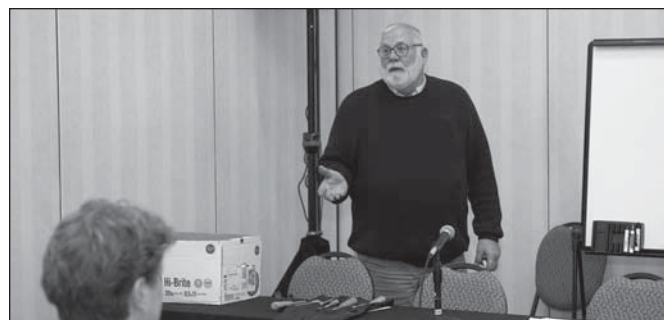
- Get out there & Have fun!
- Take some kite photographs.
- Kap.EricHaberfellner.com has all of the presentation resources, web sites, etc.

Send your results to: KAP@EricHaberfellner.com

Carving a name board for your catboat

– *Karen Seo, Editor*

Paul White has been carving for over 40 years. His shop is in East Sandwich, MA. His work ranges from small signs for homes or boats to large American eagles. In addition to his carving, he teaches several carving workshops a year - a basic 2 day woodcarving course and a 3 day eagle carving course. This session provided an introduction to carving and finishing a "quarter board" (a wooden name plate) for one's boat. The instructor brought along several examples that illustrated what could be done with relatively



As seen in this photo Paul White has his carving tools on display
Photo by Brian Smith.

simple steps and materials. The principles are simple. The main challenge is in the practice it takes to be able to produce a satisfactory result.

Selecting the wood

There's no perfect wood. Good woods to start with are mahogany, pine, and basswood. Mahogany is a bit harder than the other woods so it shows detail well. Cedar, teak, redwood, and oak would be secondary choices – oak is very hard. Fruit woods are hard to carve. You can also carve various materials, e.g. a high density urethane. Wood can be obtained from a boatyard, builder, lumber yard, etc. Materials for the sign are usually under 10% of the total cost. So use the best piece of wood you can find - knot free, etc. As mentioned below, you should select a piece of straight grained wood. Look at the end grain; it should run as close to vertical to the face of the piece as you can get. The key thing is the ease of carving – you're going to want to cut the wood across the grain rather than with the grain. The latter will cause the blade to follow the grain making it difficult to control the direction of the cut.

Tools

There are multiple ways of carving – all of which can work. Paul mentioned 3 people who carved 300+ room numbers – using 3 different tools and techniques. He recommended buying chisels - professional length (12 in. and over). These will be mostly European brands costing \$28 to \$32 each. Chisels come in several categories – a basic set would include:

- Straight chisels – single or double beveled blade edge, in different widths.
- Gouges – curved blade edge numbered based on the degree of curvature, in different widths.
- Fishtails also known as v tools or parting tools – a v-shaped blade with a narrow to wide angle.

Carving letters

Carving letters requires practice. Paul estimated about 500 letters worth. The following process is described in more detail in the book *Carving a Traditional CAPE COD SIGN with Paul White*.

1. Find a piece of straight grained wood like pine or mahogany. Look at the end grain when selecting, it should run as close to vertical to the face of the piece as possible.
2. Lay out your letters and shapes on cardboard or paper. Paul observed that laying out letters on a sign is more visual than mechanical. They have to look right to the eye. Do your layout work on paper. Start with a center line on the paper, vertical and horizontal. Add a bottom and top line to match the height of the letters. Copy the letters you need at the size for the board and lay them out on the paper. Adjust to the proper look. (You can buy letters or use a computer to locate a desired font and print out the letters.) NOTE: You may have to fit the wood to a curve, e.g. the transom of a boat. To capture the curve, put a piece of cardboard on top of the transom, run a block of wood with a hole for a pencil along the transom and trace curve. Transfer the curve to the wood and saw out the curve.
3. Transfer the pattern to the wood. Start by drawing a center line (vertically and horizontally) on the board. Lay the letter pattern on the aboard, aligning the various lines on the pattern with the ones on the board. Tape the pattern on top (only), put carbon paper between the pattern and the board, and trace the pattern. Use a straight edge for the straight parts of the letters, add the curved lines, and bring any serifs to a point for ease of carving. Make sure you haven't missed any lines.
4. Keep two hands on the tool. To enable this, clamp the board securely to the bench. Use pieces of scrap lumber to protect the wood from being marred.

Looking at a single letter (e.g., "E")... The cuts make a v-cut in each section of the letter with the bevel along each edge of the cut making a 25-30 degree angle with the surface of the board. **It may help to draw center lines down the middle of each section of each letter.** Again, take a moment and envision the carved letter. The letter will vary in width and depth. All your chisel cuts should be 25-30 degrees from horizontal (the face of the board) in terms of the angle of the cut no matter how wide the cut. This means

that narrower cuts are less deep. Any letter can be broken down into its component parts. Note that the angles at the ends of the major sections do not go into the serif.

Starting with the vertical sections (Note: If carving a series of letters, try to do all the cuts at once that are at the same angle relative to how you'll be holding the tool.)

5. Make a cut down the center of each section of the letter with a v-tool or you can use a straight chisel and go straight down or use a router to remove the piece that needs to be broken out. This will give a relief cut. (A relief cut acts like a fire break and prevents a cut made at an angle to the relief cut from going past the relief cut, i.e., prevents "breakout.") Relieve the angles at the ends sections too. Note that the relief cut will need to be deeper where the section of the letter is wider.
6. With the chisel at the slope you want for the cut (20-25 degrees), and at about a 45 degree angle to the grain of the wood, start at one of the corners. First push straight down to desired depth. Slice with the chisel in the correct direction. Always do some practice until the tip goes where you want it to go. At the end of each stroke, turn the chisel to match the angle at the end.
7. Repeat on the other side. Start at the corner. Finish the cut as before.
8. The cuts should leave a little wood in the trough. With the point of the chisel, go back and clean up the trough. The other cuts, e.g., curved and horizontal sections, go roughly with the grain. To test things (the grain, your cut angle, etc.), don't start right on the line. Instead start a little inside the line and make a slice. Try to avoid cutting directly into the end grain – think of the grain as bundles of straw. Cutting into the end would just cause the stalks to spread apart, get bent, etc. Cutting across them would sever them nicely.
9. With a straight chisel cut any convex (or concave) curves, starting at the corner, coming around the curve, and merging into the straight section.
10. Cut relief lines in the center of the serifs, starting at the corners and sloping town to the center. Slice along the plane of the arm turning into the serif. At the end, turn the chisel into the serif. Where you start and end a particular cut is heavily influenced by the grain in the given location. The top bevel of the letter should all be in the same place. Use sandpaper or a rasp instead of picking and poking. Keep practicing the slicing technique.

Carving the scallop shell

1. One again use the v-tool to relieve the wood to avoid breakout.
2. Draw lines indicating the best carving direction. Because this is basically a round shape, you will end up cutting in multiple directions relative to the grain.
3. With one hand pushing and one hand controlling, rough out the basic shape of the whole shell. A little trough can be used along the edge of the shell to make it stand out/up more.
4. After you have roughed out the shape, including the desired thickness, draw the lines of the rays of the shell.
5. Starting at the heel of the shell, use a v-tool to cut out each ray. Start shallow and go deeper toward the end of each ray.
6. Use rasp and sandpaper to clean up the cuts.

Finishing

1. Use 2 coats of primer. For the first coat, thin it down a little and tint it – this fills any cuts. Sand with 120 grit sandpaper and then remove the dust. For the 2nd coat, use full strength primer. The tinted first cut will show through the second coat, highlighting any place you missed.
2. Use 2 coats of house paint. Paul uses mostly oil paint.
3. Apply gold leaf. There are 3 types of sizing (the adhesive used with gold leaf) – oil and 2 kinds he didn't discuss. Paul uses oil sizing – tinted (so you can more easily see where it has been applied) and quick dry (around an hour). There is also long dry (days) sizing which gives one a bigger window of time for applying the gold leaf. The sizing is applied in a very very thin coat. The critical thing is determining when the size is at the right stickiness. To do this, start by making stripes of size on a spare board in the same time frame that you put the sizing on your sign. When you think the size is ready, try the stripe first. Paul advises buying the gold leaf from a wholesale supplier. Oil size can take up to 3 months to dry hard. If it's in the wrong place, try an eraser to rub it off.

Additional notes:

- Use cross light for best view of shadows.
- To fill holes, use a 2 part epoxy auto body filler for repairs. This is clay-like in 5 minutes, so you can carve it. But it is like rock in 15

minutes.

- Soften the edges of the sign with sandpaper – rounded edges hold paint better than sharp edges.
- Paul said he has about 8 tools that he uses daily. He advised that one should handle tools carefully (keep the blades separate from each other) and put a mat on the floor in case you drop one. You can send tools out to be sharpened. His shop uses a 7 in. yellow muslin buffing wheel and a mild steel cutting abrasive. Blades oxidize and break off at the edge. He would sharpen a blade once every 4 weeks but buff it daily. (He uses them 8 hours a day.) He warned that a buffing tool is very dangerous. One should be sure to apply the tool with the direction of rotation of the wheel and be careful about not rounding the edge. He noted that nowadays, tools are softer. Also, they are batch tempered and there's variance among the items in a given batch being tempered. So some will be much harder than others in the same batch.
- In addition to traditional tools, Paul uses machinery for various tasks such as roughing out shapes, duplicating carvings – a dupli-carving machine, a C&C machine, etc. (He sells roughed out eagles.)
- There are sign shops that have plotters that will print out letters on paper as a pattern – you specify the size of the letters. They can give you a pattern with letters that you remove leaving a mask/stencil. You can use the stencil to pencil the letters onto your board or you can carve thru the stencil, then paint, and then remove the plastic stencil.



New Jersey Museum of Boating

— Dave Davis, Editor



Robert O'Brien, Museum President, representing the Museum.

Photo by Brian Smith.

Robert “Bob” O'Brien, President of the New Jersey Museum of Boating posed the question, “What are the three reasons that people build boats?” This opened an interesting and informative visit to the New Jersey sea coast and one of the three maritime museums in the area, the other two being the Tuckerton Seaport and the Toms River Seaport Society. The museum is housed at the historic Johnson Brothers Boat Works in Point Pleasant and has been open since 1999, serving its over 10,000 annual visitors in meeting its educational mission.

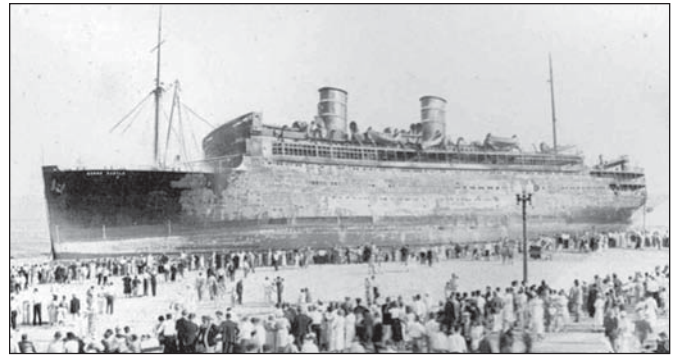
The answer to Bob’s question is, “Defense, commerce, and recreation.” These are the foundations for boating in New Jersey. The New Jersey Museum of Boating provides a vast amount of information on each of these diverse boating activities. The seminar explored the history of boating in New Jersey and provided an eye-opening insight into the diversity of the New Jersey coast and its legacy of supporting maritime activity.

We were treated to an exhaustive history of fishing on the coast. Anyone who’s been wrapped up in a fish trap can now appreciate the work that went into maintaining and working the coastal fishery. The



Pound fishing boats working the pound fishery.

boats and industry are in decline, but the museum has exhibits describing the legacy of this important part of New Jersey boating.



Morro Castle aground

At one time, passenger liners, merchant vessels, and sailing ships plied the New Jersey coast. Due to the exigencies of wind and sea, many of these vessels ended up aground on this same coast. Bob provided a wealth of information on the Morro Castle tragedy (and CBA’s own Bob Reddington offered up a set of oars from the wreck.) New Jersey truly was a “wrecker’s paradise” and the photographs were amazing, seeing huge vessels ashore within a short distance of the beach.



Manufacturing lifeboats for World War II

Who would have named New Jersey as a home to defense shipbuilding? We found that, among other activities, the construction of PT boats and other craft was an important industry. One of the seminar participants related his story of cadging rides from the boats out for sea trials and testing, and getting bus fare from the crews. Again the extensive documentation and artifact collections at the museum provided an interesting counterpoint.

The New Jersey Museum of Boating is open 7 days a week, year round, and offers free guided and self-guided tours of the art and artifact of New Jersey’s boating history. For more information, see <http://www.njmb.org> or call: (732) 859-4767.



All Catboat Resource Show

— Paul Cook

GROTON, CT -- Once again a “toy store,” to quote Mary Pepin, was created for the avid catboat sailors at the Annual Meeting. This year’s show, under the skillful watch of John and Chris Parker of Staten Island, NY, was again extremely varied, offering a wide array of merchandise and goodies for the serious buyer as well as the browser.

As a service to our members we have published website or e-mail addresses or phone numbers of commercial vendors exhibiting at the Resource Show.

Many thanks go to Chris and John Parker for organizing this excellent exhibit and to Brian Smith for taking pictures while I talked with the exhibitors.



Penney Brewer of Brewer Banner Designs can be seen in the background (R). www.brewerbanner.com



Bill Pettee, shown here, displayed his beautiful pastel artwork. www.petteepastels.com



Suzanne Leahy (L) of Marine Restoration and Salvage, Orleans, MA, builder of the 12 ft. Rainbow and 14 ft. Cats, with Brian Burk (C) & Douglas Ingram (R). www.marinerestoration.com



Steve Flesner of the Chesapeake Catboat Association (CCBA) displays a photo array of Maynard Lowery’s boatbuilding activities. www.chesapeakecatboats.org



Capt. Henry E. Marx, of Landfall Navigation, is shown here with former CBA President Ben Brewster (L) and Ned Lund (R). www.landfallnav.com



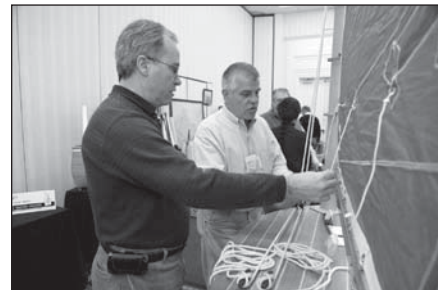
Bill Womack, President of Beetle, Inc. is shown here proudly displaying the Beetle Cat. www.beetlecat.com



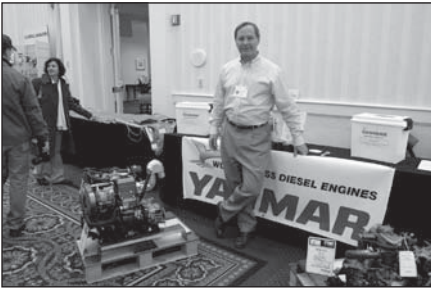
Richard and Gail DeMello shown here, of Bete-Fleming, Inc., displayed their distinctive flag products. www.bete-fleming.com



Shown here are David Wiggins and Ralph Johnson of Pert Lowell, Co., Inc. producers of custom wooden boats, mast hoops and nautical furnishings. www.pertlowell.com



Marc Daniels (R), of Squeteague Sailmakers, brought a sail demonstrator to the exhibit to assist in showing members the various aspects of sail making. www.capecodsailmakers.com



Steve McGovern of Mack Boring, a Yanmar distributor, displayed some of Yanmar's auxiliaries.
www.macboring.com



Some of the nautical artwork produced by Chief Artisan Vince Brennan of Frayed Knot Arts was on display.
www.frayedknotarts.com



Tom & Kathy Janke of T&L Tools brought with them for demonstration their damaged fastener extraction products.
www.tltools.com



Antique tools, marine antiques & hardware were on display from The Beveled Edge of Old Mystic, CT.
 860 535-1337



Geoff and Kirsten Marshall of Marshall Marine proudly display their Marshall Sandpiper sporting a tabernacle mast.
www.marshallcat.com



Heidi and Peter Reid were available to discuss the merits of the Stur-Dee Cat, built in nearby Tiverton, RI.
www.stur-deeboat.com



Kate Parker of the Cape Cod Maritime Museum with new CBA member Terry Whyte
www.capecodmaritimemuseum.org



Heritage Marine Insurance was represented by Art Mueller shown here.
 e-mail:art@heritagemarineinsurance.com



Arey's Pond owner/president, Tony Davis (R) and Dan Gould, head boat builder (L) showoff the beautiful lines of the Lynx.
www.areyspondboatyard.com



Products from Connecticut River Books were on display as shown in this photo.



