

Catboat Association Bulletin



No. 150



Fall 2009

CATBOAT ON THE FRONT COVER

The new *Silent Maid* in 2009 in Upper Barnegat Bay.
(photo courtesy of Andy Slavinkas)

Catboat Association

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BULLETIN NO. 150

Fall 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.

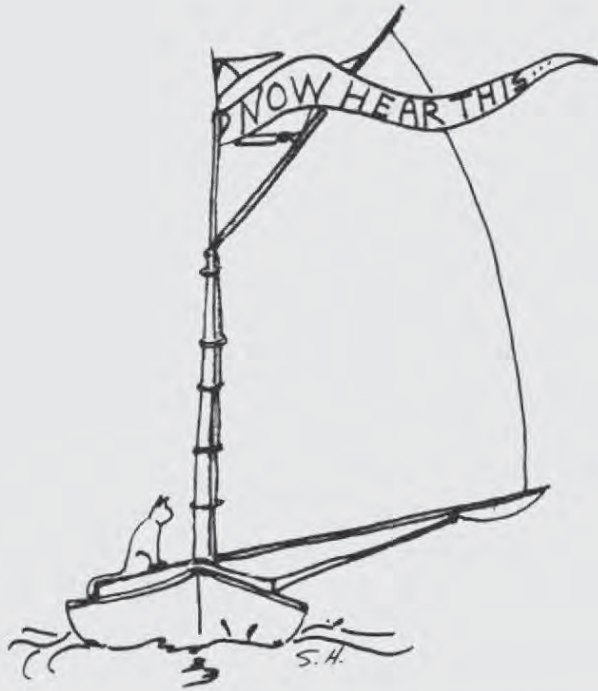
To The Editors:

What came first – the chicken or the egg? Where were the first catboats built and put into use for pleasure, or as the pick-up trucks and the 18-wheelers of their day, all workhorses from Cape Cod, Massachusetts; Newport, Rhode Island; Long Island, New York; Barnagat Bay, New Jersey; Galvaston Bay, Texas? The question can be discussed into eternity and still not be answered – who's got the best, who's got the fastest? All catboats are great; some better than others; some faster. Let's take two catboats,

one built in Massachusetts, one built in New Jersey, both originally built as rule beaters of their times: *Kathleen*, Mass., 28', 950 square feet of sail, Skipper, Tim Fallon, and the *Silent Maid*, N.J., 34', 1050 square feet of sail, Skipper, Peter Kellogg. Come July 31, 2010, both catboats should be in Padanaram for the rendezvous. Both are new catboats built as copies of the originals. So let's race. There will be a winner and a loser. It does not matter who is what, because we're comrades under wind and sails, and most of all we're catboaters. Good Luck, both boats.

Your Sinking Shipmate,
Bob Reddington





Request for Nominations

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

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

Nominations may be sent to:

Rick Farrenkopf, Awards Committee Chairman
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Your Bulletin Needs You!

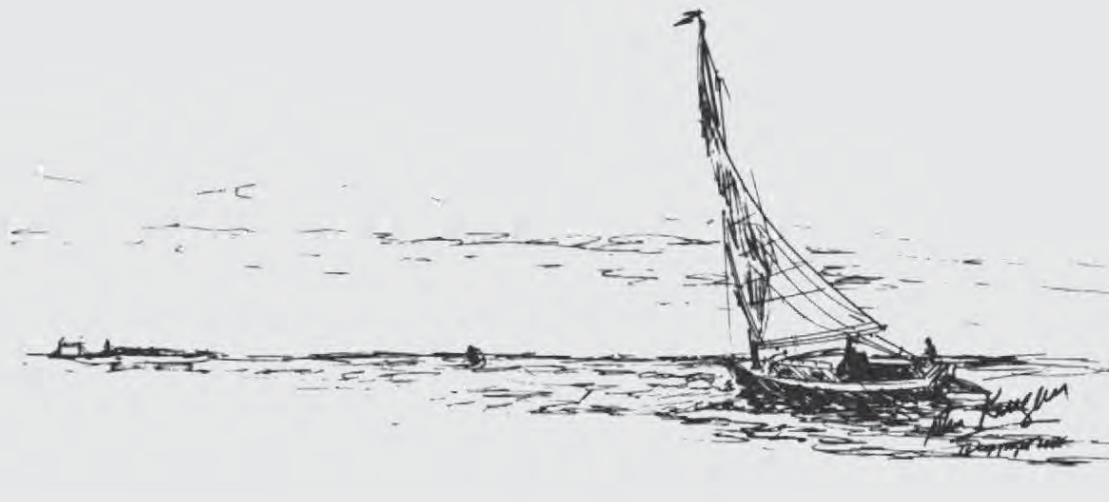
In our effort to keep your Bulletin as current and interesting as possible, we need your stories, jokes, recipes, artwork, clever solutions to sailing problems, book reviews, product evaluations You get the picture.

If your writing skills are a bit rusty, don't worry; our friendly editors are here to help you whip your material into shape! Just contact any of the folks listed under "Where to Send Editorial Copy" on page 2. We look forward to hearing from you.

– *Bulletin Editorial Board*

2010 Annual Meeting Announcement

The 2010 Catboat Association Annual Meeting will be held at the Mystic Marriott in Groton, CT from February 5-7. Details will be posted on the website as they are finalized, and members will be mailed a proposed program and registration materials early in 2010.



In Memoriam

Theodore Perry Lindberg, Jr.



Theodore Perry Lindberg, Jr.



BOURNE – Theodore Perry Lindberg, Jr., of Bourne, died May 13, at the Bourne Manor Rehabilitation Center after a period of failing health. He attended Bourne schools graduating in 1960 and was a member of the National Honor Society. He attended Northeastern University for a year, then enlisted in the Navy and served aboard the *USS Sailfish* and *USS Fulton* in Groton, Conn. He transferred to *USS Howard Gilmore* and spent his last tour on the *USS Simon Lake* in Holy Lock, Scotland. Upon leaving the Navy after eight years, he went to UMass Amherst and graduated with a bachelor's degree in plant pathology and did graduate work at the University of Maine, Orono. Returning to Bourne, he worked in the

building trades, shell fishing, and boat shops, and for a time, building Kittens at R. Bigelow Company. He opened Sweet Haven Boatworks and did restoration work on catboats, Beetle cats and other craft. He also enjoyed hiking in the White Mountains. He was a Master Mason of Cawnacome Sunshine Lodge, Life member of the Golden Arrow Club, and member of Weary Travelers Club, UMass Outing Club, Catboat Association, Nova Scotia Schooner Association, and Amateur Radio License. He leaves a brother, Peter and his wife Joyce; a niece Erin; great nephews William and Andrew; and aunts and cousins.

A memorial service was held Thursday, May 21 at the Nickerson-Bourne Funeral Home, 40 MacArthur Blvd, Bourne.

Memorial donations may be made to the "Angel Fund" Cawnacome Sunshine Lodge, c/o Peter Howell, Master, P.O. Box 108, Forestdale, MA 02644.



(In Memoriam continued on page 6)

Mary Manning Pepin
July 6, 1937 – September 29, 2009



Mary Manning Pepin

We have had the honor of being a friend of Mary and husband Dick (Pep) for many years. It was with deep sorrow that we received the unexpected news that Mary had succumbed to a heart attack while on vacation in England.

At her funeral this past week, we were able to be with her family and remember with them some of the key moments in Mary's life. She certainly lived up to her Irish heritage bestowing love on her family, especially her three grandchildren, and bringing pleasure with her effervescent personality at every encounter, especially catboat gatherings..

She lived a life full of achievements which included: degrees from the University of Massachusetts and Bridgewater State College in MA, being a high school teacher and guidance counselor for 33 years, volunteer work in her church and for the National Park Service, and membership on the CBA Steering Committee during which time she was the CBA Treasurer.

Having sailed a number of catboats (Beetle, Marshall, and Atlantic City) she was an accomplished sailor. Her sailing adventures included cruising down east to ME on *Spray*, their 24 ft. Atlantic City Cat, and day sails on Little Bay located in Fairhaven, MA on Buzzards Bay. We had the pleasure of cruising with them on Buzzards Bay and Vineyard Sound, always looking forward to the raft-up at days end with Mary leading the inevitable jovial discussions at cocktail hour. Her laughter was infectious!

She will be greatly missed by many of us. At her Memorial Mass the following Irish blessing was printed on the Program that listed the Order of Service – it reflects how Mary thought of all of us.

An Irish Blessing

May the road rise to meet you
May the wind be always at your back
May the sun shine warm upon your face
The rain fall soft upon your fields
And, until we meet again,
May God hold you in the palm of His hand.

– Dolores and Wayne Cole



New Members

– *Dave Calder, Membership Secretary*

WELCOME ABOARD to our 102 new members for 2009 through September.

Adams, Sam & Kelly
Albert, Michael and Connery, Karen
Asplundh, Ned & Neva
Beale, Mark & Deborah
Bird, Ira & Joy
Bleuher, Chris & Chazen, Christina
Boyce, Peter & Rossiter, Christine
Breder, Gary & Sue
Brevard, Joseph and Wineman, Janet
Brindisi, John & Jennifer
Caffery, John & Susan
Cape Cod Maritime Museum, c/o
Janet Preston
Chapman, Sue
Cherau, Nick and Prince, Susan
Collins, Kevin & Nancy
Crawford, Tad & Judy
Cross, Skip & Conny
Cushman, Leslie
deGanahl, Drew and d'Emery, Carola
Donohue, Kevin & Ellen
Downes, Chris
Dunn, Tony & Ellen
Edel, Barry & Sandy
Evans, Richard
Field, John
Finn, Herbert & Maribeth
Fleming, James & Tina
Gonzaga, Reddy & Rosie
Grann, Greg and Gowan, Karen
Grayken, John
Grenier, Jim & Lyn
Haggerty, John & Claire
Harris, Robert
Hull, Charles and Ericson, Paul
Kearney, Kevin & Maureen

Kirk, Jim
Kline, Robert & Susan
Kuhne, Bob
Lacy, Kevin & Georgina
Lewellyn, Bruce & Jean
Livermore, John & Jode
Low, William & Anna
Mack, Ward & Ellen
Madigan, Michael
Marsh, Nim & Naomi
Masters, Charles & Sharon
McAraw, Jim & Elaine
McClatchy, Andrew
McWilliams, Sandy & Cindy
Mercer, Paul & Julie
Miele, Gene
Miller, Michael
Murray, Mike
Nestle, Dick & Beth
Newton, Dick & Marge
North, Kevin & Val
O'Brien, Matt
Oden, Glenn & Linda
Parson, Stephen
Pearson, Tony & Constance
Shadwick
Pennington, James
Pomeroy, Robert
Potter, C. S. F.
Prettyman, Jim & Anne
Reichelt, William
Roberts, Bruce & Virginia
Sargent, Carol
Seligman, Peter & Karen
Shell, Laura
Snow, Frank

Stapleton, Chip & Julia
Sullivan, Paul & Ulla
Toolin, Richard & Arlene
Torstenson, Stig & Sara
Van Klooster, Bill & Julie
Verney, Steve & Kay
Walsh, Alexander & Jilly
Ward, Jay
Wells, Kathleen
West, Gregory & Susan
Whyte, Terry & Rose
Wilcox, Doug & Clair
Witbeck, David
Wixted, Jack & Kristen
Woodward, David
York, Rick & Maureen
Zampino, Bill & Teresa
Zusman, Charles

Shrewsbury Sailing & Yacht Club Fleet

Carlin, Bill & Peggy
Gruskos, David & Cindy
Kearney, Kevin & Maureen
Kirkpatrick, Bill & Iris
Kline, Robert & Susan
Koerwer, Joe & Beth
Pedersen, Ole & Anni
Schneider, Alan & Laura
Seligman, Peter & Karen
Stives, Doug & Liz
Van Winkle, Stuart & Gail
Welch, Robert & Donna
Widdis, Jim & Susan
Zimmerli, Betsy & Bruce



Yarns & Adventure

– Bill McKay, Editor

Editor's Note: Thank you all for your contributions. Don't hesitate to send more this winter; a perfect time and place to add some of your interesting photos with stories from summer - 09.

Bill McKay
wjmckay@verizon.net

You Need an Environmental Impact Statement to Build Your Boat, Sir

– William C. Winslow

I built *Phoebe Ann Cowdrey* in my back yard over the course of 12 year's worth of weekend and vacation work. One of the last major jobs was the installation and alignment of the engine. I jobbed that one out to a local shipyard.

We moved the boat in the dead of winter when the ground was frozen solid. Yeah, we had to tear down a small fence between back and front yards and remove a neighbor's shrub. I figured the neighbor had lots of bushes and wouldn't miss this one. Besides, she was in Florida for the winter.

I lived at that time down a short dirt road bordering wetlands. It didn't make sense to haul the boat back to the rear yard; so we left her at the end of the driveway. I built a temporary shed of arching frames covered with commercial greenhouse-strength plastic. It was a stretch to lay out a power line from the house, but it worked OK. Then a curious? angry? vindictive? neighbor butted in.

I received a letter from the town fathers demanding that the illegal structure on my property be removed. Now, nobody can see my boat shed from the road. A curious observer would have to walk 200 feet down the path just to catch a glimpse of the enclosure. He or she would be trespassing. Nevertheless, I had to respond to the town.

My letter pointed out that the structure was purely temporary, it wasn't anchored to the ground, had no power or water or a floor. The whole thing would be history in three months. I thought that was the end of it. Ha. Never underestimate the ability of bureaucrats to find ingenious ways to earn their keep



"Sir, this is temporary"

by tormenting taxpayers. Back came a letter saying OK, we accept that the structure is short term, but you will still be required to file an environmental impact statement. And what is that, I asked. Back came a lengthy document. My attorney distilled the 20 pages down to a single sheet plain English summary.

Overall, I would have to submit a landscaping plan that would harmonize the construction shack with my house and surrounding yard. They wanted to know what kind of and how many bushes or trees. Some sort of system would be required to catch rain water so it wouldn't drain into the wetlands and a six-foot fence would need to be built as a safety measure.

We were going to launch the boat in two weeks. I said the hell with it all, invited the mayor to the launch party and put the whole matter out of my mind. His Honor didn't show up, but then, neither did the building inspector. A wholesale nursery owner bought the shed for \$25 and hauled it away the next day.

Who Moved My Chair

– William C. Winslow

When I decided to build a catboat in 1984, I knew it was to be a traditional one made out of wood. And so it was. But I'm no slave to construction authenticity. Within that hull there are probably a couple of hundred pounds of epoxy. It's great stuff, once you get used to it, although it can sure mess up your clothes and anything nearby.

I started work in the fall, after learning to loft the boat at the WoodenBoat School. By December all the frames had been cut, from prime Connecticut white oak, and the gussets had been shaped from marine plywood. Construction called for both screwing and gluing double gussets. I was impatient to get as much done as possible. I knew that epoxy cures very slowly in cold weather; so I reasoned that it would make sense to store each completed frame in the living room of our summer cottage. I could just fit one completed frame without moving the furniture around. As I was still working full time, I could leave the frame to cure from Sunday to the following Saturday.

That was all going to work hunky dory because officially we had closed the house down for the season, and my wife Meg didn't come out. Well, the first set was moved inside. I lay it on a double spread of the New York Times with wax paper where the glued parts were. The following Saturday I hastened out from the city to see how my handiwork had fared. Just fine. The epoxy was solid as a rock, except that some of it had oozed out onto my wife's favorite rug. It left a solid and permanent stain.

A frantic call to the makers of the epoxy revealed the terrible truth that once epoxy cures, you can't reverse the process. There is no universal solvent. True, epoxy melts at something like 250 degrees, but that would probably have burned the rug. What to do? Ah, I remembered that this was a reversible rug. I flipped it over. Drat, the stain had seeped through. Cutting it out was no solution either. So I decided to hide it by dragging Meg's favorite armchair over the offending spot.

In April, when spring was in the air, Meg made her first trip out since the previous fall. Stepping into the living room, she looked around and said, "Who moved my chair?"



KATHLENE: Runner Up

– Cal Ikoh

It has finally happened. The 28 ft. catboat and racing phenomenon met her match last week on Buzzards Bay. It was a quiet night with a light SW breeze. The August meteor shower was at its peak and dusky clouds drifted by the moon and along the bay, casting shadows on the swells. *Kathlene* had just passed Red Ledge in Woods Hole, unaided by the security of an engine. A half hour later, skipper Tim Faloon had her moving along nicely, downwind toward West Falmouth, when a large shadow slid out of Quissett Harbor and took the same tack – right on *Kathlene's* stern. Tim, happy to be on the last leg of his voyage and tired as it was 3AM, was hunched down on a pillow in the cockpit, unaware that he was being stalked.

As he gazed up through the angle of his gaff and mast, he saw a hapless meteor burn up as it entered our atmosphere. And then his wind died, *Kathlene* settled and a shape loomed up on her port side. Another boat – a large catboat.

Before Tim could grasp what was happening, she was half past him. A dark figure was at the helm. In the moonlight Tim could see him pretty clearly. Dressed in old clothes and wearing a black hat, this skipper looked much like Zeb Tilton, the famous Vineyard skipper. Tim had seen a picture of him in the book he was reading before nightfall. The sound of the overtaking cat was clear: a powerful bow wave and a sizzle from the stern – followed by the glow of disturbed bioluminescence. The old cat passed *Kathlene* like a boat on a mission; her skipper never looked left or right of his 42 ft. mast up in the bow.

Kathlene sat becalmed for a moment... disturbed from her downwind romp by the wake of the mystery boat. And then Faloon accepted the challenge. He tacked her east to pick up some speed... he tried west... the new cat gained on the old but very slowly. Then he realized this mystery cat had a jib – a huge one on a monstrous bowsprit (traditional cats often flew jibs for a fast and sure trip home). Faloon called out, "Who are you? Where do you hail from?" There was no answer.

Kathlene got close enough a few times to almost read the stern quarterboard... but the clouds would cover the moonlight or sudden puffs would push the old cat ahead.

One last surge and the new cat just about took the wind from the pursued cat. Faloon could just make out the quarterboard, *Mucilage*.

"Who are you?" the young skipper of *Kathlene* called out several times.

"Hanley... Heading from Osterville to Monument Beach... and I just whipped Manley!"