Joe Stoltz had on display a picture album of the rebirth of a Beetle.



In this photo Kim O'Conner, *Glimmer*, is shown hosting a display on the Edgartown, MA Rendezvous.



Peter Layne Arguimbau, CBA member and owner of *Molly Rose*, shows here an impressive array of his marine art. www.arguimbau.net



Tom Ranges of Rowayton, CT, displayed an extensive collection of artwork. www.rangesart.com



Ken Clift of Teakflex Products, is shown here displaying custom boat teak products. www.teakflex.com



Robert and John Sebastianelli represented US Sportswear of Cranston, RI. www.u-s-sportswear.com



Woodcarver Paul White, seen here talking with CBA member Peter Rettaliata, specializes in all forms of woodcarving. e-mail: pwcarving@adelphia.net



Beth & Mark Gulino with Dave Gaxlay from Rope-Mate Corp displayed their reliable rope storage device shown here. 401 573-5188



Products from Layton's Loft of Deep River, CT were on display and presented to attendees by Cindy Layton. e-mail: cindylayton@excite.com



Annual Meeting Featured Speakers – John Conway, Tim Fallon, & Stan Grayson

– Lou Abbey, Editor



Opening screen.

Photo by Lou Abbey

This session was a multimedia presentation by a panel consisting of John Conway, moderator, Stan Grayson, writer and catboat historian and Tim Fallon, owner of *Kathleen*, a newly built replica of a 28 ft. C.C. Hanley catboat. Stan Grayson began with background and some history of C.C. Hanley. He was followed by Tim Fallon who took us through an abbreviated review of the building of *Kathleen*, followed by a film of the launching and early shakedown sailing in this magnificent catboat.



Hanley panel – (L to R) John Conway, Stan Grayson, Tim Fallon.

Photo by Lou Abbey

C.C. Hanley, born in Maine in 1851, was a piano builder who took to building boats for very wealthy clients in his Monument Beach, MA boatyard. He eventually married Deborah Stevens of Sandwich, and they had a daughter Eleanor, after whom he named one of his cat yachts. Charlie, as he was known, was somewhat of a mysterious character who frequented the Seaman's Inn and was known to dip ever so often into "demon rum." John Leavens was fascinated by Charlie Hanley and often said that he designed some of the finest yachts of the time. All of his catboats are gone today, as far as we know.

C.C. Hanley was known as the "Genius of Monument Beach." He ran a very strict yard. He required the workers to put in long hours, practice high productivity and demonstrate excellent craftsmanship. Many builders who worked for Hanley went on to establish their own boatyards. N.G. Herreshoff described C.C. Hanley as "the toughest nut I've had to crack." Hanley described his skill as "all guesswork."

Many boat builders in those days were "rule of thumb" men. This meant that they were self-taught designers who were expert in "eyeballing" dimensions, shape and proportion. They never worked off drawings. Hanley was one of those men. He carved half models to scale and from these he developed the full-sized boat. Most were large, very large for catboats, although not all of his orders were for cats. They had deeply angled transoms with under-slung rudders. Some of his clients were of the very wealthy New York and Long Island set. One such customer had a boat built for a single race. He described the performance of his new craft: "To windward in a strong breeze she almost caught the next highest class." Shortly thereafter she was sold.

Grayson described several famous Hanley cats. One was the catboat *Mucilage*, 26.5 ft. X 12 ft. with a little over 4 ft. headroom and a low freeboard. Hanley said he named her *Mucilage* because prizes would stick to her like glue. Edward T. Morgan, Jr. bought her because he had made a bet that he had a boat that would beat the fastest boat known. *Mucilage* did just that for Morgan.

Mucilage was soon renamed *Iris* when Morgan sold her to the Commodore of the New York Yacht Club. It was not uncommon for a Hanley yacht to be purchased initially by a very wealthy yachtsman and then sold to a lesser-known yachtsman. This was good business for Hanley because the pedigree commanded a higher price.

Harbinger was built in 1889 and was so-named because Hanley said she was to foreshadow things to come. He said this catboat would out-race sloops and cutters. It happened in a race from Marblehead to Grave's Light and back under very rough conditions that caused capsizes and broken masts. Even with most of the boats being sloops and cutters, *Harbinger* crossed the finish line twenty minutes ahead of the closest competitor. It was not until 1897 that Charles Davis drew the lines of a C.C. Hanley cat, *Harbinger*, and published the drawings in *The Rudder*. This was the first drawing of a Hanley cat ever published.

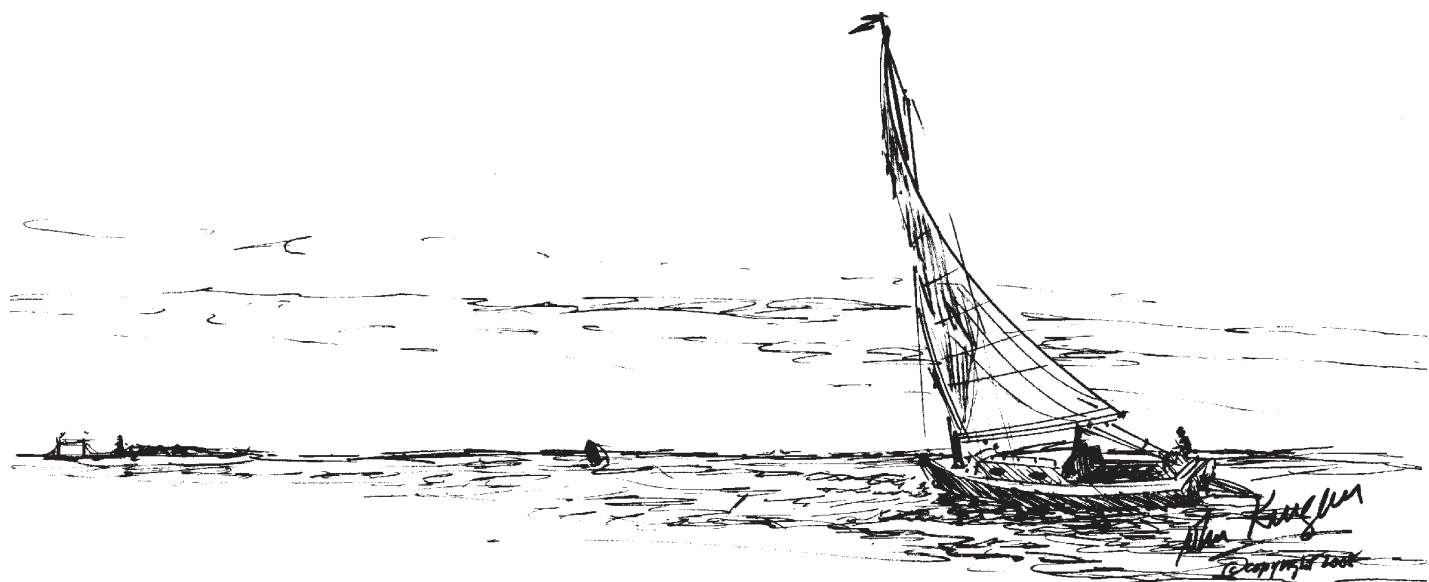
Elmira, a 26 ft. cat built in 1890, experienced hard times and neglect. She was refurbished in 1915, and Hanley claimed that after refurbishment she was so well balanced that she could sail to windward without touching the wheel.

Hanley was a resilient and resourceful man. He survived financial devastation and burning of his boatyard and bounced back each time. He had a notorious love for the "bottle" and a rocky personal life. He remained in Quincy most of his life. In 1917, Erland Debes published an article in *The Rudder*

concerning renovation of the cat *Almira*. The rough drawings in this article served as the basis for Tim Fallon's construction of *Kathleen* and the rest of the story. A recently published account, **Searching for C.C. Hanley, Re-creating a catboat of the golden age** by Stan Grayson in *Wooden Boat*, vol. 193, Nov/Dec 2006, gives a detailed account of the illustrious career of C.C. Hanley and the birthing and early sailing of the modern *Kathleen*.

Tim Fallon, champion sailor and mechanical engineer, then took the floor to review construction of *Kathleen* and to demonstrate some video of her early sailing. *Kathleen's* vital statistics are: 28 ft. x 12 ft. 4 in.; 2 ft. 9 in. (board up); displ. 14,000 lbs.; mast 40 ft.; boom 36 ft. 6 in., 910 sq. ft. of sail and tiller steering. She took two years to build and she was launched April 17, 2006.

Most of Tim's presentation consisted of narrating a video presentation of *Kathleen* underway during her maiden voyage. This very exciting video demonstrated her tiller steering and the tiller yoke system to handle weather helm, her below-decks layout and raising sail. We saw excellent footage of her first jibe. She is designed as a racer and on a voyage from Newport to Squeteague she averaged over 7 knots for the trip. At one time during a race, she beat a 65 ft. schooner, *Juneau*. For more detailed descriptions of this portion of the presentation, please refer to the *Wooden Boat* article by Stan Grayson mentioned above.



Catboat History

*Editor's Note: The Editorial Board thanks Jane MacLeod Walsh and Alice Clemente, Editor, for their permission to reprint this article, originally published in **The Green Light**, Winter 2008-2009, the bulletin of the Point Association of Newport, Rhode Island.*

A Few Point Catboats

– Jane MacLeod Walsh

I've often been asked by newcomers to Newport and New England, "Just what is a catboat?" In general terms, it's a very beamy (i.e. wide) gaff-rigged sloop, usually with a centerboard (but keel versions did exist), with a single large sail (no jib), and a mast stepped way forward in the bow. The small Beetle cat that became so prevalent from the 1940s on was a later, more widely-known example of a cat rig, but in Point parlance, a catboat was one of the big heavy 19th century sailboats, most often built here in Newport, that many of us who lived on and around Washington Street owned and sailed during the heyday of wooden boats.

The earliest photograph I found (fig.1), kindness of Anne Ramsey Cuvelier and the Covell collection, of a Newport cat was taken in 1885 by William Walton Covell of his



Figure 1



Figure 2

grandfather, the first William King Covell (1802-1890), sitting in a catboat which he built in his boatbuilding shop on Long Wharf. The centerboard box is visible in the foreground, and the wooden seats and high coaming are typical of Newport cats. Note the elegant sailing attire!

The next photograph (fig. 2), from the collection of the Seamen's Church Institute of Newport, obviously taken long before the 1938 hurricane, shows a typical early view looking out to Goat Island and the Green Light (nearly obscured by its lighthouse) from the Willow Street driftway, with 3 different catboats at anchor. Fud Benson identified the closest dark-hulled one as a Button Swan cat.



Figure 3

Button Swan was also a Long Wharf boat builder, and built the original *Kingfisher* cat for Benjamin Smith of 64 Washington Street in 1872.

For anyone who wants to delve into the history of catboats in Newport, I highly recommend reading *The Catboat Era in Newport, Rhode Island*, by the late John M. Leavens, who was a co-founder of The Catboat Association in 1962. The book was edited by Judith Navas Lund, copyright 2005 by The Catboat Association. In it, among other things, he speaks to the claim that the distinctly American catboat may have originated on the Point in Newport. He does concede that “the Newport catboat deserves to be considered as a true prototype of catboats everywhere.” (op. cit. p.4)

A more recent picture of the Willow Street driftway (fig. 3), but still taken sometime before the 1938 hurricane, judging from the intact piers to the south - No. P-33 from the Wilfred E. Warren Collection at the Seamen’s Church Institute of Newport - shows a typical winter view of a catboat hull, minus her spars and sail, drawn up on the brow for winter storage. We think the cat may be *Althea*, which was owned by a diver at the Torpedo Station. Her hull is typical, but the makeshift bowsprit is not.

We usually kept our old Newport cat, the *Jack Rose*, on the Willow Street driftway for the winter as well. We had always heard that she was one of three “Rose” cats that were built on Long Wharf around

1890, the *Rose*, the *Primrose*, and the *Jack Rose*, but I discovered in John Leavens’ book that there were four “Rose” cats, including *Wild Rose*, and that they were said to have been built by George and Harold Barker on Long Wharf (ibid. p.76 and p.128) I was unable to unearth a printable picture of the *Jack Rose*, but there are two very good photos of her in Leavens’ book, one by Harold Arnold and one by Ralph Arnold. She was a classic Newport cat, and a wonderful boat for learning to sail. Although she had a bit of a weather helm, there was only one sail to handle, and because catboats are so beamy, they’re practically impossible to capsize, a fact that always reassured us as kids.



Figure 4

At boat launching time in the spring (usually around Memorial Day), both the Willow Street and Poplar Street driftways were hives of activity. All the old salts, boat owners and boat lovers would congregate whenever the word went out that one boat or another was due to be re-launched for the season. Everybody pitched in and helped each other. Often several boats were launched at the same time, once all the manpower and equipment was assembled. This photograph from Fud Benson’s archives (fig. 4) shows just such a scene on the Poplar Street driftway, taken sometime between 1936 when his father, John Howard Benson, bought the *Penguin*, and 1954, her last summer on the Point. In the center at the foot of the driftway and partially in the water already, sits *Penguin*, (formerly *Hattie*) said to be one of the last of the old catboats

built at Long Wharf by T.D. Stoddard. The tall figure in suit and cap is John Howard Benson. The boat to the left is the *Ethelyn*, which belonged to William King Covell (great-grandson of William King Covell I, boat builder, mentioned and pictured above).



Figure 5

I love this picture of Fud Benson sailing his Newport catboat, *Kingfisher II* in 1969 (fig. 5). She was built in 1895 by the Barkers for Fud's grandfather, Edward W. Smith, but he later sold her to Lars Larsen, who made several changes to the boat, including moving the mast farther aft. As a result, her point of resistance was changed, according to Fud, so that she always wanted to turn up into the wind. Hence we see Fud's typical sailing position, sitting on the leeward side of the boat and pushing the tiller with his foot to keep her sailing off the wind. Note the three rows of reef points, necessary because she was so overcanvassed. Fud took possession of *Kingfisher* in 1968 and sailed her off the Point until 1975, when she was donated to Mystic Seaport.



Figure 6

The final picture I include is a view of *Virginia* (fig. 6), from astern, taken in 1930, with Harold Arnold at the helm. (Seamen's Church Institute Collection, P-46) Although *Virginia* may not have been a Newport-built cat, Harold Arnold, who lived on Poplar Street, sailed her off the Point for many years, and she was a familiar catboat in our harbor. I like this picture because you can see how beamy a catboat is, and how long the boom has to be to support such a big sail. It displays the rigging very well too, showing clearly the wooden hoops that kept the sail attached to the mast, and how the gaff was supported with lines and pulleys. There's an extra bonus in the background. If you have very good eyes (or a magnifying glass) you can make out the roof of the Gull Rock lighthouse building (now gone) just above the end of the boom.

The author wishes to thank Jack Grant of the Seamen's Church Institute, Fud Benson and Anne Cuvelier for the use of their great catboat pictures.

Whaling Captains and their Cats

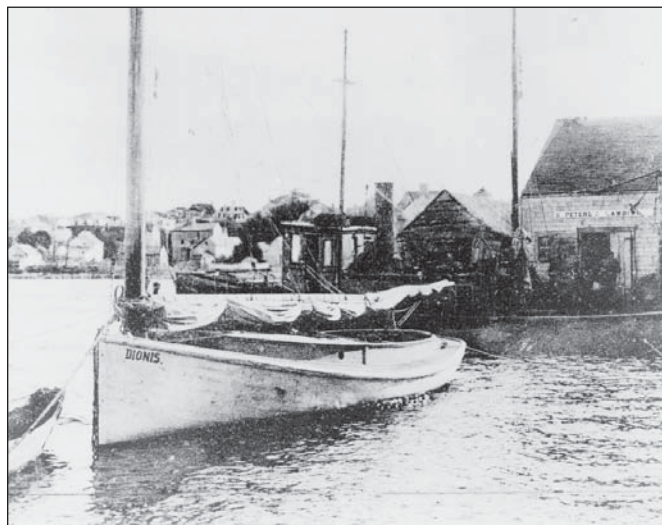
– Judy Lund

As someone who is supposed to know a little about whaling captains, I was interested and amused to find among John Leavens' files, the notes from what appears to be a talk given by Maritime Historian Edouard Stackpole, the long-time head of the Nantucket Whaling Museum, on Nantucket whaling captains and their cats.

Whatever you may think about the whaling industry, it was in its time a necessary part of life, when whale oil was the principle illuminant before petroleum came into general use in the middle of the nineteenth century. New Bedford, the country's largest whaling port, became the Houston of its day—an oil town.

Whaling masters, at least most of them, were remarkable men. They took their ships and men through the world's waters, and brought most of them home, along with the liquid gold they sought—of course, at the expense of the whale population. They were extraordinary sailors. They knew the winds and the waters, and how to handle their big slow-moving vessels. It was not uncommon for a man to have his first command in his mid-twenties; and most retired by their mid-40s, happy to stay at home with their families. Although some masters made large amounts of money in the trade, most did not, particularly in the second half of the 19th century. The real money was made by those who retired from the sea to manage whaling voyages sailed by others. The rest found employment where they could, as customs officials, in the lighthouse service, and at odd jobs in the community.

On Nantucket in the late nineteenth century, there were few of these jobs—there being only one Customs House and a few lighthouses. The island economy was in decline, except for the tourist industry, which began to mushroom after the Civil War. Combining their sailing skills with opportunity, at least six whaling masters put their skill to good use running party boats for the newly emerging leisured class. Among them were:



David Bunker II, master of the ship *Lexington*, 1848-1853 and the ship *Henry*, 1853-1858, during their voyages to the Pacific Ocean in search of sperm whales. Catboat *Zephyr*, ex *Thorn*

Barzillai Luce, replacement master of the bark *Hecla*, during its voyage of 1859-1863. He apparently did a good job, because he was given command of *Hecla* for the voyage of 1863-1867, a Pacific voyage. Catboat *Dionis*

Obed Swain II, master of the ship *Catawba* on its voyages of 1848-1852 and 1852-1857, both Pacific voyages. Catboat *Sylph*

Joseph Winslow, master of the ship *Constitution* during its voyages of 1852-1856 and 1857-1863, bark *Amy*, during its voyage of 1866-1870, all Pacific voyages. Catboats *Emily*, *Flor del Mar*

Perry Winslow, master of the ship *Phenix*, during its voyages of 1844-1847 and 1848-1853, ship *Edward Cary*, 1854-1858, and the ship *Elizabeth* of New Bedford, 1859-1864, all Pacific voyages. Catboat *White Cloud*



Yarns & Adventure

by Bill McKay, Editor

Editor's Note: This issue selects two articles from our resident author, William Winslow, and an endearing little idea from Beau Schless. In addition I have compiled 4 reports from the Wales Cup, an adventure worth avoiding. Thank you all for your contributions; as you sail this summer, log or write up some other articles to send along to your bulletin.

Bill McKay
wjmckay@verizon.net

Plastique

— Beau Schless

As long-time Great Lakes sailors, our autumn day sails were spent admiring the shore's foliage from Rochester to Sodus Point and beyond. Red and gold maples and birches made the low early fall sun just that much more magical. One colorful afternoon, after one of those "cockpit picnic" lunches with my wife's sister and her husband that included not only a great quiche but a fair quantity of bubbly, we came across a large flock of ducks. Figuring any ducks worth their salt could out-fly a sailboat, we attacked! As we got closer, naturally, the flock took off; all save one lonely duck that absolutely wouldn't budge. Closer and closer we got, until we almost ran over the poor critter. As we came along side her (him??) we concluded that the duck had had as much to drink as we had, for it was quite immobile, with a waxy sort of look. Upon closer examination we concluded that "Plastique," as we named him, was just that. A plastic decoy.

For the rest of that season and many more, Plastique has followed us around, tied to our stern. While he has never gotten the congregation that he once had, to me he brings back fond remembrances of that sunny day when we were younger, and when my sister-in-law, now long gone from cancer, was still with us. So next time you're doing the shipboard bubbly, raise a glass to Plastique and to sunny autumn days!

There's a Leak in My Birthday Cake

— William C. Winslow

Spring launchings bring anticipation and consternation. Anticipation of a glorious new season of sailing and consternation that you didn't discover the leak that opened up over the winter or that the iron sail won't turn over. June 12, 1995 held special meaning for me. Not only was it my 60th birthday, but I was at last ready to launch *Phoebe Ann Cowdrey*. A work in progress for 11 years.

There was anticipation that she would float on her lines and her bilge would be dry. There was consternation she would not float on her lines and she would fill up with water. This, after all, was a home built vessel and, as they say, the proof is in the pudding. Furthermore, we had invited 50 guests.

The day, a Saturday, started off with good vibes. It was sunny and warm, and the boat mover showed up exactly as he promised. Launch time was 1 PM at a local boat ramp. At 12:55, truck and trailer rumbled into the parking area and backed up to the ramp. At precisely 1 PM my wife smashed the environmentally correct (pre-scored and in a net), bottle of champagne against the bow and *Phoebe Ann Cowdrey* slid into the waters of Little Peconic Bay. Well, slid is not the right word. She was rather indecently shoved in. But she was right on her marks and the crowd erupted into wild applause.

Several of us maneuvered her to a dock nearby so people could come aboard. If you have never seen 25 souls on a 19 foot catboat before, it is awesome, also, frightening. What would happen if too many

people had leaned over to one side to look at the large blue crab that scuttled by or if that big guy had gotten his picture taken while standing at the bow? Fortunately, a maritime catastrophe was averted. The only souvenir I could find was dent on a cockpit seat made by a woman's high heel. It looked like we were scout free. Right? Wrong. There was water oozing out from the floor boards below.

Now, I didn't know how bad the leak was or where it was coming from, but I knew it would be a major public relations disaster settled on to the bottom. I rushed for the pump, the only piece of equipment aboard, telling everyone that it was an ancient and honorable tradition for all wooden boats to leak at their launch. Just then, the launch arrived that was to tow us the half mile to the marina. "Let's beat it out of here as fast as we can," I whispered. "It's going to be a race to get to my slip before we sink." I was pumping furiously the whole way. The well-wishers had by then left for the birthday party at our cottage.

At the marina I bought the biggest tube of underwater calking they had and smothered the entire bilge with thick goo. The marina brought over a portable pump.

I arrived home at my own birthday party just in time to claim the last piece of cake. It had a miniature sugar catboat on the frosting.

I'm Not Courageous

— William C. Winslow

What's in a name, some wit wrote. In this era of look-alike plastic production boats, a distinctive name is often the only thing that distinguishes one's vessel from another's. Cat boaters are no exception. For example, nobody would name a gaff rigger *Courageous*, *Dauntless*, *Endeavor*, *Intrepid*. We don't sail cutting edge racing yachts. And Bermuda-clad button-down shirt New Englanders are not into what I call the cutesy-poopsie mode. No *Bottoms Up*, *Daddy's Girl*, *My Children's Inheritance*, on our transoms.

On the other hand, we do pick cat-related names. There are 136 listings in the 2008 Catboat Association Year Book with the word cat. *Catnip* being the most popular with nine followed by *Bobcat* with eight. The Yearbook may also give us an insight into the

personalities of skippers: *Lazy Daze*, *Loose Cannon*, *Matchless*, *Not To Worry* and *Scalawag* come to mind. I feel, too, that even if the skippers don't know each other, what would happen if certain boats got together? Did *Mistress* have a *Pagan Baby*? Does *Patience* ever *Ponder*? Is *Big Al's Gal* a *Yankee Girl*? How about *Florida Girl*, is she a *Caddywampus*? Would *Gone With The Wind* hook up with *Swamp Yankee*? Hey, *Miss Kitty*, are you still *Messing About*? Do three *Copy Cats* a *Cool Cat* make? Is *Not To Worry* a *Solution*? Would *Dawdle* find bliss with *Not So Fast*? And I really want to know if *Fat Charlie* is a *Merry Old Soul*.

When I got married in 1983 I wanted to impress my wife with my love. For many new husbands taking out the garbage would suffice. I opted to go the extra mile. I would name a boat after her, even before I knew I was going to buy or build one. A catboat was a perfect vehicle, of course. Cats are, after all, descended from inshore fishing vessels and it's an old tradition for fishermen to name their craft after their wife, girl friend or mistress. The wife moniker was preferred because it meant less painting out old names and adding new.

So, *Phoebe Ann Cowdrey* she became, and the name was painted on even before the deck was in place. Now, I've never regretted that move, because it makes my little cat boat distinctive. I can guarantee you there is not another *Phoebe Ann Cowdrey* anywhere else in the world. The only disadvantage is that bridge tenders can't pronounce Phoebe. It always comes out as Foby.

In the summer of 2008 I decided to sell my beloved boat. A fellow from North Carolina came up with a trailer and hauled her away. Now, if you have never sold a boat, it is a traumatic experience that first hits home when the boat disappears over the horizon and she is no longer yours. An aftershock soon follows when you realize that the old name is going to be painted out for a new one. Even worse, down South, he'll probably give her a name like *Magnolia Blossom*.

I have had some e-mail conversations with the buyer. His name is Leif Eriksson, it really is, and he has been a loyal member of the Catboat Association since 1989. He sent me a picture of my catboat with its new name emblazoned across the stern: *WILLIAM C. WINSLOW*.

"I wanted to honor a fine and gifted boat builder," he said.

No Yarn!!! 4 Catboats race to Hell and back???

– Compiled from Doug Fraser, Mike Schreiber, Alan Pollock, Roy Teixeira
– Harwich, Ma

Sept. 18, 2004. The local stories were titled: *A Harrowing Time on the High Seas, Winds Cause Some Tense Moments in Sailboat Race, ...Test of Seamanship and Survival*. And none of us want to experience the type of adventure reported on this Cape Cod day.

The weather was a bit iffy: seas building during the day, winds up to 20 kn., seas 3 to 5 ft. and occasional afternoon rain. The organizers of the annual Wales Cup Regatta felt that a race could be run, starting at 11:20 AM over a 12 to 15 mi. course in Nantucket Sound; eleven of the registered sailboats agreed. So it was that a diverse fleet started together on a long (for larger boats) and a shortened course for catboats, both southerly towards Nantucket. Half way into the race, things started to deteriorate. The winds changed to North and doubled to near 40 kn. gusts; seas went from 2 to 8 ft.; the committee boat couldn't hold its ground. This 'race' became survival. By 2 PM, a marine warning was announced for NE winds at 50 mph and gusts in the 60s. A strong line of thunderstorms was moving toward the fleet across the Sound. No boat had to wait for an official race cancellation; it was obvious that getting to some port safely was the ONLY issue. Some of the Sabres and a Farr 33 tried to beat back to Hyannis. A Swan 44 made it to Stage Harbor. A J/24 actually ran with the seas all the way to Nantucket.

And how did our skippers of the catboat fleet fare? Latest in was *Zephyr*, Bob Chase and crew of two other experienced sailors. Five hours after the storm hit, they were still unaccounted for and two boats and a helicopter were sent looking for them. After an hour search, word was relayed that they had made it to Bass River and were fine. Another Marshall 22, *Cait's Cat*, needed assistance; skipper Rick Farrenkopf reported that he was taking on water and the engine was throwing bilge water up through the floorboards.

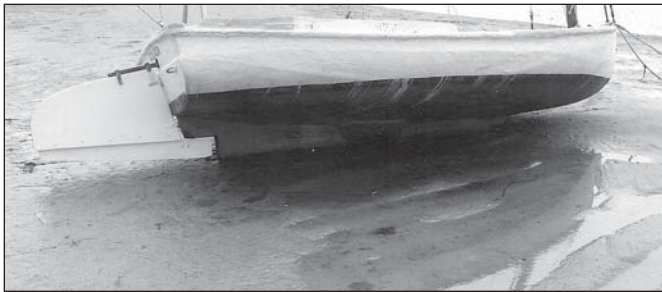
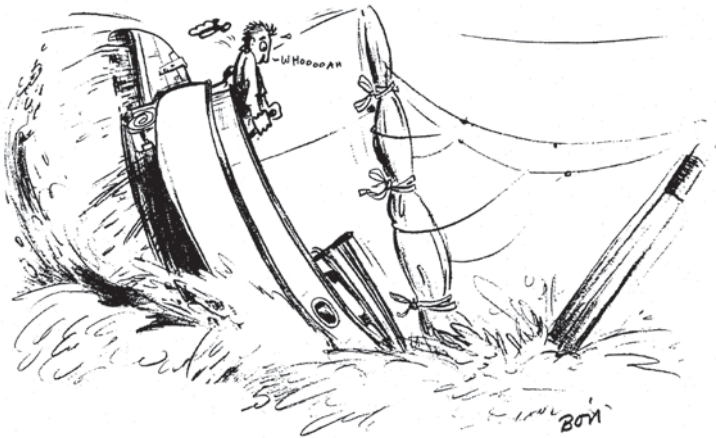
The pump had malfunctioned because of the load and the effect of the seas. Luckily a trawler passed, took him in tow, and delivered him to Hyannis safely. Roy Teixeira logged an interesting account of his experience on *Pumpkin*. He and the skipper, Paul Cook, had a bad start in the race and were trying to catch 'anyone' in moderate winds over the first leg and into the second. Their biggest issue at that point was who was going to get the biggest sandwich for lunch. They had passed two cats and were aiming at *Lulu*. Paul had just been thinking about getting around the last mark and riding a SW on a reach homeward. Then the winds lessened, got very variable; all boats were trying to figure out what was going on and then it hit. The quick wind shift to North was first brutally disappointing; and then it quickly became dangerous. The squall knocked down *Pumpkin* further than she had ever been; Paul said he wondered if she would ever come back up. She did but with damage. Her gaff jaws were broken to bits; the sail was difficult to stow. Slowly but surely she motored into the quickly growing swells. Two hours later, she and the other cat, *Lulu*, skippered by Dick Paulus, made it back to their home port. Paul said, "This was the most difficult situation I ever experienced in all my years of sailing; never again, I hope." (*Editor's Note: Paul lost his whole rig, sail, mast and boom about ten miles out of Nantucket one year. After cutting it loose, he steamed back to Nantucket and then to Marshall Marine for a new rig. Paul has weathered experiences none of us ever want.*)

And so ends the Wales Cup adventure of 2004. All boats accounted for; no one injured. This race is held each year – and September is 'usually' a beautiful time to sail on Cape Cod. Why not sign up for the 2009 race and think about what those catboats endured five years ago?