The moonlight disappeared behind a billowing cloud; a strong gust rippled the gaff rigs of both boats; the old cat reached off to the east. When the shadows allowed some light, Faloon was alone, off West Falmouth Harbor, sailing the second fastest cat on Buzzards Bay.

"Stop Leak" for Boats

— Bruce Gratz

In 2004 I launched my homemade Fenwick Williams catboat *Lottie Cates*. She is a 21-foot long wooden beauty and I have sailed her every summer since she was launched. Every April, I begin the annual wooden boat owner's rite of spring, preparing her for launch. As *Lottie* ages, she requires more and more attention. In addition to the sanding, scraping, varnishing and painting, there are other tasks that require a little more work and skill. But all in all she is holding together well, and I really enjoy the work and camaraderie with the yard guys.

For those who are familiar with boat ownership, I am certain you will be able to relate to and understand the routine. However, for those who don't own a wooden boat, there is something that also occurs in the spring that is somewhat unique to boats made of wood: that is, their inevitable tendency to leak. Usually it is only a temporary condition cured by the swelling of the wood as she sits in the water. *Lottie* is usually sealed up within a day or two, and takes on no more water than the bilge pump can easily handle. So it is expected, and panic is usually laid to rest with this knowledge.

I now build boats for a living so I have the opportunity to talk to other boat builders about all aspects of the craft and the problems that arise while building boats as well as the ones that occur as age sets in. Some of the information I have accumulated is interesting and useful, and some is questionable. One questionable bit of information that I heard last year had to do with stopping leaks until nature takes her course – leaks, that is, that are severe enough to be of concern.

When a boat (or anything, for that matter) is placed in the water and is expected to float, then takes on water through a hole or a crack, it does so because of the pressure difference between water, the air in the vessel and the tug of gravity. The water clearly wants

to fill the void. Now here comes the interesting and useful part of the story: if there just happen to be particles of something suspended in the water that are small enough to penetrate the leak, the particles will also try to fill the void. If the material is sawdust, it will float into the void and seal it. Voila!

The afternoon of this particular launch arrived. I packed up my lunch box and several of my tools at my shop. As I was walking out the door I recalled the sawdust story and went back in and just for the heck of it, picked up a small bag of fine fir sawdust. Just in case. Ha. I was doubtful that it would be needed, and even that it would work if it were.

Lottie was actually already launched before I arrived, but my good friend Jerry Smith was there to make sure everything was in order. I called him on the way and asked how it was going. He told me that everything was fine except that she was leaking some, but it didn't appear to be bad enough that my bilge pump couldn't handle it. But about an hour after I arrived, the pump did appear to become somewhat overwhelmed, so I started pumping with the hand pump as well. I found a moment to call another friend, Ed Carlson, who brought down a larger pump that we quickly installed. This pump now just barely handled the incoming water but it gave me enough time to locate the source of the leak, which turned out to be a hairline crack in the port side garboard plank.

Something had to be done immediately, and it was the perfect opportunity to test the sawdust theory. I ran out and grabbed the bag of sawdust from my car, a long stick from the shed and a coffee cup from my galley. I duct taped the cup to the end of the stick and went out on the dock to a point where I could reach the leak with it. I filled the cup with sawdust and put it in the water right side up. As soon as it was immersed I turned it over and pushed it to where I judged the leak to be. I then turned the cup right side up again, releasing the sawdust and allowing it to float into the crack. Ed was in *Lottie* reporting on progress. I have to admit I was doubtful. "What's happening Ed?" I said. After a minute or so he said, "I think it has stopped."

"Really?" I said. "Just like Stop Leak in a leaky car radiator. Amazing."

Sure enough it had worked. Just like that. What a surprise! It made a believer out of me. Come to find out, this method of leak repair is also occasionally used by fiberglass boat owners. How 'bout that.

The sawdust filled the crack long enough for the plank to swell and hold for the season until I can permanently repair the crack next spring when the process will start all over again. Just part of the joy of being a wooden catboat owner.



The Classic Boat Rally

— Samuel W. (“Woody”) Norwood



The Classic Boat Rally is a unique sailing event that is held each spring between Savannah, GA and Charleston, SC. This is an adventure for owners of 16 ft. to 24 ft. sailboats of classic design (but modern construction) that combines the elements of cruising, racing, and coastal piloting and navigation. The fleet of participants sails from town to town, around 30 miles each day, on the Intracoastal Waterway (ICW). Two races are imbedded each day, with staggered starts allowing the slower boats to start first and making the faster boat have the challenge of starting later and working through the fleet to the finish. The handicaps are based on PHRF ratings, but the race committee has latitude to make adjustments. The objective each day is a yacht club or marina. Social parties and meals are featured most evenings, and the participants can sleep either in a hotel or on their boat.

Catboats constitute a big part of the fleet, and they come from all over the eastern United States. Marshall Sanderling, Marshall 22s, and Herreshoff Americas are popular for this event. They are particularly suited to this event for their relative shallow draft, stability, simplicity, comfort, and capacity to handle a broad variety of sailing conditions. Jerry Valka, owner of a Marshall Sanderling in Saint Clair Shores, Michigan, has come twice in recent years, sometimes sailing solo and sometimes with a local crew. Even with the relative simplicity of a catboat, the navigating is a constant challenge. Everyone uses a GPS and charts to ensure staying in deep water. Another “regular” team in a Marshall Sanderling is Andy and Drew (Andy’s

grandson) Corriveau. Andy has sailed these waters for many years and is known to sail in the shallows using the brail method: He sails until the centerboard starts to drag in the mud and uses the drag as his clue that it is time to tack. Joe Sistino lives in Charleston and usually gives the Marshall Sanderling a run for their money with his Herreshoff America. The scratch boat of the fleet is usually Roy Crocker’s Marshall 22 *True Love*. Roy and his wife, Carol, live near Beaufort, SC in the winter (through May) and in Connecticut during the summer months.



Crocker’s (Marshall 22) and Corriveau’s (Marshall Sanderling) in the Classic Boat Rally

The Classic Boat Rally is normally held in April with the exact dates set by a study of the tidal currents. On the southeastern coast the tides are 6 to 8 feet high, and the current is typically 2 to 3 knots. The tides matter, and the Rally is timed to take maximum advantage of the currents. Favorable currents are experienced about 80% of the time. In April the weather is ideal for the Rally. Daytime temperatures are in the mid-70s, the winter storms are in the past, and the summer tropical conditions are in the future. This is peak tourist season in the historic towns that the fleet visits. The Spring flowers are magnificent. The Rally’s visitors from northern climates find this to be a great way to get a head start on the season.

The Rally has traditionally started in Savannah and sailed to Charleston with overnight stops in Hilton Head Island, Beaufort, Edisto Island and Seabrook Island, SC. For 2010, the Rally will be different due to the adverse tidal conditions during April. In 2010, the fleet will gather in Beaufort on a Saturday, have a Concurs d'Elegance judging on Sunday followed by a warm-up race, and then sail to Hilton Head on Monday. On Tuesday the fleet will sail to Savannah. On Wednesday the fleet will sail back to Hilton Head and then return to Beaufort on Thursday.

The ICW in the Low country of South Carolina is gorgeous sailing territory. Most of the sailing is on broad bays and meandering wide rivers. Much of this area is barely developed. The typical scenery is of endless fields of marsh, ancient live oak trees with gray Spanish moss swinging in the breeze. Life here is slow. Manners are gracious. Tradition reigns supreme.

Savannah is the oldest town in Georgia, having been laid out by James Oglethorpe in 1733. The historic district in downtown has a charm related to its old traditions. The town was spared from being burned when General Sherman made his swath through Georgia in 1864. The book (and movie) "Midnight in the Garden of Good and Evil" brought national attention to certain aspects of modern Savannah's society. The fleet sails right past the famous Bonaventure Cemetery. The Savannah Yacht Club, located on Whitmarsh Island on the Wilmington River, is one of the oldest and among the nicest in the United States (see www.SavannahYachtClub.org).

Hilton Head Island is a golfing and sailing paradise. It is the home of the Heritage Golf Tournament, held each April about the same time as the Classic Boat Rally. The Rally fleet has traditionally been privileged to be hosted by South Carolina Yacht Club, located in Windmill Harbour on Hilton Head, one of only two harbors on the East coast where the harbor water is above sea level, requiring entrance and exit through a lock (see www.SCYachtClub.com).

In the 18th and 19th centuries Beaufort was known as "The Newport of the South" where wealthy planters had gracious homes. There are still about 70 homes in Beaufort that pre-date the Civil War. When the northern troops approached the town, the residents fled, and many of the homes were used as hospitals and housing for the troops. Many movies have been filmed in Beaufort, including *The Big Chill*, *The Great Santini*, *Forrest Gump*, and *The Prince of Tides*. The Beaufort Yacht and Sailing Club, located on Lady's Island on the Beaufort River, is informal and features dinghy sailing with fleets of Sunfish, Lasers, JY 15s, and MC Scows (see www.BYSCnet.com).