Boat Building and Maintenance

— Bob Reddington, Editor



Clover and her new keel

— Otto Heydt

Here's a photo of *Clover* and her new keel and extended rudder tab—which cut weather helm by about one half. No more bending tiller. With 6 in. extended draft and extra rudder she tacks straight and comes about at least 30 pct. Better. The keel is made of four 7 ft. 2x3s nailed on top of each other and glassed with not less than 6 sheets of heavy cloth. A real ice-breaker. *Clover* is maybe twice the heft of the average Beetle and does carry through seas. Beetles do carry plenty of sail, yet, we are thinking of a club-footed headsail. Will keep you posted.

Hello Shipmates:

Well buckos here we are again, late but not last (I hope). Hears a new one for you a *Bettle Cat* with a keel and extended rudder, (looks more like a skeg to me) done by Otto Heydt out of Woods Hole, MA. Sails *Clover* (how about altered cat). Bill Holden out of South Dennis, MA. Has a product you all might want to give it a try—Gerry Boucher from Nashua, NH improves *Nauti-Cat* a 18 ft. Wittholtz installed a ladder after falling in the drink (locking the barn door after the stock is gone). Plus a safety line on handrails.

We still need our memberships input so if you have done it sent it in tell us about it.

Your sinking shipmate,
— Bob Reddington

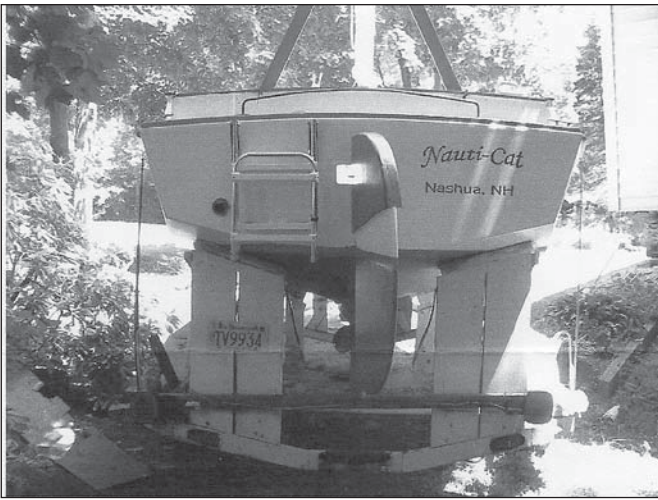
Product Review – Mr. Clean's Magic Eraser

— Bill Holden

There is a bumper sticker out there that says, "Life is too short to have an ugly boat." If that resonates with you as it does with me, try a remarkable kitchen product called Mr. Clean's Magic Eraser. You'll find it at the supermarket and it really lives up to its name.

After being in the water all summer, the white gel coat on my boat looked brown at the waterline, even after a power wash. Wet the eraser and with a little rubbing it looks like new. I've found that it also makes easy work of that grey look of a neglected gel coat, shoe marks, dock smudges, and most all blemishes. Cut the blocks smaller so there won't be any waste and when finished, just rinse the work area with clean water. I don't know how it works but it does. Amazing! I then give it a quick coat of Nu-Finish car polish.

When you've finished the boat, hit the refrigerator door handle and around the knobs on the kitchen cabinets!



“NOW will you get a real ladder!,” roared the Commander

— *Gerry Boucher*

There are always a couple of things I do after the boat is home, aground. The usual things, cleaning, varnishing, nothing big. The big things were all done years ago.

One year, after the season's last sail, I was putting on the sail cover and slipped. I bounced once and splashed into the water. For just such an occasion, *Nauti-Cat* had a ladder, a (cheap) rope and plastic gizmo. I reached up and pulled the string; it unfolded and was ready for use. There was one problem. I couldn't climb back into the boat. I might have been too tired after a long sail while still recovering from recent chemo treatments, but the darn thing kept sliding under the hull or off to the side. Thankfully another sailor heard me fall in and sent for help.

Later reporting all this to the Commander, she said, “Hey I told you, NOW will you get a real ladder!” She-whose-whim-is-law was right (again). I got a fold down rigid aluminum ladder that I tested by climbing in when the boat was on the trailer. If I could get aboard from land, I surely could when in the water.

Another chore was to repaint the deck. I added slip reducing bits of stuff to the paint. That made a big difference.

Along each side of the cabin roof is a 4 ft. handrail. It was too low to be very efficient. In the center of each handrail, I installed an 18 in. long piece of 1 in. line with a lump (knot) at the end. I grab the line when going along the cabin for more stability.

There, three things added for safety. She was happy. And so was I.

Rebirth of a Beetle

— *Joseph M. Stoltz*

In August of 2008 I purchased a used Beetle Cat hull from Beetle, Inc. Hull # CNCO 1771 1178 was completed in November of 1978 by Concordia Co. of South Dartmouth, MA. Named *Fredericks* she hailed from Cataumet, MA.

Her wooden hull was 30 years old and she was traded in to Beetle, Inc by the former owner to be put up for sale as a “Project” boat. Coincidental, I had been hatching a plan to find a suitable sailboat for summer use up at my family's place in Wellfleet, MA. My search criteria were simple: something I could fix up myself, was easily trailerable / beachable, that could hold two adults and a couple of kids and I could purchase for under \$1000. And oh yes, any “Project” boat had to have pleasing lines if I was going to put the effort into fixing it up. I don't know who said it, but “There is no excuse to build or fix an ugly boat.” I have to agree.

I've always loved the lines of classic sailboats, many of which are made of wood. So, I narrowed my search to Beetle Cats. A Beetle seemed like a good choice especially considering the active fleets and readily available new and used parts from Beetle Inc.

After speaking to Michelle at Beetle, my family and I drove down from Wellfleet one rainy August day to see the boat. We found the forlorn-looking little boat in the “Beetle Barn.” Even in the dim light of the barn, it was clear that this was indeed a “Project” boat! Most all the ribs were either dry rotted / cracked / broken and many had pulled away from the keel. The planks a couple of rows up from the garboard on the port side had sprung as a result of the fastener parting company with the ribs, the laminated oak stem was showing signs of delamination and the deck canvas was ripped. At least a couple of rodents had at some

point found the cotton caulking along the garboard to be excellent nesting material. However, on the bright side, the keel was sound as well as the planking, deck beams, centerboard trunk, and transom. Luckily when she was built, bronze fasteners had been used, so she did not suffer from “iron sickness”.



Before

After some reflection and a guided tour of the Beetle shop, I made an offer which was accepted immediately - Maybe the former owner was glad to see his little boat get a second lease on life. The hull was pulled out of the barn and loaded onto my waiting trailer to start the journey back to the land of the living with her new family.

I documented my work in a series of photos and later decided to put together a poster for the Catboat Association meeting in Feb. 2009. I thought it may be of interest to someone planning on fixing up a wooden boat and I wanted to show that it can be done with some common tools and a little bit of knowledge. Hopefully, the poster inspired someone to take on a small wooden boat project like this or finish one already started.

August 2008 - Where to begin?

After purchasing my “Project” Beetle I cleaned, scraped and vacuumed out the inside of the hull. I also spent a fair amount of time just looking at the boat and figuring out what would be the logical sequence of events to restore her. It was evident from looking at the planking the boat was losing its shape up forward due to rotted and broken ribs. It should be noted that other than slapping some plywood and epoxy dingy boats together assembling a kayak kit and taking a few

courses on boat building at Mystic Seaport and IYRS, I am an amateur. I’ve read Bud Mac Intosh’s book *How to Build a Wooden Boat* and I have read *Wooden Boat* magazine for the last 18 years. – Everything I’ve read said to get all the stuff out of the way as much as possible when surveying a boat so you can see exactly what you’re dealing with. So with that in mind I removed the cockpit boards so that all the ribs were exposed. As some of the boards looked like they also served as hull stringers, I made sure the boat was set up nice and square and well supported first.

Making her whole again...

With all the ribs exposed it was evident how far gone she was. Almost every rib had dry rot and multiple cracks or breaks and had pulled away from the keel by over an inch in places. Lucky for me Beetle sells just about every part for these boats, including pre bent ribs at prices that are hard to beat. So I called them up and ordered ribs for all of the stations except for the forward three.

Once I picked up the ribs, I could then begin the process of replacing them. The ribs were replaced one or two at a time starting from station #1 at the stern of the boat working towards the bow. A lot of people asked me how I got all the fastenings out that had been bunged over. The answer is very slowly – At least on the first one. While you can do it one screw at a time, I developed a quicker way that served me well in my situation. As the old ribs were good for nothing but woodstove kindling anyway, I took a zip cutter (looks like a small palm router) with a cutting bit set to the depth of a rib. I then cut each rib every 6 inches or so. Once this was done, a couple of whacks with a hammer or sharp chisel knocked the rotted ribs right off their fasteners, leaving the exposed screw. The screws could then be wiggled with a pair of pliers until the bung on the outside of the plank worked its way loose. Then the screw could be pushed out of the plank.

With the screws out, the inner surface of the planking was cleaned to bare wood with a random orbit sander and the old screw holes filled with thickened epoxy. After the epoxy dried in the old screw holes and was sanded smooth, the new rib could be slid into place. I felt it necessary to clean to the bare wood as they had been given a coating of a rubberized paint at some point (perhaps in an attempt to leak-proof the boat). However, this just trapped moisture and no doubt led to the near demise of the wooden hull.

I found putting in the ribs to be infinitely easier with the deck and shear strake off the boat. This gave me free access to clamp the rib in place. Once the rib was fitted, I screwed it to the inner sheer ribband. And so it went, station by station. My personal best was four ribs removed and replaced in one day.

With each new rib, I could see the hull start to straighten itself. By the time the last of the new ribs forward of the centerboard trunk were in, the hull had returned to its original shape.

The stem, although delaminated, was easily cleaned up and repaired by running a hack saw blade between the laminations and regluing.

Turning the hull...

With the hull now structurally sound again, the hull was rolled over for easier access to the plank seams. The boat was suspended fore and aft by two loops of heavy rope running through pulleys attached to chain falls and a sturdy ceiling beam in my garage. A portion of the rope loops were secured to the hull and as the ropes were pulled through the pulleys, the hull rotated until it was inverted and could be lowered onto a wooden dolly for easy movement around the garage. This set up made turning the hull a one person job.

Once inverted, the countersunk screw heads could be filled in with polyester filler (a.k.a. Bondo) and the seams caulked. In the area around the garboard, this seam had opened up way beyond what would be reasonable to expect swelling to take care of. In this area splines of softwood were fitted and glued to the garboard plank edge to close the gap.

The hull was then primed and painted - black topsides with copper bronze colored bottom paint.

Fitting the deck...

I rolled the hull back over and fitted a 3/8" marine plywood deck. I went with marine plywood as opposed to the original 1/2" cedar planks to add some extra strength to the hull. Also, many of the cedar deck boards were damaged during removal as the original deck was attached with copper ring nails that were still holding strong in places 30 years after being driven in at the Concordia yard.

Once the plywood deck was fitted and secured with screws along the deck beams and ring nails along the shear strake, Beetle provided me with a role of canvas covering. The canvas was rolled on the deck and was large enough so that the entire deck could be

covered with one piece. I used a steam iron to smooth out any wrinkles and form the canvas to the deck. The canvas was then pulled tight and fastened to the edges of the deck with monel staples along the outside edge. The center of the canvas covering the cockpit was carefully cut out and also stapled in place. In order to do this job properly, the oak cockpit coaming had to be removed.

With the deck canvas fitted, it was painted a light tan color. This required a few coats of paint as the canvas cloth really soaks up the paint.

The brightwork...

One of the trademarks of a Beetle Cat ® is the beautiful bright finished arched oak cockpit coaming. The original coaming was showing signs of neglect in the form of peeling varnish and large dark black areas where moisture had gotten into the wood behind the varnish. However, I felt it had a certain patina that went with a 30 year old wooden boat. I decided it was worth a try to try and salvage it. After stripping the remains of the old varnish off, I sanded it with a random orbit sander and bleached it. Over the course of the next week, I gave it a good spraying with Tilex ® bathroom cleaner every day. Gradually, the wood began to lighten until approximately 90% of the blackened areas were removed. The coaming was then sanded again and polyurethaned. What I have now is a piece of wood that has the warm golden patina of age and suits the boat.



After

Epilogue....

Start to finish, this project took me approximately three months. My total cost was under \$3000 to get her in sailing condition again. I worked on it most nights after work and as I found time on the weekends. This spring the final work of installing the refinished bright work and rigging will be done. Then Concordia hull # 1771 1178, now named *Katie* after my niece, will be trailered from Old Saybrook, CT to Wellfleet, MA. She will “Summer” on her mooring off of Lieutenant Island and ply the waters around Great Island and Wellfleet Harbor. I hope Katie has many happy years ahead of her in service as a family day sailer, picnic boat and racer.

Were there times when I just stared at the mess of broken wood on the floor and the skeleton of a boat that then occupied my garage and thought, “What have I done to this fine old wooden boat built by the master boat builder Leo Telesmanick? Will I ever get her back together? How many wooden boats have ended their days like this as half finished projects?” I thought about all these things.

I found inspiration in the book *Wooden Boats – In Pursuit of the Perfect Craft at an American Boatyard* and pressed on one step at a time. This little Beetle was reborn. This little Beetle will go on.

Would I do it again? Absolutely! Probably sooner than I think....

List of Tools

- Cordless drill & driver bits
- Misc. drills and counter sinks
- Screw drivers
- Awl
- Random orbit sander
- Sharp chisels
- Hammer
- Roto Zip cutter with wood cutting bits and metal cutting wheel – Worked great at slicing up old frames for easy splitting with a chisel for removal.
- Misc. Clamps (about 20)

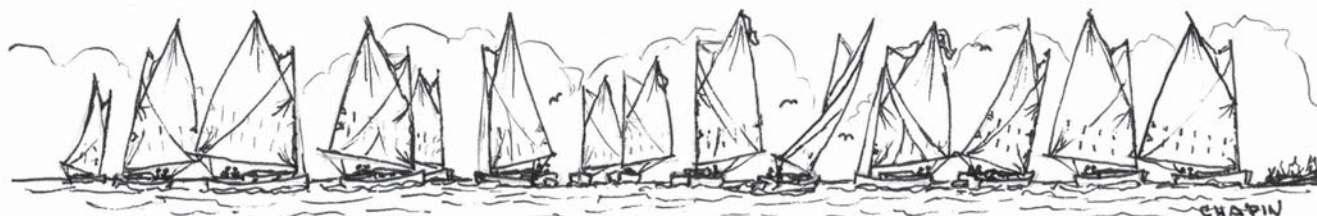
- Bevel gauge
- Caulking Irons and wheel (made from a 2 ½” fender washer, 3/8” bushing and 6# hammer handle)
- Hand plane
- Paint scraper
- Propane torch – Worked well to “Soften” layers of old rubberized epoxy paint that had been painted on the inside of the hull to stop leaks and were on their way to creating rot pockets by trapping moisture. This made subsequent scraping and sanding go a lot quicker.

Materials

- Paint brushes
- Epoxy and thickener – For refilling previously bored screw holes in planking prior to refastening.
- Caulk
- Primer
- Topcoats (Hull –Glossy Black, Inside Hull – Flat white, Centerboard Trunk – Gloss Gray, Decks and cockpit – Whiten house Ivory
- Bottom Paint – Pettit Copper bronze
- Wood screws, ring nails from Jamestown Distributors
- Pre-bent ribs from Beetle, Inc
- Cotton wicking from Beetle, Inc & Jamestown Distributors
- Canvas and monel staples for deck from Beetle, Inc
- ¼ round coaming trim from Beetle, Inc

Used Parts found on the internet (Beetle also has used parts for purchase)

Centerboard
Rudder & tiller
Mast, boom, gaff & sail



CBA Discussion Group

— C. Henry Depew, Editor

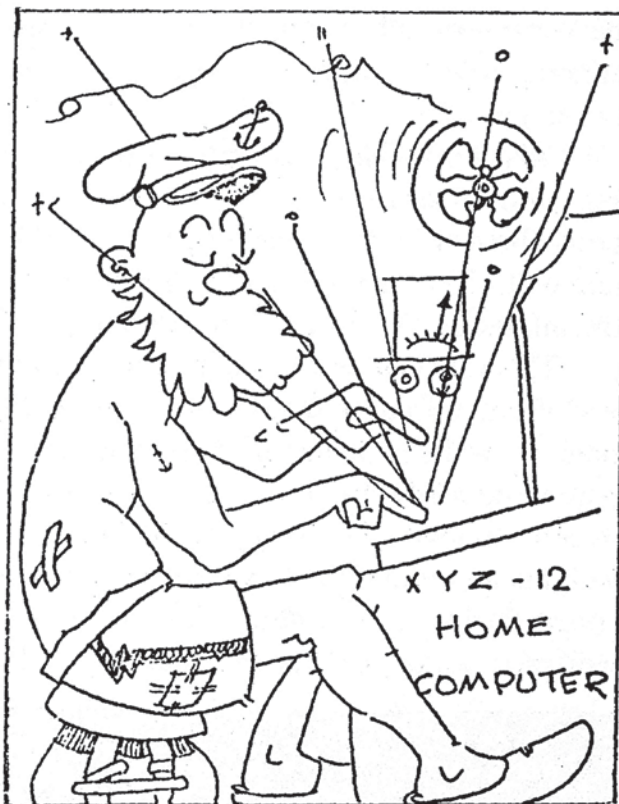
Q: - I am in the process of changing the centerboard pin for my AC24. So I lowered the board, and I really saw it for the first time. It's about 3/4" thick, and it is a substantial piece of ballast. I couldn't budge it while lying on my back and I am a fairly large guy. My guess is that it's in the 300+ pounds range.

This disrupts my do-it-yourself plan, as if I cut that pin, that board could come down and really do some damage. Has anyone done this? Is this a job best punted to professionals?

A: Respondents to this question noted that the AC-24 centerboard is quite heavy and not a DIY project. One respondent noted that his boat's centerboard was approximately 1/4" thick steel with reinforcement strips (3" x 1/4" x length of the board) spot welded close to the leading edge of the centerboard plus perpendicular strips along the trailing edge. These reinforcement strips were on both the port and starboard sides. Over time, the strips rusted and the board did not move very well. He had the board replaced with stainless steel using the old board as the pattern. One person had the yard remove the board. They lowered the board onto their fork lift, removed the stainless steel pin, then lowered the board out of the well.

Q: - Have any wooden catboat owners tried to insure their boats and been told by their former insurance company that they no longer insure wooden boats or boats over a certain age?

A: Some companies will provide only liability coverage. Other companies will provide both hull and liability. There does not seem to be consistency concerning this subject. List respondents noted all types of considerations, limitations, and requirements depending on the company they were doing business with at the time. One respondent uses his homeowner's insurance for liability and another policy for the hull. It would be nice for all of us if a member in the marine insurance business wrote an article for the *Bulletin* on the subject. In the meantime, do some shopping, read the fine print, and hope you do not need to make a claim.



Q: - I've been thinking about getting a pressure cooker. Anyone know of any models that would be appropriate for catboats? There must be some drawbacks (safety perhaps) otherwise I don't see why everyone doesn't have one. Anyone out there have any experience with a pressure cooker?

A: Very few respondents use a pressure cooker, but those that do rated them rather highly. One firm that makes light weight pressure cookers is GSI. You can find them by Googling "GSI."

Q: - Which is better, an alcohol or propane stove?

A: This one went all over the place. Then, there were the kerosene proponents who joined in with their viewpoint. Most of the respondents were opposed to the use of propane on a catboat. Pressured alcohol stoves came next on the "not wanted" list with unpressured alcohol stoves last.

The concern with alcohol burners (both pressure and non-pressure types) was the cost of alcohol, the various sequences necessary to get them to light (and stay lit) and the concern of an alcohol fire getting under something after you tried to put it out with water.

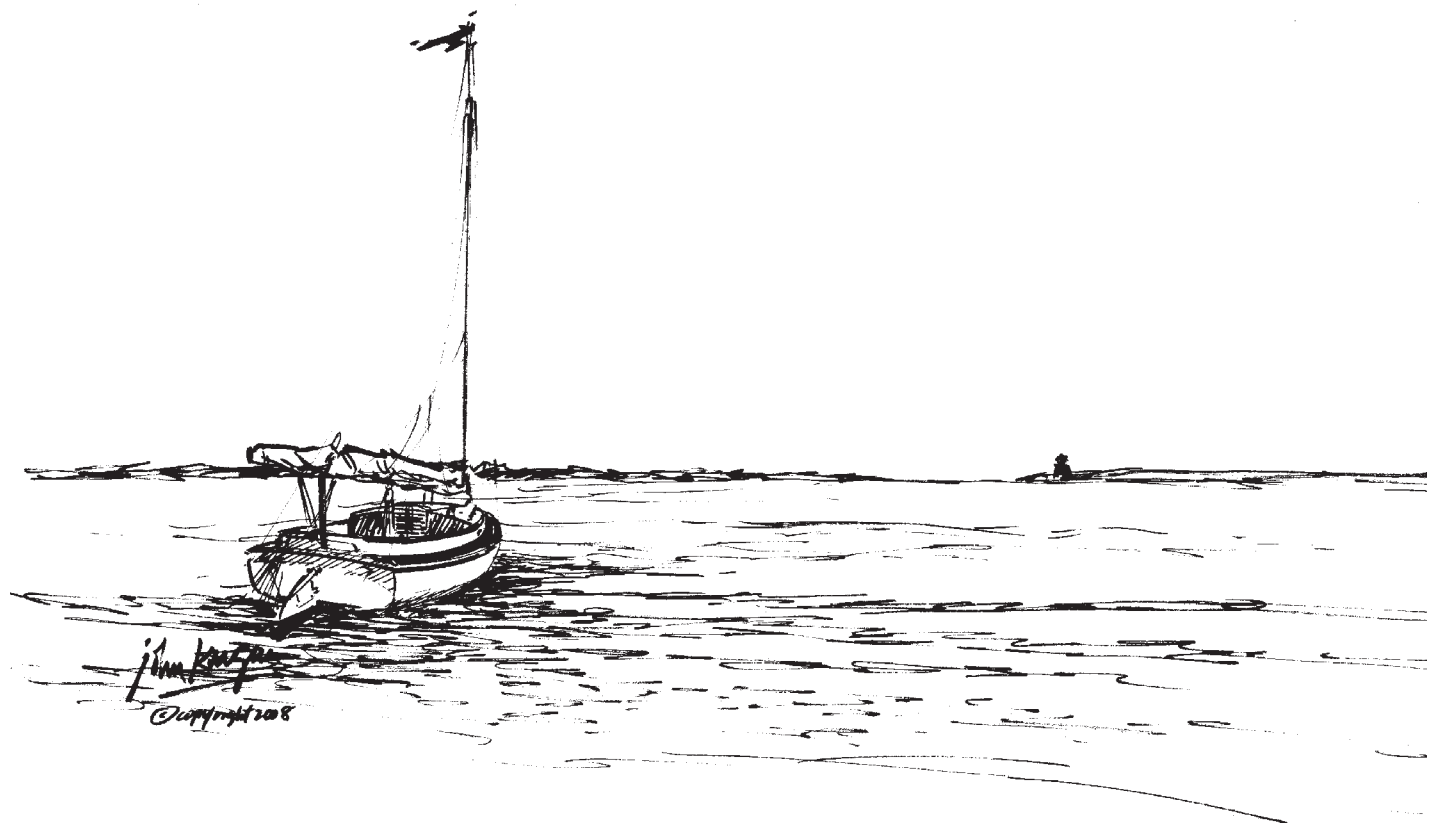
It was noted that you can convert some pressure alcohol stoves to kerosene burners and have more heat for the amount of fuel consumed. One kerosene stove user noted that you can use one of those giant hypodermic syringes sold for injecting marinades into cuts of meat to prime the stove. He loads this with an alcohol gel made by Rutland Fire Clay Co., called "One Match®." This makes it simple to get the gel into the priming cup, which is otherwise hard to get to. Keep a straightened paper clip on hand to poke out the slender tube, in which the gel may crystallize after awhile. Also, a little bit of mineral spirits (paint thinner) in the kerosene helps prevent "coking" or carbon formation in the jet.

Q: - Near the bow, the rubrail is worn a bit where the lines pass from the chocks to the docks. Some boats have bronze half-rounds here to prevent this. After some thought about my options for correcting this, I began to wonder...Why bother with chocks at all? Why not simply put the cleats at the toerail? This would not only eliminate the need for chocks, it would raise the dock lines a little above the

deck, putting them at an angle such that they might never touch the rubrail. Other than aesthetics or tradition, this seems like a good, logical solution, but I've never seen this done.

Am I missing something?

A: Those responding to this question noted that the proposed idea would require two larger bow cleats, one on each side. Also of concern was the strength of the underlying deck sub-structure. A cleat on the centerline of the deck may be stronger and better able to weather storm forces. It was also noted that in a storm, chocks probably take some of the stress of the pull from the cleat since most times the boat is at an angle from the wind. In addition there was a concern that the cleat might accidentally grab lines or other things best not grabbed. It was also noted that there are chocks with a turned-down exterior extension which solves the stated problem. The consensus was for either the bronze half-rounds or chocks at the "rub points" and leave the cleat on the centerline.



Cruising

– Charles Ladoulis, Editor

Traditional New England Mariners and Vessels to Gather in Hull, Massachusetts, August 8 -12, 2009

Sponsored by the Hull Lifesaving Museum

Please join us during the visit of the Tall Ships in the serene waters of Boston Harbor's Southern Harbor for days of racing and wandering and evenings of good food, good music, and great camaraderie.

Maritime Festival Schedule

Tuesday, 7/7/09

Evening, arrive in Hull

Wednesday 7/8/09

Parade of Sail, Lovell's Island
Evening Chantey concert with the Jolly Rogues,
Bernie King Pavilion (Hull)

Thursday 7/9/09

Coastal and Harbor Islands activities
(e.g. "Learn to Row")
Harbor Express and other ferries to
Boston/Tall Ships
Outdoor Movie Night, Fort Revere (unconfirmed)

Friday 7/10/09

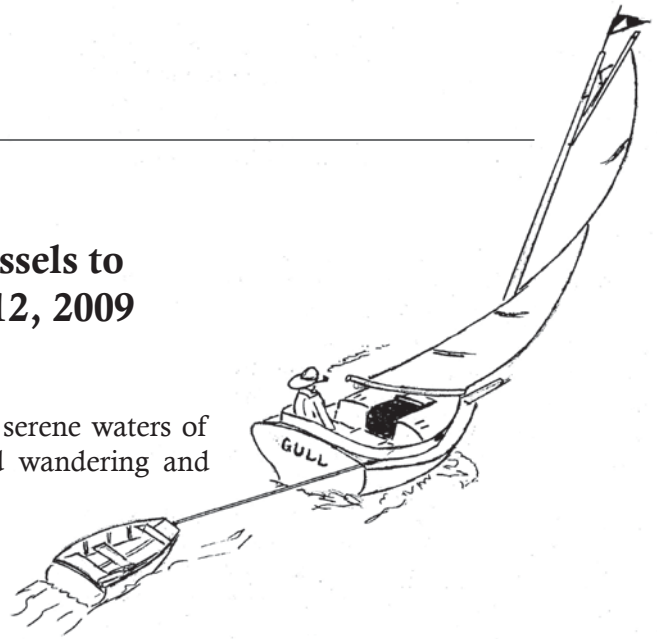
Inter-Design Rowing and Sailing Races in
Hull/Hingham Bay
(awards at PM dance)
Harbor Express and other ferries to
Boston/Tall Ships
Gathering of the sailing/rowing fleet at
Windermere Harbor
Grilled Fish dinner at Mariner's Park
Yacht Club Dance

Saturday 7/11/09

Water dog demos (locations TBD)
Harbor Express and other ferries to
Boston/Tall Ships
Rowing and Sailing Races in Hull/Hingham Bays
(awards at evening Reggae concert)

Event Grand Finale

Reggae at Fort Revere, Clam Bake at Fort Revere,
Harbor Illumination



Sunday 7/12/09

Pancake breakfast at Saltwater Club
Harbor Express and other ferries to
Boston/Tall Ships
Sail away parade @ Hull Gut

A trolley will be available throughout the week to bring crew members throughout Hull, from the Museum's Boathouse at Windmill Point to Nantasket Beach with its many restaurants and bistros, as well as magnificent swimming and frolicking options.