The Classic Boat Rally particularly appeals to sailors who are not thrilled with dinghy racing around the buoys and might not have the financial budget, the experience, or the time to participate in offshore cruising and racing. The rally has the elements of adventure in dealing with weather, tides, the navigational challenges, and the endurance of sailing all day to a distant port. It is inevitable the two sailboats going in the same direction will take some pride in getting there first, so the Rally formalizes and satisfies this urge by assigning handicaps and having a couple of races each day for friendly competition. This also happens to keep the fleet from getting too spread out, a safety consideration. At least one motorboat accompanies the fleet, serving as race committee and general support.

Many of the participating sailors have spouses who would rather see the sights than spend the day sailing. So, they are "shore crew", meeting their team each afternoon with the car and participating in the evening social activities. There is so much to see and do along the coastal towns that the shore crew concept makes this a memorable vacation for non-sailing spouses and friends who also render a valuable service to the sailors through their support.

Those who are interested in possibly attending the Classic Boat Rally can stay up to date with the developments at the web site www.ClassicBoatRally.com.



Kathleen Wins 2009 Opera House Cup

– Bill McKay



Nantucket Island is where huge numbers of whaling ships assembled between voyages. Years later, tradition is kept alive each August during race week when she includes the Opera Cup Race for wooden boats. For 37 years, the race has pitted up to 70 or so boats, most very well known for their cruising and racing records. Following are some of the boats of 2009: (first number is their official finish this year)

- 50 *Northern Light* 70.55 12M SLOOP
- 37 *American Eagle* 67.50 12M SLOOP
- 29 *Nefertiti* 69.15 12M SLOOP
- 22 *Sumurun* 94.00 KETCH
- 11 *Ticonderoga* 72.00 KETCH
- 5 *Bapple* 26.00 ALERION SLOOP
- 1 *Kathleen* 29.00 CAT

Some of these boats are reminiscent of the days when all boats were wood and the time when the fleet in Nantucket Harbor was mostly small working catboats. Others are ex-America Cup 12 meter yachts with seasoned crews. Another group are such popular classic boats as the Alerions.

Also the OHC includes many of the countries best sailors: Gary Jobson, navigator on *Courageous*, won America's Cup in 1977; Nat Philbrick, Author; Garry Hoyt Olympic sailor and boat designer; Herbert Marshall, America's Classic 12M Sailing Foundation; Donald Tofias, boatbuilder.



So when a kid from Falmouth and his recently built catboat, *Kathleen*, entered the race, it's anyone's guess how it will go.

Some reports were understandably quiet about the results; some groups of photos highlight hotly contested marks with two masted schooners tight together... with crews of a dozen on the rails. In the middle of all this is a relatively small catboat, crewed by a few Fallon friends, dwarfed by her competitors but skimming her way to victory in her class and also the overall winner, THE OPERA CUP.

No one could capture the essence of this race on Nantucket better than the skipper of *Kathleen*, Tim Fallon.

Bill McKay (BM) interviews Tim Fallon (TF) on August 25, 2009:

(BM): *When did you first get the idea to race in the Opera Cup?*

(TF): Michelle at Beetle had spoken with the organizers in 2006 when my boat was launched about the possibility of entering her despite being 2 ft. shorter than the required 30 ft. min. length. The schedule didn't work out to go until this summer when I decided I wanted to do some more racing aboard *Kathleen*. Other than CBA Rendezvous, I had only truly raced her one other time.

(BM): *Describe the trip out there.*

(TF): Fantastic!. From the mooring in the Warren River (up in Narragansett Bay) I did a couple of post-work evening sails to get the boat to Newport which is a good "jumping off" point and is commutable to work via bus. Then after work on a Thursday, I met my friend Rich at the boat in Newport. After ditching the dinghy (we didn't want to tow it 75 miles only to row 75 yards ashore) we were underway around 7:00 PM and tuned into catch the NE Patriots first pre-season game as we jibed around Bretton Reef. It was then approaching low tide in Newport meaning we'd have more than six hours fair current sucking us into Vineyard Sound. Combining the current with a 15 knot Nerly we bettered six knots as we power reached along under a cloudy evening sky, kicking a long trail of bioluminescence. The typical option is to stop for the night at Cuttyhunk but we were steaming along and having too much fun and left Cuttyhunk to port and continued to tight reach up Vineyard Sound. The Patriots game was well over and it was past midnight when we reluctantly bore off into the small cut at the entrance to Lake Tashmoo on the Vineyard. The next day we would slowly sail around to Vineyard Haven in light breezes and meet up with some of the crew that would be racing with us. We had a bit of an evening practice session, allowing *Kathleen* to play with some of the great boats in that harbor and we were invited to race in the Hurricane Fodder Feeder race to Nantucket the following day. We faired well in the feeder race and proved quick on the downwind run to Nantucket and got to use our shallow draft to coast over the shallows while the other boats had to sail more distance. With Rich on mainsheet and Tucker tailing, they got to hone their jibing technique as we kept jibing out into the sound to chase more wind until the SWerly finally filled and sent us all on our way.

(BM): *On the way out there did you think you had a chance?*

(TF): I didn't really think about it. We were enjoying the trek out there. But we were very well prepared. I had a mental checklist of things to do before racing her. (clean the bottom, re-lace the sail, adjust outhaul tension, figure out how to get the gaff to roll properly, patch the sail, clean the topsides etc.) We also had the entire sail out there to practice. We met 5/6 of the crew in Vineyard Haven and got everyone on board for a "practice session". That was helpful to define roles and responsibilities during the race.

Logistics – getting around the harbor with NO engine.

I had never sailed to Nantucket before and had only been there a couple of times to race in junior sailing events so I didn't really know how things worked out there. It was super cool to round Brandt Point Lighthouse and see a familiar *Molly Rose* heading out of the harbor for an afternoon sail. She hailed us to let us know that we could likely stay on *Pinkletink's* mooring and led us back through the harbor (both under sail) over to the mooring. Shortly thereafter we got another offer for a mooring from another catboat friendly sailor. Needless to say, we were pretty happy with the hospitality. Big thanks to Bill Sayle and the Argimbau's.

(BM): *Who was with you? Who raced???*

(TF): On board for the race were: Karen Renzulli as co-helm, Rich Bell on the main sheet, Tucker tailing the main sheet and boom sitter, Bill Sauerbrey (the builder) on navigation and Florence Sauerbrey as snactician/head waitress plus Hadley the dog for entertainment.

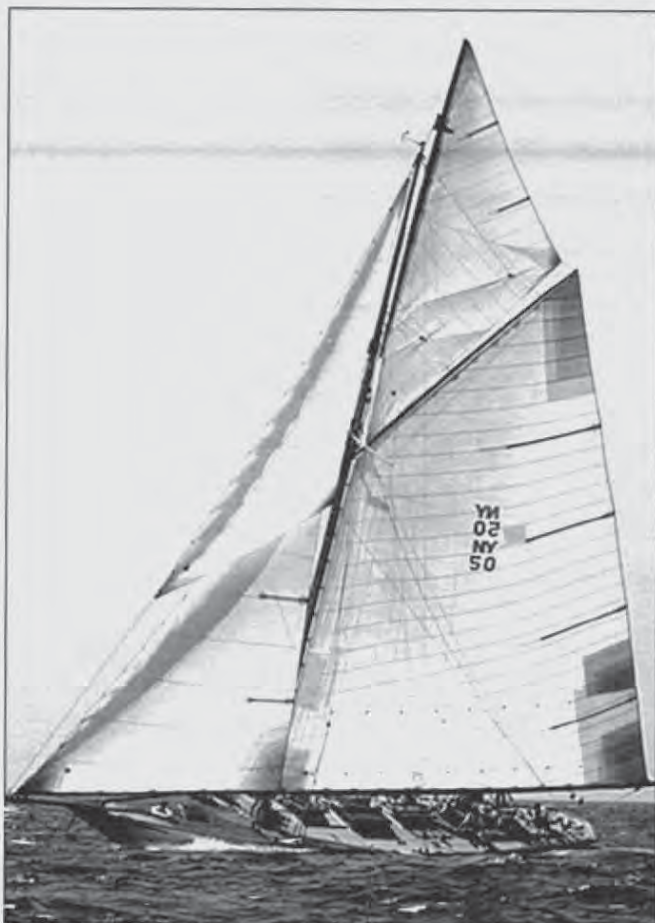
Rich sailed to and from Newport with me and Tucker joined us for the feeder race from Vineyard Haven.

(BM): *What boats were in your division?*

(TF): If you look at the results sheet, (http://www.nantucketcommunitysailing.org/uploaded_files/ohc_race_results_2009_2ccv5M.pdf) we started with all of the boats in start No. 4 but we were in the Classic (CLSC on the score sheet) division. They took elapsed time around the course and corrected it based on our rating to get a final corrected time so that we could be judged against the boats that started at different times but were also in the Classic division.

(BM): *What was the most magnificent boat in the race???*

(TF): They were all really cool. If any one of these boats sailed into our harbor, we'd be drooling. (Except in your case Bill. If they sailed into Popponessett, you'd be wondering when they dredged the channel!) With them all there together we joked "Ah, just another big schooner, no big deal". There was a whole fleet of 12 meters and a few were America's Cup winners. I'm partial to the 65' schooners *When and If* and *Juno* from Vineyard Haven. The NY40 with her topsail flying was a great sight.