Interested Groups (to date):

Catboat Association
Friendship Sloop Association
Melonseed Association
North American Steamboat Association
Traditional and Classic Boat Association
Massachusetts Bay One Design Group
(Stars, Indians, Rhodes, 110s, 210s)
Wooden Boat Magazine
Various Esoteric Vessels (shallops, gundalows)
Various Rowing Associations
Various Traditional Sailing Charters

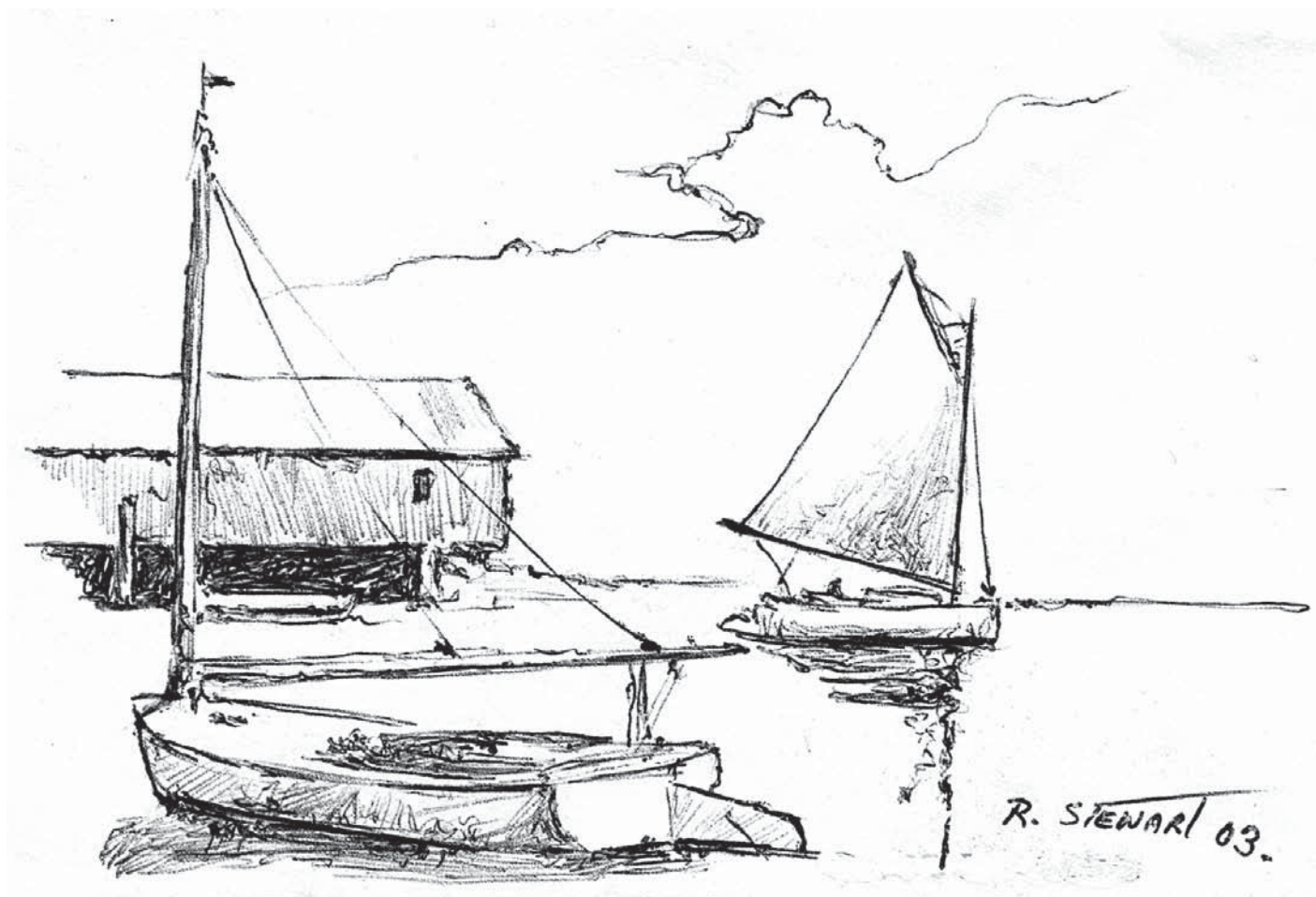
Please let us know your plans as soon as possible.
Spread the word!

Further Information

Lory Newmyer, Executive Director
Ed McCabe, Maritime Program Director
Hull Lifesaving Museum
P.O. Box 221, Hull, MA 02045
781-925-5433
www.lifesavingmuseum.org

Maddigan's Report:

The word from Tom and Susan (on a year long sailboat journey South) is "Merry Xmas." In Susan's words, "We are in the Exuma Cays in the central Bahamas. Fabulous spot. The national park here is beyond spectacular. Weather warm but windy and rainy. In last month less than 5 days with winds lower than 20-25 and higher gusts; wild but still so very beautiful. We have internet access about every week to ten days, and would love to correspond if you think any CBAer might be interested. We have a blog sailbrilliant.blogspot.com which gives our location and some places I have enjoyed. ... We had a few engine problems and being stumped got a hold of Frank Cassidy for some great help. CBA friendships are extraordinary. ... Winter here; well I don't really realize that it is winter. All our best to you all."



CATFOOD

– Jane Walsh, Editor

SIMPLY “GREEN”

Greetings from the Galley:

Everywhere these days we hear the terms “eco-friendly”, “global climate”, and “green”... Once green was just a color, then a European political party and now a lifestyle. So, in this edition, we will be featuring some simply “green” ideas.

The first idea is a tasty recipe which is simply “green” in color – GUACOMOLE. Dawn Peterson served this with some crispy tortilla chips at the winter CBA Steering Committee meeting at their home in Popponesett, Massachusetts. Dawn always does things with such grace and style as evidenced by the photo below.



Dawn's Guacomole

Blend together the following ingredients

- 3-4 ripe mashed avocados
- Juice of one lime
- ½ teaspoon salt
- ¼ cup diced onion
- 1 cup diced tomatoes
- 1 large clove minced garlic
- ⅛ cup chopped cilantro (optional)
- 1 small jalepeno diced or a pinch of cayenne pepper (optional)



An Elegant Presentation Starring “Dawn's Guacomole”

The second “green” idea is a great opportunity to be really “green” on a cruise. See Tim Fallon’s (from the famed KATHLEEN) totally “green” meal leaving little carbon footprint behind - this one you will want to try.



Karen and Tim relaxing when not in the galley

Tim writes:

This recipe would be good for the “green” column as there is little or no refrigeration required and clean up is easy. Another plus is that the ingredients will keep for several days making this a final night’s meal on a long weekend cruise. Here’s the recipe for:

TIM’S WEEKEND BURRITOS

Ingredients:

- 2 cups cooked rice (approx.)
- 1 onion diced
- 1 teaspoon of olive oil
- 1 can black beans, refried beans or pinto beans
- Sprinkles of cumin, hot pepper, cayenne pepper, salt, fresh garlic
- 1 ripe avocado
- 1 tomato
- Cheddar cheese shredded (approximately 1 cup)
- 1 lime
- Several large flour tortillas
- (Cooked chicken optional)

Preparation:

1. Cook brown or white rice according to directions
2. Heat olive oil in a saucepan and sautee diced onion until translucent.
3. Add the beans and stir, heating slowly.
4. Add spices to taste.
5. Dice tomato and slice avocado in half and set aside.
7. Slice lime into wedges and set aside. (Tip: Roll the lime under your palm first allowing for a juicier lime)
8. Remove beans and rice from heat. (Note: I use a 2 burner pressurized alcohol stove. Beans and rice would have to be cooked serially if only a 1 burner is available)
9. Heat up a new flat pan large enough for a tortilla and heat both sides (about 20 seconds per side). Add cheese after it is flipped once. Optionally sprinkle just a few drops of water onto the pan for tortilla to steam in it.
10. Slide the tortilla onto a plate and load up with the rice, beans, tomato, avocado, and lime juice.
11. Roll it up and enjoy!

Not only is this a delicious, nutritious and filling meal, but the clean up is simple. Tallying up the mess, we only used 1 knife for chopping, 1 pot for rice, 1 pan for beans, 1 stirring/serving implement, 1 flat pan for heating tortillas (which doesn’t really need washing) and some plates that may or may not need washing depending on how messy your eaters are and how well you rolled your burrito!

This meal evolved from our own home-made burrito and we add cooked chicken!

Thanks, Tim!

And, finally, a note on recyclable grocery bags. I find these to be extremely useful in carting things back and forth to the boat. Insulated totes make carrying blocks and bags of ice so comfortable and easy. And, when the bags are not in use, I store them under the cabin cushions so they are not in the way, yet totally accessible when hopping off the boat to do some “in port” shopping.

Please remember to keep your ideas, recipes, and photos coming....

“Boat” Appetite,

Jane



Cats for Sale



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

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

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

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

Listings will not be reprinted, unless requested in writing, stating the previous issue and the ad number. If you sell your boat or equipment before the above deadlines, please notify in writing (e-mail preferred): Please limit your ad to 300 words.

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

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.



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

149-2. NO LONGER AVAILABLE

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



149-5. FOR SALE: 1974 Marshall 22. Cruise Down east in your 1974, 22 ft. Marshall. Lovingly maintained, new dodger, new Yanmar 3YM 20hp diesel inboard with three-blade prop, bowsprit for anchoring. Rewired, fully found for cruising. Small woodstove. Excellent race record (if there's any wind), has been cruised extensively (see CBA Bulletin No.140 for example). If you wish we can help you sail her back to your homeport in New England. Asking \$32,000. Location, West Bath, Maine. Contact John Van Orden, 146 Shoal Cove. W. Bath, ME 04530. (207) 442-7865.



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

149-6. FOR CHARTER: Cheoy Lee 18'9" Catboat with Waterfront House and Personal Pier. This Ronald Carter teak catboat sits 75' offshore from a 36'x40' pier, which sets in the back yard of our modest summer cottage, overlooking the Gut on Rutherford Island in South Bristol, Maine. It all comes as a combined package. Chartered by the week. A Maine experience that a Catboater does not want to miss. See <http://www.vrbo.com/216215> for details on the house and contact information. See Google Maps: 1942 Rt. 129 South Bristol, Maine. Reduced rates to CBA members. During the day: Chris Coose (207-780-8999).



149-7. FOR SALE: 1998 Marshall 22. Cat rig. White hull w/ red boot top, green bottom, buff decks and cockpit, oiled teak trim. Yanmar 2GM diesel engine (395 hrs.) maintained by yard. New cutlass bearing and stainless steel shaft in 2006. Beautiful interior: Cedar ceiling on bulkheads, louvered mahogany doors on fwd bulkhead, dresser, chart drawer, and bi-fold teak, companionway doors. Burgundy cabin cushions, cockpit cushions and sail cover; toast dodger – all good condition. Automatic bilge pump, bronze steps on rudder and transom, and solar vent on forward hatch. Running rigging replaced in 2007. Boat is well equipped for cruising: Manual head with holding tank, macerator pump (new 2004), 12 gallon water tank, Garmin GPS on swing out bracket (into cockpit from cabin), marine radio, Glowmaster stove, 12v plug in cockpit and cabin, Edson 26" destroy wheel, Richie compass mounted on cockpit bulkhead, depth meter, MacGuyre stick on rudder, 2 anchor rode (150' and 200') each w/ 6' chain, 2 anchors (danforth and hydro-bubble). Boat located at Casa Rio Marina in Mayo, MD. Please contact owner Bob McClelland at bob.sail1@verizon.net, or phone (703) 335-2951. Price \$49,000.



149-8. FOR SALE: 1981 Marshall Sandpiper 15' Catboat – hull #541 Hurricane Charlie restoration project halted. Hull is sound and seaworthy – sail, spars, rigging and trailer included – poor cosmetically – looking for new owner to complete work and enjoy. \$2500. phone 727-376-7391 or email donpigeon@yahoo.com .



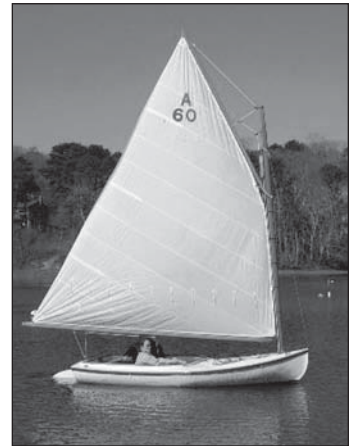
149-9. FOR SALE: 1977 Marshall 22 Sloop, "Kattikin". Only two owners; Professionally maintained; much new work. 2006: New Mainsail (older roller furling jib and original clubfooted jib), new legal head and holding tank, all new running rigging. 2007: New teak and mahogany engine hatch (Bright), new depth finder, new alcohol stove. 2008: New batteries, starter rebuilt, new compass. 4 cylinder Westerbeke inboard diesel. Two double berths. Currently at Cheesequake NJ. \$25,000. Richard Sammons, 212-255-0704, rsammons@fairfaxandsammons.com .



149-10. FOR SALE: 1974 Marshall 22. Yard maintained. Reliable Palmer P-60 with recent tune-up, always starts. Dark green Sunbrella cabin and cockpit cushions. Two anchors, one mounted on bowsprit. Highly varnished "destroyer" wood wheel steering. Matching tan dodger, sail cover and wheel cover. Removable teak cockpit floor grates. Bronze steps on rudder and transom. McGyer rudder lock. New mast hoops. Four heavy-duty yard stands. Six new life vests and all required USCG safety equipment included. Realistically priced at \$17,900 firm. Contact: Robert Horne, 12 Friendship St., Jamestown, RI 02835. Tel: (401) 423-3182. E-mail: captainscottage1@aol.com.



149-11. FOR SALE: 12' catboat - Arey's Pond 'Kitten', Sitka spruce mast, gaff, and boom, iroko rail (beautiful condition, varnished this year), fiberglass hull, bronze hardware, Harken swivel cam main sheet system, trailer, removable Edson motor bracket, 2.5 hp Tohatsu outboard, custom cover for sail and entire full cockpit, 2 sails, made in 1995, but only sailed last 3 seasons. Ready to sail. \$8,500. Mystic, CT. Call 860-536-0871, or email: mystmary@sbcglobal.net



149-12. 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.



149-13. FOR SALE: Marshall 18' ft Sanderling used racing sails: 2 sails raced generally 2 seasons and then retired to storage; generally in good condition with windows and battens; sails have good shape & are not blown out; NJ or will ship direct to you; \$550. ea. Dan Hurley (732) 598-0373; hurley@comcast.com

149-14. FOR SALE: 1993 Marshall 15' ft Sandpiper "Blue Jacket" blue hull. In excellent racing condition with good record; All Griped 6 years ago; open cockpit Harken mainsheet system with Maffioli main sheet, Centerboard stainless bracket centerboard cam swivel bullet Block; centerboard cam swivel; new Quantum sail; drain plug, bridal, lifting straps and pad eye fittings, mainsheet, gaff bridal, shelves, brand new flotation bags; new full tent sail & boat cover; new winter cover w braces, white boot-top molded in; 3 yr old Load Rite trailer never in the water with Fulton 2 wheel swivel trailer jack; NJ; \$15,600. Dan Hurley (732) 598-0373; hurley@comcast.com

149-15. FOR SALE: 1977 Great South Bay 21' catboat, 1977 fiberglass replica of a 1909 Gil Smith design, cuddy cabin, aluminum spars, trailer, currently stored inside, new rub rails, toe rails & cabin top fall of 2008. Fast & responsive. Asking \$8500. Located Maine - 207-546-2927 Capt. Steven Pagels, email: 4master@downeastwindjammer.com



149-16. SOLD

149-17. FOR SALE: 1985 Marshall 18' Sanderling catboat, hull #596 located on Long Beach Island, NJ. White hull/buff deck - varnished teak trim - Bronze hardware. 5 hp. Tohatsu outboard w/additional tank. 2001 Loadrite Trlr. - aluminum gaff, boom and mast. 2 sails with bag/boom cover/lazy jacks/topping lift; Bunk and cockpit cushions/portapotti/12 volt battery for running lights; Solar cabin vent/fenders/lifejackets. A great boat and package at \$14,900. kromanowski@comcast.net



149-18. FOR SALE: 1974 Cape Dory Handy Cat 14'. Beautiful condition; Maintained by small boat specialist for last 8 years meticulously. Located on Long Beach Island, New Jersey. Included: Trailer, Custom Winter cover with frame, Custom cover for cockpit, Bilge pump installed, Custom Harken line locks installed on foredeck, Upgraded Harken tackle for main sheet mounted to sole; Varnished Sitka spars in great condition; Sail in great condition. A Classic Cat Boat. More pictures here. Asking \$7,500. Sandra Anton sandraanton@mac.com



149-19. FOR SALE: 1985 Marshall 22 catboat, "Heron". Yanmar 2GM diesel; batteries new 2008; brass rub rail; boarding steps on transom and rudder; spring line cleats; all bottom paint removed and repainted with Micron CSC (3 coats), 2007; 3-blade and 2-blade props; varnished teak trim and blocks; bulkhead compass, knotmeter, depth sounder; VHF radio, stereo. Interior and cockpit cushions. Solar vent on forward hatch; opening port; marine head with holding tank and Y-valve. CNG recessed stove. Enclosed cockpit lockers; 2 drawers in port step; chart drawer under double main bunk. Sunbrella canvas, beige; new bimini and dodger (not

installed). Heron has been land-stored every winter under a custom cover. She has been well cared for and is in excellent condition. \$28,000. Call Jean or Bob Griffin (410) 326-8499 or e-mail griffin@chesapeake.net

149-20. FOR SALE: 1935 Crosby Catboat Rachel- 25 ft. LOA. Built by Crosby Yacht Building and Storage, Osterville, MA; H. Manley Crosby design. The last large cruising catboat built by the Crosby yard. Cedar planks on oak frames. Narrow laid teak decks. Original as-built, unmolested configuration above and below decks. Original double ice box and small porcelain sink with hand pump. Varnished mahogany folding tables on centerboard trunk. Smooth running Gray Marine 4-112 Lugger engine. Two 10 gallon Monel fuel tanks. Varnished solid spruce mast, boom and gaff. Mast features Wianno Senior-style wooden sail track instead of mast hoops. Varnished oak bowsprit installed in 1950s mounts Delta anchor on bow roller and backup Danforth underneath. 6V original electrical system recently re-wired and antique Gray Marine engine gauge set. Porta-Potti. Origo double burner stove. New cabin cushions. Antique binnacle with internally lit compass. New sail cover, wheel cover and binnacle cover. Bronze boarding steps on rudder and transom. Boat and spars always stored indoors for the winter. Built as a little yacht for a wealthy Bostonian she has many features not usually found on catboats. Featured on the cover of Wooden Boat No. 153, April 2000. Offered at \$29,000.00. Contact Dave Hall, South Dartmouth, MA, at quickshole@comcast.net or (508)991-5491.



149-21. 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



149-22. FOR SALE or Swap-1979 Chappaquiddick 25 catboat, Ted Brewer designed fiberglass Cape Cod catboat (as shown on page 50 of 'the catboat book'. I have enjoyed "cape girl" for the last 16 years but now i need a trailerable 18 to 20 foot FG catboat with a tabernacle (hinged) mast that I can haul to Florida each winter. "Cape girl" is a very beautiful and safe vessel which has been sailed to the Bahamas by her first owner, used as a residence in Chesapeake Bay by her second owner and sailed to Cape Cod and the Islands by my family. She is ready to cruise with her 6' standing headroom, new Oceanus tan gaff main and 3GM30 Yanmar diesel. Includes 200 feet of chain and CQR anchor, bow and cabin-top windlass, galley .2 burner stove with oven and sink, cockpit mounted Garmin GPS and compass, fathometer, enclosed head with Lavac wc. Dodger and cockpit cushions are Sunbrella (toast) and saloon cushions are Sunbrella (Nantucket green) asking \$35,900 or comparable swap as mentioned above. Presently in Mattapoisett, Massachusetts (508) 758-4740. Cal Perkins.



149-23. FOR SALE: 1976 Fenwick Williams 25' Catboat - Shoveller [sister to Cimba Mamie and Paula],cedar-strip planked hull [no caulking required] on oak frames in good condition, standing head room, 32 ft. wooden mast ,hoops and spars in excellent condition, 1991 Yanmar 3GM diesel engine in good running condition, 3-blade prop, 20 gallon alum. fuel tank, 12 gal. freshwater with hot water heater [off engine], teak bowsprit with Bruce plow anchor and roller, bronze boarding steps on rudder and transom, large varnished folding tables on centerboard trunk, 2 quarter berths 6' long, head plus sink and large holding tank located in forward cabin with privacy door, large gimbale propane stove with oven [not currently used but in place and can easily be activated],small galley sink with hand and foot pump, forward hatch with solar fan, cabin forward and rear opening ports, large cockpit with varnished mahogany seats and companionway doors, featured in the book "Cape Cod Catboats"; boat located in Greenport, Long Island N.Y., offered at \$29,000. Contact Richard Ronzoni 516-365-7949 or email catboat3@Verizon.net



149-24. FOR SALE: Marshall Sanderling 18' Catboat Hull # 244 berths w/new cushions, Aluminum mast and spars, rudder, tiller, running rigging w/ Harken blocks, sail cover, anchor w/chain & rode, swim ladder, custom motor well, w/4hp mercury mariner, fenders, lines, fire extinguisher, 1991 EZ Loader boat trailer, Winter frame w/cover, Life Jackets. Boat needs some cosmetic work, past owner painted decks & hull, some peeling! 9,000 or B.O. 860-227-7739 William Brink. Email havehound@aol.com



149-25. FOR SALE: 1972 Marshall Sandpiper 15' Catboat. In great condition, very fast. Hinged mast recently painted, beautiful green hull buffed to shine, new teak woodwork, new paint on deck and cockpit. Updated blocks and lines, main sheet ratchet block, lazy jack system, canvas sail cover, boom tent, motor mount, fenders. Includes Load-Rite trailer with new spare tire. Stored for winter in Grafton, MA. Docked in freshwater in Shrewsbury, MA. \$9000 or BO. For more pictures or information contact Don Hooper (508)752-0009, dhooper@townisp.com.



149-26. FOR SALE: 1980 Fenwick Williams 21' catboat. Professionally built by Maynard Lowery in Tilghman, MD. Cedar on oak. 3GM Yanmar diesel. Sail, spars, and lines in excellent condition. Hull sound and tight. Fully equipped, much recent work. Beautiful sailor, very nicely balanced. Currently located in Maine. \$20,000. Call Paul Bushmann at 410-295-6628 or pjbushmann@comcast.net



149-27. NO LONGER AVAILABLE

149-28. FOR SALE: 1985 Marshall 22' Sloop Rig "Salina" This is your opportunity to own one the best on the market. You will not find another Marshall 22 that is as well equipped as this one. She has had many expensive upgrades including roller furling jib, dodger, full winter cover that covers to the waterline, new automatic bilge pump, and new cutlass bearing. She has a bulkhead mounted compass and depth sounder, bronze rudder & transom steps, as well as a full compliment of fenders, dock lines and life jackets. Cabin cushions are in "like new" condition. She also has a deck mounted Danforth anchor along with the appropriate ground tackle. This boat has been professionally maintained by a very reputable yard. Take advantage of this opportunity and buy this well cared for Marshall 22. She will provide years of family fun. Engine is a Yanmar 3GMD,20 HP with approx. 450 hrs.; Fresh water cooled. "Salina" can be seen at Brewers Yacht Yard in Plymouth, MA. Asking \$36,000. For more information please contact Jack Young @ 508-746-7606 or johncjy@comcast.net



149-29. FOR SALE: 1974 Herreshoff America 18 catboat. Following items are all brand new: Thurston sail, Ritchie compass, cushions, bilge pump and auto switch, battery, Samson running rigging with lazy jacks, standing rigging and solar panel, dock lines fenders. Deck has been reinforced where mast enters. Bottom was totally soda blasted with four (4) epoxy barrier coats applied, plus two (2) coats Interlux top of line bottom paint (good for at least 4 years. Galvanized trailer. No motor, but ready to sail. \$7900. Must see in Portsmouth, RI. Call Ron Pearl 401-619-3336 or email rpearlct@gmail.com



149-30. FOR SALE: 1980 Marshall 22 Sloop Chance Along. Universal 5416 diesel, new Bimini, complete enclosure. New halyards, 1995 new mail sail, GPS, VHF, 2 autopilots, commercial PFDs. All brass cleats and wheel, new belts and hoses. 20 and 25 lb. CQR anchors. Call for pictures, survey or more details. Health forces sale. Location Florida. Contact Capt. Harvey Phillips at (239) 218-6969. \$25,000, offers.



149-31. FOR SALE: 1973 Herreshoff America 18' by 8' beam. Draws 20" with centerboard up. Original flag sail in great shape with cover. One additional flag sail - good condition. Aluminum mast and spars, lazy jacks and topping lift, 1998 5 HP Nissan 4-stroke outboard with 2 x 3 gallon gas tanks, winter boat cover, fenders, lines, Danforth anchor, porta-potty and extras. 2005 Loadmaster galvanized trailer with 3,500lb safe-t-lube, drop-center, submersible axles, and all wheel electric brakes; bunks are float on - float off with lift on/off sling cutouts. Currently on trailer in Chestertown, MD. After mid-April will be moored at Rock Hall Yacht Club in Rock Hall, MD. Reason for sale: I am downsizing to a Comet. \$7,000 negotiable. E-mail Mike Hollis at hollisusmc@dmv.com or call W 703.692.4380, H 410.778.4894. All inquiries welcome.



149-32. FOR SALE: 1999 Menger 19' catboat. Sailed 7 seasons; White interior, 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, 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-trailer cover, cockpit tent/sunshade, solar battery charging panel, 3200 lb. capacity Load Rite trailer. \$33,500. Located Buckeye Lake, Columbus, OH. Contact Bill at nordbyheron@aol.com or 740-644-7748.

149-33. FOR SALE: 1973 Herreshoff America 18'2" Nowak & Williams Catboat, "AVOCET", Long Island, NY. In very good condition overall. Excellent Sperry 4-yr-old sail; also useable Thurston sail, both with distinctive flag emblem, 2 sets of reef points, lazy jacks. Varnished wheel eliminates fighting the tiller to steer. Tan Sunbrella '07 Sail cover and matching color 3 bunk cushions and hoistable sun shade (covers cockpit at anchor). Sleeps 2. Cabin has countertop with 2 piece cockpit table, sink, 4 life jackets, portable potty. New mast wind indicator 2008. Original teak rub rail with brass inlay, mahogany cockpit seats, cabin top trim and handrails--all excellent varnish. New Ritchie compass 2008. Won "Prettiest Boat in Fleet" twice in last 6 years. 150 lbs. steel centerboard, bronze keel shoe, both new 2006. Rudder, gudgeons and pintles all new 2007. 9 HP Tohatsu long new 2006 has under 8 hours on it. Ladder. Bulkhead-mounted compass Original brass running lights. Danforth anchor and all running lines. She needs nothing. Includes trailer with new axle (2007) and new tires (2006). Offered at \$10,000. Cricket Costigan (631) 235-8197 or cdcostigan@hotmail.com .



149-34. 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. Last 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 \$7,000. Located in Bishopville, Maryland (Eastern Shore). Please email Arnold Parios at arnandrach@comcast.net or call (941) 697-2174.

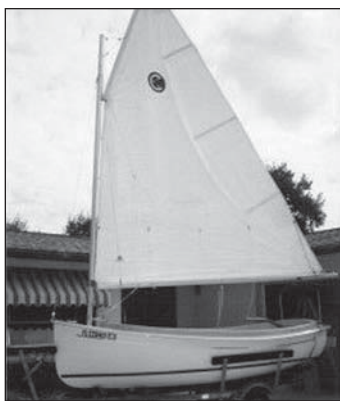
149-35. FOR SALE: 1951 Beetle 14' "Swan". This rare, antique catboat was among the first production fiberglass sailboats to be built as noted in Daniel Spurr's book "Heart of Glass" (pp. 53-58) and in articles of CBA Bulletins Nos.136, 140, and 141 by member Lea Wilds. The boat has a solid fiberglass hull and deck and a varnished wooden cockpit sole. The specifications are 14.6' LOA, 12.5' length on deck, 6' beam, 18' aluminum mast with new halyard and snap shackle, 11.5' aluminum boom with dumb sheave for outhaul line. Marconi sail in excellent condition with three battens and one row of reefing points, centerboard with lever, aluminum tiller (as was the original), motor mount, new rudder, and a sail bag. The boat has been refurbished. The rudder is new, constructed of wood covered with epoxy and fiberglass before painting. The boat has been repainted inside and out, and the cockpit sole sanded down to bare wood and re-varnished. Also included is a single-axle, roadworthy Continental trailer with spare tire. This boat should be of particular interest to any maritime museum, yacht club, or any other maritime organization or individuals with a serious interest in boat history. REDUCED Again: \$5,275 OBO. Located in Brunswick, Georgia. Contact member Larry Sapp at FancyNancysBoatworks@comcast.net or (912) 554-3872.



149-36. FOR SALE: 2007 Bolger Bobcat 12' catboat. Brand new 12 ft.- 6in. gaff-rigged catboat built to or above the specifications in the plans by Philip Bolger and Harold Payson. Hull and deck are marine plywood covered in West System epoxy and fiberglass before painting. Interior marine plywood was sealed before being painted. Mast, boom, and gaff are spruce, sealed and varnished. Everything, including the sail, is new, except for the samson post, which came off a 1932 Richardson. Forecastle is full of flotation, as well as the port and starboard quarter areas. Rudder has the horizontal foot and hollowed trailing edge as designed by Bolger, giving the blade more bite and improving the turning action. REDUCED Again to \$6,100 OBO with trailer, new electric motor and new deep-cycle 90 ah battery included. Delivery available. Located in Brunswick, Georgia area. Built by Fancy Nancy's Boatworks and for sale through Spectrum Yachts, ATTN: Jim Bulluck, (912) 897-2720 or jbulluck@spectrum.tm .



149-37. FOR SALE: 2002 14' Com-Pac Picnic Cat. 2002 Performance Galvanized Trailer, 2007 MinnKota 55# thrust Riptide 12V electric motor. Too many extras to list. Asking \$6,500. Contact Bob Barlow at 727-581-4981 or rbarlow7@tampabay.rr.com for complete list. Located in Largo, FL.



149-38. FOR SALE: 1903 Classic 20' Crosby Catboat by Daniel Crosby; 20' x 10' x 30" board up. Extensively rebuilt in 1970's and new 22 hp Palmer engine installed; Porta-Potti; Dacron sail by Manchester; new rudder 2008. Needs some minor repair work. Located in Little Compton, RI. Call or e-mail owner David Wadsworth at (401)635-1643 drwads90@cox.net for more details. \$15,000 or best offer. We are on our way to a retirement village and they don't have facilities for this boat. No photo.

149-39. FOR SALE: 1983 Marshall 18' Sanderling catboat, hull No. 552. It is a joy to sail this boat. Boat and motor have been boat yard maintained. Hull is in excellent condition, the bottom paint has been replaced annually. Cockpit sole will need work. Included are a 1988 galvanized Load-Rite trailer; a 2000 8 hp. 4-stroke HONDA OB motor; 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; varnished louver cabin doors; teak center board cap; 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; Porta-Potti; drop-leaf tables and shelves in cabin; two blue berth cushions; One Danforth anchor with chain and rode and one mushroom anchor; hand operated bilge pump; fenders; boat hook; swim ladder and Coast Guard Safety Package (horn, fire extinguisher, flares). Boat located in Mashpee, MA. Priced at \$13,500 for Spring sale. Please call Bill at 508-477-8468.



149-40. FOR SALE: 1972 Herreshoff America 18' catboat. In solid condition, being cosmetically upgraded. 2000 Johnson 6hp O.B. in motor well. Original Thurston flag sail in fair condition, 2000 quantum Thurston sail, white, in good condition with three reefs. Included: brass kerosene running lights, 12V masthead and running lights, 2008 Sealand 972 Portable Head, Raytheon VHF/FM radio, Lowrance Eagle depth sounder, fish finder with speed log and temperature sensor, bulkhead mounted compass, clock, New fire extinguisher 2008, Updated flares and launcher, bilge pump (new gaskets 2008), Whale 12V bilge pump 2008, swim ladder, spare rudder, mast head wind vane, two 6-gallon gas tanks, Danforth and 2008 CQR anchors with 4' chain and 100' rode, cabin bunk cushions, stainless steel solar vent installed 2007, counter-weighted



tabernacle mast, 1972 tandem axle trailer, two spare mounted tires, 2008 bearings, bunks, and wiring. three 3,000lb straps, 2008 two-ton power in/out winch with marine deep cell battery. Price \$15,000. Contact Mark Haverland, Costa Mesa, CA. Phone (714)751-5292. haverlanddesign@msn.com .