(BM): *Explain the handicapping...*

(TF): Our elapsed time around the course is taken by the finish boat and then corrected based on our handicap to give a corrected time. It allows boats of different speeds to race against each other. This is how we beat out the 12 meters for example. It is confusing and often inaccurate and is why one-design racing is so popular. The race organizers probably had a hard time figuring out how to rate *Kathleen*. I don't know the details but apparently for the OHC rating, there is loose formula that is used but it can be played with a bit. They obviously were not expecting us to be

that fast. Our margin over 2nd place was 33 minutes. In comparison, the margins between almost every other place was only about 1 minute and 33 minutes behind 2nd place was 52nd place! Winning by 33 minutes was way way way over and above.

(BM): *How was your start?*

(TF): Without knowing how we would go upwind with the other boats, we thought we wouldn't be able to point as high and started near the boat end and tacked away to get a clean lane going to the right side of the short first beat. It was cool to start right next to all of the other boats and our speed was good.

(BM): *What was the course like? ...the conditions?*

(TF): The course was a huge reach. We had a very short upwind to start followed by 15 miles or so of tight and then broad reaching then a short few miles upwind to the finish. Wind was WSW going SW at 10-15 kn. The course was strategically boring. There weren't many decisions to be made as far as which way to go since it was just a reaching parade. Spinnakers weren't allowed in the race and perhaps that is why they didn't do any dead downwind legs. Rigs other than catboats can't stand to go dead downwind without a spinnaker. It was mostly point the bow at the mark and trim the sails correctly, then decide what snack we should have next.

(BM): *Describe some of the other boats near you during the race?*

(TF): We started with, among others, all of the Herreshoff Alerions that are popular out on Nantucket. These are highly engineered Nat Herreshoff designs but Hanley's rule-of-thumb catboat was able to stay ahead of them all the way around the course. On a beam reach, to the dismay of her crew, we rolled over the top of a Concordia Yawl who should be faster than us on that point of sail. For the rest of the race we chased Nat Philbrick in his *Marie J*, a canoe sterned 34 ft. Sloop that was an upwind rocket. We also chased and caught up significantly at the end to *Woody* from Westport's NAIAD, a Buzzards Bay 25 (another Nat Herreshoff design). Also next to us for most of the race was a Newport 29, *Iolanthe*. We were slightly faster off the breeze and slightly slower upwind compared to her. A big 40 ft. yawl, *Aegir*, was also in our pack and she led us around the course by about a minute the whole way. We seemed pretty even on speed with her but weren't able to catch up much.



(BM): *What does it mean for a catboat to win such a race?*

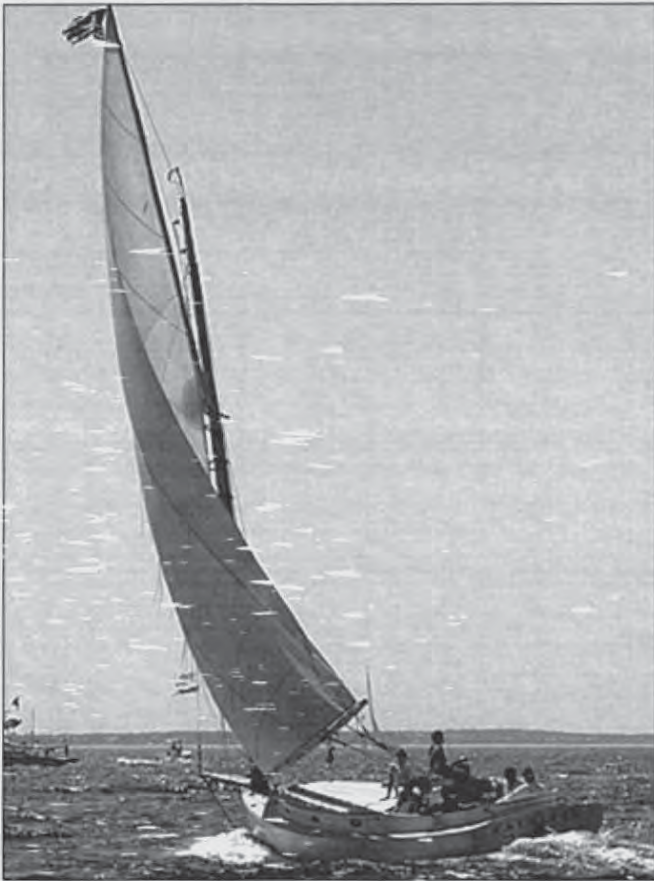
(TF): It's a big win for catboaters. Most catboats are not built as racing machines and hence have a bad reputation as being poor sailors. I think that *Kathleen* is proof that a catboat can be quick. I caught the launch back to the boat after the awards and a fellow was mentioning to me how he was thinking of switching over to a catboat....



(BM): *Describe the rest of the weekend.... The ceremony ...*

(TF): The ceremony was kind of dreamlike... Rich and I were worried about getting home and almost left before the awards were over. (Good thing we didn't) and then they were announcing *Kathleen* as overall winner. We were all shocked.

We ended up sailing out at 10 PM bound for Newport. Another beauty of a night with a 12 knot SWerly allowing us to beam reach all the way to Woods Hole with a fair current. We then bucked the current through Woods Hole and popped out into Buzzards Bay sometime around 3 AM. Then it was upwind sailing all the way to Newport with a heavy serving of pea soup fog from Sakonnet Point onward. We felt our way into Newport around 1 PM and I fell asleep for the afternoon.



And so history was made on this third weekend in August – certainly the proudest 'Catboat' moment of this new century. Congratulations to Tim Fallon and his crew.

More info about Nantucket Race Week and the Opera House Cup may be found at: <http://www.operahousecup.org>

Photo Credits to Emily Ferguson at: <http://landsedgephoto.com>

She offers exciting collections of wood boats and landscapes.

(BM): *When did you know you had won both?*

(TF): Through the noise of the crowd I heard them call *Kathleen*. They kept the results a surprise and we certainly were.



New “*Silent Maid*” To Sail Into Toms River Boat Fest

— by Kirk Moore, Staff Writer, July 16, 2009

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PHOTOS COURTESY OF ANDY SLAVINSKAS

BEACH HAVEN — A big gaff-rigged sail floating beyond Mordecai Island announced the arrival of *Silent Maid*, the reincarnation of a famous Barnegat Bay catboat, and a reminder of the era when its breed and their four-cornered rigs ruled New Jersey waters.

With another gust of southerly breeze at her back, *Silent Maid* sprang forward, acceleration that showed her racing pedigree. Boatbuilder John Brady and his crew sped north on the Intracoastal Waterway, on the last leg of a voyage that took *Silent Maid* from its birthplace in Philadelphia to a welcome as centerpiece of Saturday’s annual Wooden Boat Festival in Toms River.



The boat is a nearly exact copy of the original *Silent Maid*, a 33-foot catboat built in the winter of 1924-25 for Philadelphia businessman and avid sailor Edwin Schoettle, whose 1910 summertime aerie still stands on a high point in Island Heights, overlooking the Toms River. The original boat has been at the Independence Seaport Museum in Philadelphia since 2004, where it will undergo stabilization and restoration work so it can go on display.

Brady manages the museum’s Workshop on the Water, and he led the reproduction project commissioned by Peter Kellogg of Short Hills, a museum supporter and longtime patron of traditional boatbuilding and sailing programs. A June 14 christening on the Delaware River brought out a host of sailors and their families who have connections to the original *Silent Maid*.

“It was quite a remarkable boat in the 1920s,” said Kent Mountford, a marine scientist and maritime historian from Lusby, Md., whose parents owned *Silent Maid* in the 1950s. “It’s a great family boat because of the size of the cockpit and the cabin. We always kidded that you could hold a dance in the cockpit.”

In his lectures on Barnegat Bay history, Mountford uses what appear to be aerial photos of the great Barnegat marshes, before they were dug out for lagoon developments. He got those by shimmying up the *Silent Maid*’s mast with a camera, he said.

“I was about 15 years old when we got the boat and weighed 127 pounds, so when anything had to be done up there, I had the job,” Mountford recalled. That included rigging work and setting the heavy cotton sail, he said: “I’m pretty sure it weighed 200 pounds.”

For Mountford, those were days of wooden boats and iron teenagers. The *Silent Maid* had no winches, so he, his brothers and father Stanley used muscle to pull scratchy manila lines. “When the rope was new, you’d

get gashes in your hand,” Mountford said. When he came down from a rigging job, the heavy lines “would bring me down like a clock weight.”

The author of the 1928 book “Sailing Craft,” Schoettle was an accomplished competitor in racing catboats. He and naval architect Francis Sweisguth collaborated to design *Silent Maid* as “the ultimate catboat” over 1923-24, said Robert B. O’Brien of the New Jersey Museum of Boating in Point Pleasant.

O’Brien says Schoettle had Sweisguth draw up an earlier 30-foot catboat in 1920 called *Scat II* that was built in Seaside Park. He kept that boat for four years before Sweisguth embarked on the new design, after making “an exhaustive search of the details concerning all famous catboats known to have possessed more than the ordinary amount of merit,” according to O’Brien.

The boat was built in Bay Head by Morton Johnson, and Schoettle praised the results in his book. Brady says *Silent Maid* was considered an innovative boat in its day, combining traditional catboat lines with Sweisguth’s engineering to make a cruiser and racing machine.