149-41. FOR SALE: 1998 Menger 19' catboat. MNCA168E898 sailed mostly in fresh water. White interior red cushions, varnished ash wainscoting cabin sides teak and holly cabin sole, centerboard trunk with varnished drop leaf table icebox and porta potti . Galley with sink water pumps and tanks, single burner Swedish no pressure alcohol stove, two cabin lights, cabin top hatch with screen. Yanmar 1GM 9hp diesel, 10g fuel tank, 3-bladed prop, Edson wheel steering. Two batteries securely mounted in boxes, new VHF 2007, new Garmin GPS, battery monitor, solar panel charger (you can step on the solar panel, it will not break), 20-amp smart charger. Nav lights, masthead mounted antenna, battery switch and breaker panel, automatic bilge pump. Mast is in tabernacle and can be lowered by one person, panel supports mast and booms securely when trailering. Menger-supplied sail. sail cover, trailering cover, winter cover, cockpit cushions. Load Rite trailer with spare wheel and tools plus spares supplied by Menger. \$21,500. Located Fairhope, Alabama on Mobile Bay. Contact P. Christensen at (251)219-4255 or psc33@att.net - Boat is in excellent condition but at 76 I am getting too old to play with it.



149-42. FOR SALE: 1987 Cape Dory 14' Handy Cat by Nauset Marine. This boat was launched in 1989 and has been lightly sailed and is in excellent condition. 14' LOA, 6'8" beam, 12" / 54" draft, displacement 750lbs. Varnished (8 coats) Sitka spruce spars, varnished teak cockpit coaming & seats, bronze blocks, includes sail, fire extinguisher, mooring boat cover over sail and cockpit, bilge pump, dock lines, anchor, life jackets, and trailer. All in excellent condition ready to sail. \$7,400. Located Cape Cod, MA. Call Jim Levine (561)338-0590 or email jimcapeboca@comcast.net



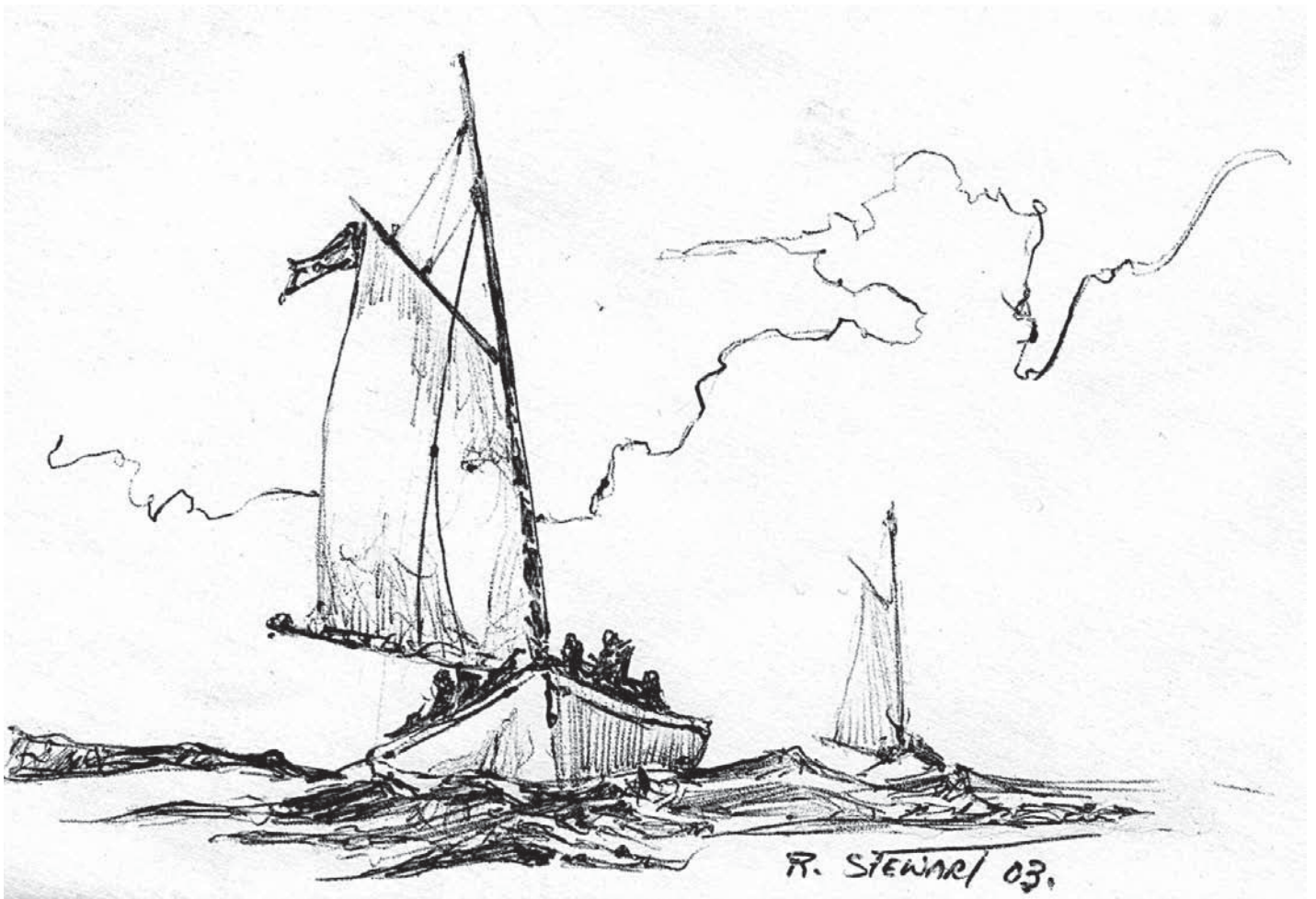
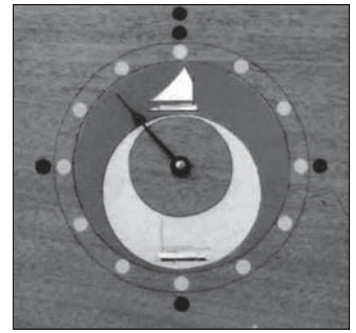
149-43. FOR SALE: 1915 Crosby 25' Classic catboat. Gaff-rigged TANG offered for sale, currently lying Brooklyn NY. Measures 25ft LOA, 10ft beam, draws 3ft board up and 6ft board down. Fully insured. Ready to sail. A rare opportunity: Sweet sailing in a craft of historical value. In our care since 2005, overall work includes new mast partners, deckbeams and foredeck, fully re-fastened under the waterline with silicon-bronze fasteners, half floors around centerboard trunk, 2 full floor timbers, new housing around rudder post through hull, two 750gph bilge pumps (one port, one starboard), one 1500gph auxiliary pump, two house batteries, one starting battery; solar charging. Smooth-running 40hp Westerbeke diesel engine, new starter, alternator, and fresh water pump (all Westerbeke products). Original Edson steering gear, mahogany wheel. All hatches, booms and Merriman blocks recently striped and varnished. See additional images of TANG at www.davidengel.biz/tang.html or video at: www.youtube.com/watch?v=K33Kknj5RxA or Asking \$7,500. Email David Engel at dengel606@yahoo.com or cellphone (347)262-7350.



149-44. 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.



149-45. FOR SALE: Handmade Catboat Tide Clocks. Designed and produced by John and Jane MacKenzie on Cape Cod. Detail on the clock face shows a Crosby catboat afloat and sailing at high tide, and beached with her sail furled at low tide. \$130 includes shipping. Email Jane at mack444@verizon.net or call 508-385-9285.



The Catboat Association

Membership Application



Founded 1962
Incorporated 1983

Mail completed form to:

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

| | |
|------------------------------|----------------|
| One-time initiation fee: | \$25.00 |
| Annual membership dues: | \$25.00 |
| TOTAL AMOUNT ENCLOSED | \$50.00 |

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

Name: _____ Spouse: _____

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

Dates mail goes to 2nd address: _____

Catboat Name: _____ Year: _____

Date Purchased: _____

Home Port: _____

Former Names: _____

Former Owners: _____

Designer: _____

Builder: _____

Where Built: _____

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

Description: _____

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

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

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

Make Checks Payable to: The Catboat Association



CATBOAT ASSOCIATION MERCHANDISE

APPAREL

NEW ITEMS! – with burgee logo (not shown)

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

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

ACCESSORIES

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

MIXED MERCHANDISE

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

NOT PICTURED

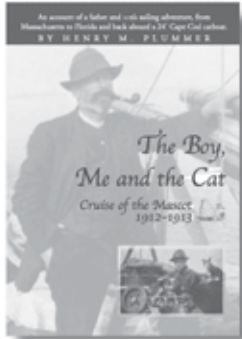
| | | |
|----------------------------------|--|---------|
| U. Ear Ring, color burgee, post | | \$10.00 |
| V. Coffee Mug | | \$8.00 |
| W. CBA Cocktail Napkins (100 ct) | | \$8.00 |

Total for merchandise \$ _____

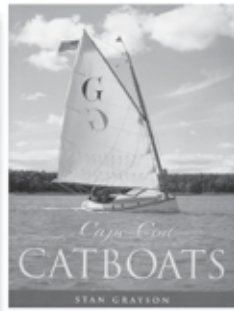
To order merchandise, use this page (or duplicate), specify color, size, quantity and total for each item. Make check payable to **Catboat Association, Inc.** in U.S. funds. Domestic shipping \$2.00 per item.

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

Catboat Association Publications



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



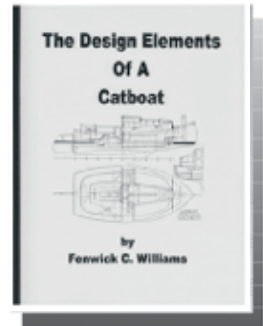
2. Cape Cod Catboats
by Stan Grayson
\$39.95 (Hardcover)



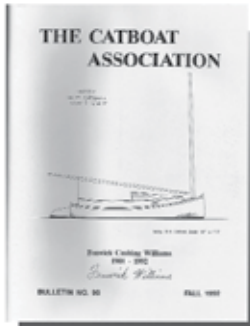
3. Catboat Summers
by John E. Conway
\$15.00



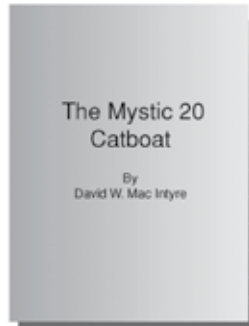
4. The Catboat and How to Sail Her
Edited by John M. Leavens
\$10.00



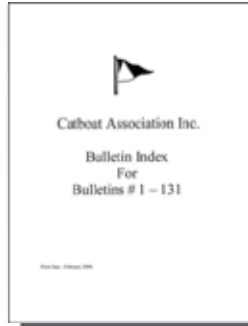
5. The Design Elements of a Catboat
by Fenwick C. Williams
A series of 11 articles reprinted from the Catboat Bulletin
\$15.00



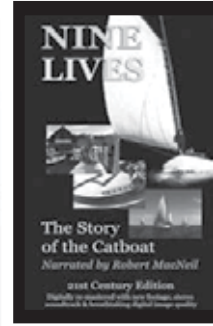
6. Reproduced articles from the Bulletin
\$.50 per page



7. The Mystic 20 Catboat
\$15.00



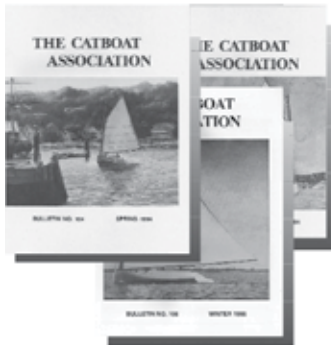
8. Bulletin Index for Bulletins #1-131
\$15.00



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
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(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 |
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| \$6.00 | 43, 45, 46, 50, 51, 53, 54 |
| \$7.00 | 44, 47, 49, 52 and all Bulletins #55 to present |



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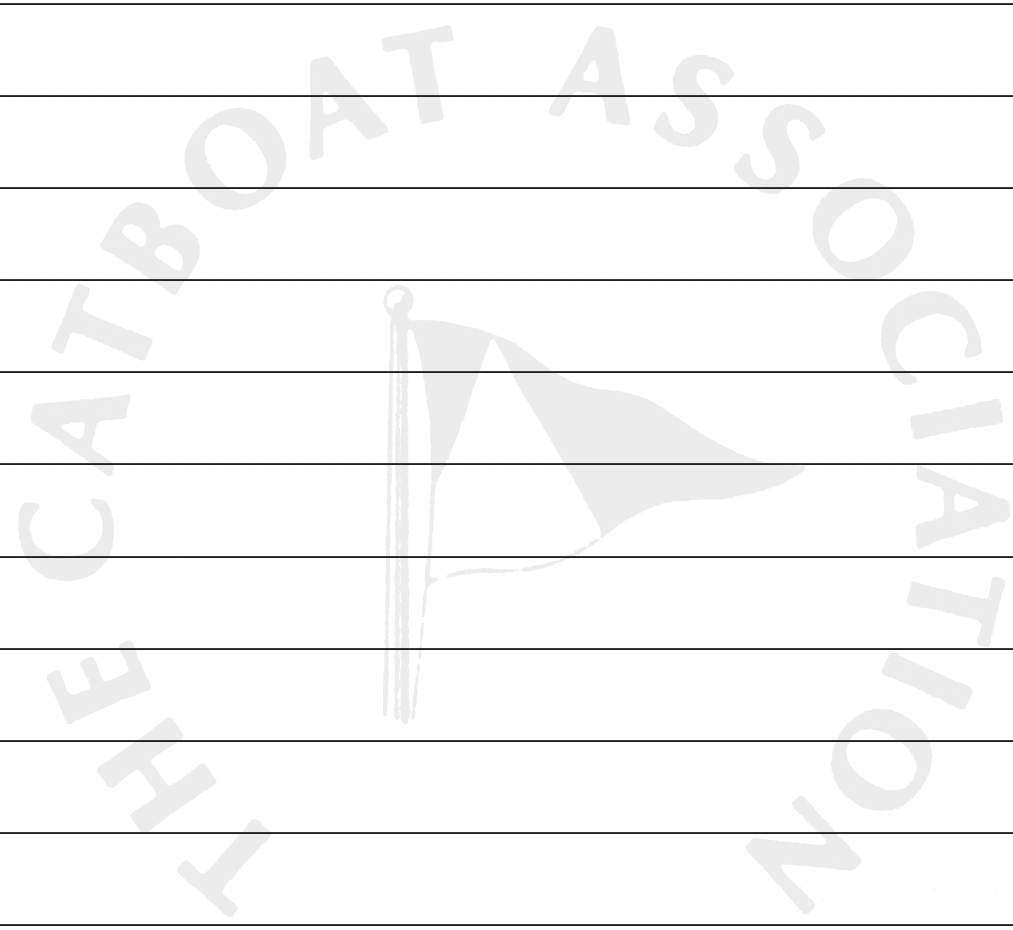
TOTAL _____

Name _____ Street _____

Town/City _____ State _____ ZIP _____ Country _____

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

Nautical Notes:





CATBOAT AND CREW ON THE BACK COVER

Jack Rose hauled for her annual cleaning and painting on the driftway at Willow Street in Newport, Rhode Island. The lighthouse in the background is the Newport Harbor Light, more commonly known as the “Green Light” for her fixed green lamp. Photo courtesy of Alden Stickney, owner at the time.