Sweisguth designed the boat so it could use either a gaff rig, with its additional top spar, or the modern marconi rig of a tall, triangular sail. The 1920s began a period of transition that would see the more aerodynamic marconi win out, notably with its adaptation to the swift Barnegat Bay A-cat design.

But even those hotshot A-cat captains found a challenge in *Silent Maid*. The boat was so fast that it was assigned an 8-minute handicap when Schoettle raced against A-cats on a 10-mile course, O’Brien said.

One innovation devised by Sweisguth was a piece of lead fitted into the skeg, the fin-like rudder support, to provide ballast and stiffen the boat under sail. But the boat was very wide amid ships, making for great buoyancy, which may account for a “hogback” deformity in the hull that became more apparent over the years, Brady says.

There’s also a catastrophic theory for the bent hull. Mountford recalls one catboat fan who claimed to have seen *Silent Maid* slip out of a boatyard hoist and fall four feet to the ground.

“The boat sailed a lot better when I was a kid back in the 1950s than when Sally Schneider sailed it in the Toms River,” recalled Mountford, who was friends with the late Schneider, an accomplished

waterfowl decoy carver who held woodworking classes in her brick bayside studio with the *Silent Maid* docked outside. “She was the longest (owner), even longer than Schoettle.”

In any event, the new *Silent Maid* has the original lines, rig and deck layout as designed by Sweisguth. Brady made interior improvements to the hull structure and cabin layout, which has modern appointments including a cooler and vacuum flush head, butane stove and a sink. There’s 30-horsepower diesel auxiliary engine, batteries — and three winches. No more climbing that mast, as Mountford did one last time in 1974 while Schneider watched.

“By the time I got there,” he said, “I thought I’d never get back down.”



Boat Building and Maintenance

– Bob Reddington, Editor



Color Coded Reef Points

When I reef, one of the challenges I face (which I imagine we all do) is sorting out the reef points. There are three sets of reef points, and when the sail is down and hanging on the boom, it is difficult to determine when you have both sides of the same reef point. When tying in the first reef for instance, I've also inadvertently tied in a second reef point by mistake. This can be embarrassing and dangerous.

Well I have come up with a way to help sort out this dilemma: Color coded the reef points. My first idea was to get some of that Vinyl Dip stuff that is designed to coat the handles of tools, and that would probably work. But what my wife and I have done is sew color coded whippings on the end of each reef point.

The color code we used goes like this

- First reef: Green
- Second reef: Yellow
- Third reef: Red

I'm happy to report that the system works well. Reefing has become easier for me, and especially easier for me to direct inexperienced crew when helping.

In addition to being a good idea, sewing the whippings was fun on some winter nights.

Rowing the Catboat

– Douglas Goldhirsch

I've just read William R. Cheney's article about his adventures with his Marshall 22 *Penelope*. I have

Hello Shipmates:

Here we go again. There's nothing on board, in reserve for the winter bulletin No. 151, 2010. Come on members. Help me out. Those of you who want this column need to contribute to it or it won't exist. My only out is reprints from past bulletins from the late 60s and early 70s. There are some good things that will be new to many of you, and that you "geriatrics" have forgotten. So there it is. Contribute what you've done or improved on or reprints. Buckrammer is not the only 100 year old catboat in our membership. Doug Goldhirsch of Bartlers Island Me. sails *Grayling* a 22 ft. Wilton Crosby 1898 that's 111 years old. She is truly a catboat even tho she fly a spinnaker and other sails. You've probably all seen pictures of the older catboats sailing down wind with two bcoms out sailing wing & wing. She has more lines on her mast than you care to count. Reminds me when I worked on a square rigger the *Bounty* out of Fall River, Mass. I've sailed on *Grayling* many years ago at one of Townie Hornor's *Rondezvous*, with Bob Luckraft, Doug, Betty and myself. She's a very impressive catboat. So let's do it. Send me your stuff. Sorry no e-mail, only snail mail to Bob Reddington 235 Lake Ave. Bayhead, N.J. 08742.

Your sinking shipmate,
– Bob Reddington

P.S. I know of 13 catboats 100 years or older.

also been forced to spend significant parts of a couple of summers without the use of my *Grayling's* one cylinder Yanmar Diesel. In both instances, I actually enjoyed having to be a better sailor.

What has prompted this "article" is the fact that I also have oars for *Grayling*. Like Mr. Cheney, I am one of those sailors who hates to use the engine and avoids it when at all possible. Often I'll have it running when in tight and potentially dangerous situations, but I rarely put it in gear unless necessary (in those situations). Some years ago I rigged oarlocks on *Grayling* and added some chocks on the cabin top to house the oars when not in use.

What prompted me to rig these oars was vanity. I remember back in 1990, when cruising south of Cape Cod, I sailed the *Grayling* into a quiet anchorage after a 30 mile day which started with two reefs tied in. By the time I had chosen a spot to drop the anchor, we were under full sail, ghosting in as the sky began to present an unbeatable sunset show. About a quarter mile from the chosen spot, the wind failed completely, and the ebbing tide began taking us in the wrong direction – I started the engine for the necessary 2 minutes, and got her put away. That was when I decided that having oars would be a good idea.

If I had had oars on that evening, I would have gotten them out and been able to reach the anchorage in a more elegant style. I thought – how cool would it be for those observing to see such a thing – an old gaff-rigged catboat expertly sailed and then calmly rowed to her anchor. And so much more emotionally satisfying for the crew as well – including bragging rights!

By the way, I have ash oars, that I salvaged from the Hurricane Island Outward Bound School. I worked as an instructor there for 10 years and repaired two old oars broken in the course of the program. These 13 foot oars are the right length for my 22 foot catboat, but if I wanted to start from scratch I would make some of lighter wood – spruce or pine.

Mast Rigging Organizer

- Douglas Goldhirsch

While I'm at it, and sending this in, let me tell you about the *Grayling's* rigging organizer for keeping stuff organized during fall haulout, storage, and spring re-rigging.

When I rebuilt my 22 foot 1898 catboat, I added a (removable) bowsprit to her. When this modified rig was complete, *Grayling* was able to fly 4 sails instead of just the one. Lines added to the mast were Spinnaker halyard and pole topping lift, Jib halyard, and Staysail halyard. This is in addition to the usual 4 lines (two quarterlifts and two halyards), a flag halyard, and three stays (*Grayling's* mast is currently stayed). That's 12 things running up the mast. Securing all this to the mast in order to pull it was a real mess, and so I came up with the rig pictured. Each half of the body of this rig is made of two layers of one inch marine ply screwed and glued together. The "pins" are just 1 in. square mahogany planed approximately round and screwed to the body. I added some screw washers; and nuts complete the rig.

When getting ready to haul the mast, you just clamp this thing around the mast and go to work: go up and one at a time attach both ends of each item to the organizer. The excess line gets coiled and hung in a sea gasket.

The rig works pretty well, better when getting the mast out than when going back in. The rig can be removed from the mast for varnishing. If you are careful, nothing gets tangled when doing this, but I must admit to having had problems on occasion.

These days, I don't have all those extra lines on the boat, and I still use the organizer. It works great, and so I thought I'd present it to the membership.



Threaded rod, nut, and screw eyes for attachment.



Halyard organizer for an orderly fall haul out.

Boom Crutch

- Douglas Goldhirsch

A number of years ago, the single plank boom crutch I had on *Grayling* had a catastrophic failure during a Nor'easter here in Maine. As a result, I

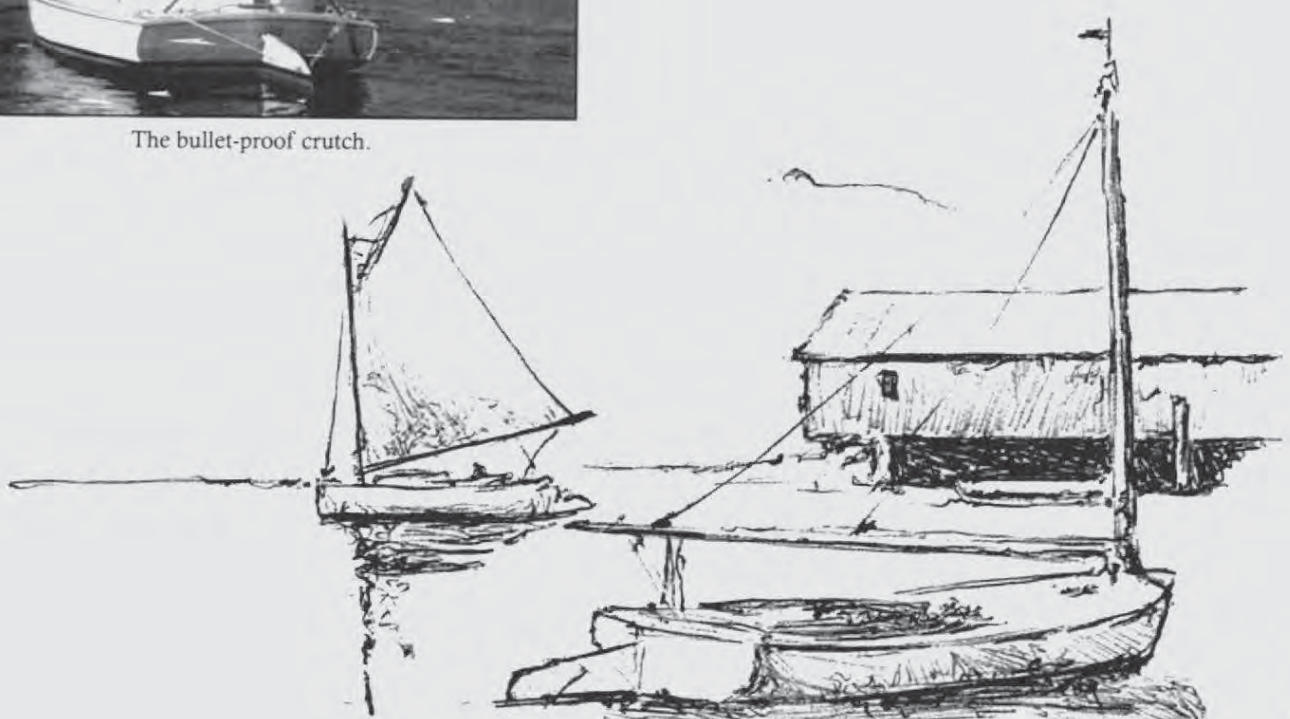
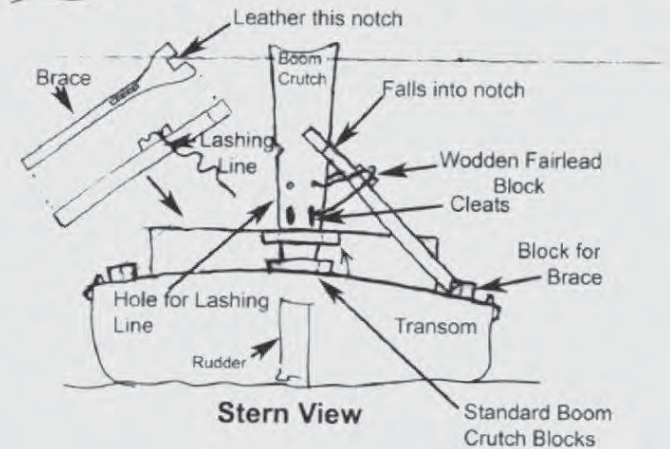
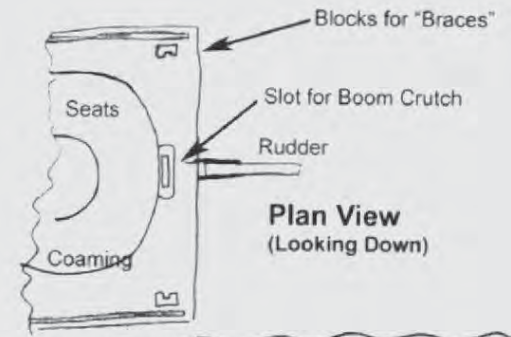
redesigned it to be "bulletproof" secure, and the result can be seen in the photos below. Here's what I did:

1. Build two braces that notch into the center plank.
2. Add blocks to the deck of the boat for the braces to notch into
3. Drill holes in plank, one on each side for lashing line to feed through
4. Add small cleats to plank to secure lashing line
5. Add lashing line to each brace – 3/16 in. line spliced tight around the braces. Each brace has a little wooden block with two notches to locate the line. The splice goes in one notch and as the line winds around the brace for the second time (giving good mechanical advantage) it uses the other notch as a fairlead.

I've found this arrangement to be very secure, reasonably easy to manage, and it looks great. I had fun making it too.



The bullet-proof crutch.



Designing and Building *ANDURIÑA* Part II

— *Ira Lewis*

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

We returned from Cape Cod, the birth place of the Catboat. Great visit for me to see places I'd only read about in the Bulletin. 'Course, I had an excellent guide. Carole went to school and lived some time in Boston. Now it's time to get to work.

I found a cabinetmaker, where I'd seen a beautiful, carved china cabinet under construction. His work impressed me. We discussed what was needed; a workspace, tools and a person who could use the tools.

I would draw the forms and work with the carpenter, eyeballing the construction. I showed Sr. Jorge Samayoa Paniagua the scale model I'd built and explained the construction details. He grasped the idea and essentially said, "If it's made of wood, we can build it." I would pay him a small amount per week for the space in his shop and the use of his tools plus pay the salary of one of his workers to work full time with me. We made a handshake contract, which was honored to completion of the boat.

Sr. David Ramirez was assigned as the "boat builder". He was a cabinet maker with some forty five years experience using a chisel and plane, plus the few electric tools in the shop—a table saw, planer, router, miter saw, an electric plane, a couple of hand drills and a jig saw. The band saw did not work. There was also a hand held belt sander. There was, sometimes available, a disk sander which proved a most useful tool.

David was an excellent cabinetmaker. The first time I drew a piece on plywood to be cut out, David asked me, "Do you want me to cut on the left side, the right side or the center of the pencil line?" He had difficulty working with a form that was not square or understanding a curved line in space. But, boy could he fit two pieces of wood together. In the beginning, everything fit so tightly that I didn't have any wiggle room to adjust a bulkhead to the overall shape of the hull.

Sr. Samayoa and David constructed an absolutely level building platform of two by sixes. This sturdy platform became the base for all measurements. The rockered floor plank (the keel in a plank on frame

construction) was screwed to the platform with dry wall screws.

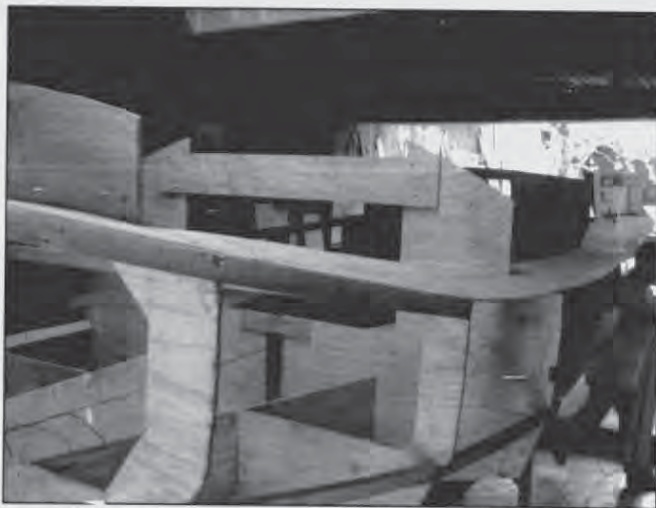


Sr. David Ramirez working on the rockered floor plank.

Dry wall screws were used during all the construction. They were removed after the bulkheads and planks were epoxied in position. Sometimes the screws became hidden under a bulkhead, or were in an area where we could not get to them with a drill and phillips bit to remove them—or sometimes they were epoxied in place and couldn't be backed out. After much frustrating work chiseling out screws we learned to plan ahead and to coat screws with wax, where they would come in contact with epoxy, so they could be backed out after the epoxy dried.

The centerboard trunk logs were epoxied to each side of the centerboard slot. The stem, cut out of mahogany 2 in. by 12 in. planks, epoxied together for a 4 in. thickness, went on the front of the floor plank and extended back to connect with the trunk logs. Braces were screwed from the stem to the wall of the shop to assure that it remained vertical. At the rear of the centerboard trunk, two longitudinal bulkheads a foot apart became the base for the floorboards. These ran back to the transom. Between, these two floorboard supports, two planks of 1/2 in. were epoxied to the floor to give extra thickness where the skag would be bolted in place. Now the floor plank had lengthwise stiffeners to maintain the correct rocker.

With the floor plank and stem solidly lined up, the athwartships bulkheads were screwed in place and lined up vertically with a spirit level and plumb bob and horizontally with a steel square against the center line and also by running a line from the center of the stem to the outside edge of each bulkhead to assure that they were not canted by even a quarter of an inch. A long straight edge laid across the building platform provided a base measurement so that each corner of the bulkhead was the same distance above the waterline. A taught wire from the stem to the stern provided a centerline at deck level to make sure that each bulkhead top corner was the same distance from center. Scrap wood braces were tacked in place to hold everything square.



All bulkheads and bunk clamps are in place.

Next, longitudinal bulkheads were screwed in place to assure more rigidity before gluing everything together with epoxy and fiberglass strips. These were the cockpit seat fronts, the bunk flat fronts and the centerboard trunk sides. Also the cockpit coamings and the cabin house sides up to where the front curve starts were tacked in. The sheer clamp, the cockpit seat clamps and the bunk flat clamps were notched into the bulkheads then the seats and bunk flats were tacked on. After checking alignment one more time the clamps were epoxied into place in the bulkheads.

It is extremely critical that these initial "line ups" be exact. Everyone says "Measure twice, cut once". I repeat, before fixing everything in place forever with epoxy, measure twice then, check your measurements twice again. If something is twisted, canted or out-of-line now, it will be impossible to correct later.

With everything square and plumb, we epoxied each bulkhead, one at a time to the floorboard. The seat fronts and the bunk fronts were then epoxied in place. Before fixing each joint with a fillet of thickened epoxy and two fiberglass strips, all measurements were checked again. That's it, no more chances to make corrections. The coaming and cabin sides were epoxied in.

Before planking started, the king plank under the fore deck was fitted and the mast step was built and epoxied on top of the stem where it extended back to centerboard trunk. A plus hundred year old Guatemalan, silver coin was inlaid and epoxied into the bottom of the mast step.

Bunk flats and cockpit seats were screwed back in place. Foredeck, side decks and aft deck were cut and tacked in place with the "to be removed" drywall screws. These were not epoxied into place until the very last but were removed as needed so we could work inside the hull. The structure was quite ridged. Lifting a corner of the stern would not twist the hull.

Now was the time to hang the topside planks. As mentioned in part one, my drawings and the scale model were not exact enough to cut a plank that would fit with no more than a quarter inch gap at any point. I took the measurements off each bulkhead and traced them on two 4 by 8 sheets of plywood butted together. The 16 feet overall just gave me enough length to cover the curve stem to stern. I gave myself two inches on each side of the plank to make adjustments. These two eight foot pieces were butted together with a backing plank that extended one foot on each side of the joint. These backing planks were screwed in place by several random screws but were not epoxied until the planks were screwed to the curved side of the hull so the joint would take the curve and not show a "hard spot".

Several people give very good instructions on how to scarf plywood to make long planks. I chose to use butt joints with backing planks.

The hull was planked "right side up". It would have probably have been easier to hang the three planks per side if the hull was "bottom up" but it was easier to eyeball the form this way and make sure everything looked right. There was a lot of cut and try in the planking process, including taking off or adding on to some bulkheads so that the seams where the planks connected would be a sweet curve and so there would be no hard spots.





Coamings, cabin sides and front top plank hung.

After each plank was tacked in place it was epoxied to the bulkheads, clamps, transom and stem. A fillet of epoxy was added, covered by two strips of fiberglass tape. Look at any good reference book on why and how to do this. The resulting joint is extremely strong---stronger than the plywood.

The two lower planks could not be tortured into the extreme compound curves I wanted forward to provide a fine entry. This was achieved by planking with random small strips. These strips, instead of being covered by fiberglass tapes were completely covered by fiberglass cloth epoxied in place. This is in addition to the exterior fiberglass sheathing which the hull received.

The curved cabin front could not be made of 3/8 in. plywood, it would not take the bend, so I used quarter in. Even this was difficult to force and clamp and tack into place before epoxy was applied. In a couple of places, temporary extensions were screwed on to give us something to clamp to.

We'd laid the floor the first part of August, and did the bulkheads and hung the top plank by first October. I went away until mid-November but David built a beautiful set of louvered doors from mahogany, did the door framing and built a cabin hatch plus the mahogany slide rails while I was away. He also made the coaming caps. When I returned, we hung the rest of the planks and just before Christmas had a party celebrating the closing of the hull. Great, I'm almost finished. Little did I know!

I'd hoped for a March launch but the details are time consuming and have to be done correctly to have a good looking, safe boat. A second cabinetmaker, Sr. Francisco Vasquez ("Chico"), was hired to speed things up.

The centerboard was built of three pieces of 1/2 in. plywood epoxied together. An 8 in. square hole was cut into the bottom rear, studded with nails then filled with molten lead---not as hard a job as it sounds. I found the lead in sheets at a recycling yard. The centerboard was placed on a piece of scrap plywood then filled with the melted lead. It was poured in three batches, until it filled the hole level with the top side. The lead was shaped to the contour of the board with a hand plane. After the board was shaped it was waterproofed with three coats of resin.

I used epoxy for all structural joints and to laminate pieces, but used much less expensive resin for waterproofing and to apply the exterior sheathing of fiberglass to the hull.

Brass plates were screwed and epoxied to each side of the board as bearing surfaces for the hinge pin slot at the front of the board. The pin and plates were made at a shop which makes ornamental brass hardware. Most anything can be made by the talented artisans in Guatemala. The brass pin rides in holes in the centerboard trunk logs which are capped on the outside with 1 inch caps epoxied in place. These caps could be chiseled off in case the pin ever has to be removed.



Strong "egg crate structure" with view of the centerboard trunk.

The rough shaped centerboard trunk was removed from the hull where it had been tacked in place and given its final shape. The interior sides were covered with white Formica, epoxied in place, as recommended by Sam Devlin, to provide a slick, water proof surface. The board was tried in the trunk with one side removed, to be absolutely sure that all tolerances were correct. As a matter of fact, I found that I had to trim off a little from the top rear curve

of the board so that it would move freely in the trunk. The top caps of the trunk are screwed into place so that the board can be lowered into the trunk and hooked onto the hinge pin from above.

Now I decided to cut corners and save time. Instead of extending the trunk 4 inches below the bottom of the boat so the extended skeg, (shallow keel) could be glued to the outside of the hull with strong epoxy fillets and fiberglass, I decided I didn't want to take the time to modify the building platform on which the bottom plank now rode. I decided to cut the bottom of the trunk flush with the outside of the bottom plank. I saved one or two days work and later paid with five weeks of really frustrating labor.

I'd spent a great deal of time trying to figure out how to mount my outboard. I couldn't just "call up" and have a bracket delivered in three days. I also have a thing about an outboard hanging on the transom of a sailboat. Still I couldn't make a decision until I'd actually bought a Suzuki, 5 hp. four stroke. Once I had the motor, I found it would fit in a well using the rear cockpit bulkhead as the motor mount but leaving the transom intact. The front of the engine only intrudes into the cockpit some 10 inches, with the control handle folded up. I had to make a sliding hatch in the rear deck behind the coaming to clear everything.

The drag of a propeller is most detrimental in very light wind. Since I am not a racer, in light wind I will probably be motor sailing anyhow so I mounted the engine on the centerline, in front of the rudder. It can not be tilted out of the water. The engine is protected by a one inch "U" shaped piece of channel iron that runs from the skeg to the rudder, where it is welded to another piece that is bolted to the transom and has the bottom gudgeon welded to it. These parts plus the gudgeons and pintles were made of mild steel by a local shop which will make anything of metal. These pieces were waterproofed with resin then painted, not the best for salt water but for a boat that spends most of the time on a trailer and is sailed in fresh water, I would say it is adequate.

David, Chico and I could probably have applied the exterior fiberglass sheathing but I hired Sr. Monzon who has a fiberglass shop and who had worked on several fiberglass boats to apply the glass and to spray paint the boat with automobile enamel.



Lifted stern for cradle placement to keep boat from rocking while working inside.

To work on the bottom, we had to roll the boat up on its side. The bow was jacked up an inch or so off the building platform, then the stern was lifted with a chain operated hoist hooked to a convenient steel rafter. The platform was pulled out and the boat was lowered to the floor padded with old quilts. Using the same hoist, six men, some pre-prepared braces and some heavy rope the boat was rolled up on its starboard side, resting on an old mattress. The most important points are to decide what to do beforehand, make sure everyone knows what their jobs will be, have all braces, etc. ready and have only ONE CAPTAIN. No one else gives orders.

While Sr. Monzon was finish sanding the hull, and filling dings with plastic auto filler, or resin thickened with Cabosil micro balloons. David and Chico fine shaped the skeg and bolted and epoxied it to the hull in back of the centerboard slot. This was continued as a four inch keel on each side of the slot then tapered down to end six inches ahead of the slot. As usual, this was epoxied to the bottom plank, fitted with large fillets covered with two strips of fiberglass tape.

When this was all done Sr. Monzon applied two coats of fiberglass roving to the bottom using resin. After sanding, this was covered with eight ounce fiberglass cloth. The upper planks were covered with 6 ounce cloth. The waterline had been struck, while still on the platform, using the level floor as the base, going around the hull with a measuring stick. The bottom was given two coats of Subaru "Red" auto enamel. The boat was rolled back on her bottom and a cradle was built under the rear section of the hull so it would not rock on the keel when we climbed inside.



"Chico" doing some finish work.

The mast was made from a four-inch diameter spinnaker pole. I bought it as junk because it had been bent. The section before the bend was just long enough to reach from the deck to the part of the mast where the taper starts. This pole was covered with a box made of ash planks, which were routed on the inside to conform to the diameter of the aluminum tube. This box was built around and epoxied to the tube with thickened epoxy. The box was cut octagonal on the router then planed and sanded round, checking the roundness using a template with a 5 ½ in. inside diameter.

The tapered top five feet of the mast was made from two tapered planks, glued together, which had a V shaped groove routed out of the inside. This hollow "mast top" had an additional two feet of cylinder which slipped into the Aluminum tube and was glued in with thickened epoxy.

The bottom of the aluminum tube, where it swings into the U shaped tabernacle only has wood sheathing on the front as decoration. Therefore, the bottom of the tube was reinforced with a hollow ash tube epoxied inside the aluminum mast from the base, two feet above the tabernacle hinge pin. All this complicated fitting resulted in a strong, light weight, about 60 pounds, beautiful "wooden" mast.

While designing the tabernacle, to be built with what I could find, I went to the metal working shop to ask if they could bend some heavy gage aluminum into a U shape to fit around my tube. Talk about luck, they just happened to have a piece of Aluminum tubing, with walls almost a quarter of an inch thick and with an inside diameter that was a slip fit over my mast tube. This tube was split the length of the

tabernacle and opened up as a U. The round part goes through the mast partners a foot. A leftover piece of the spinnaker pole, reinforced on the inside with an ash cylinder, is epoxied inside this section and extends down to the step which is formed by a five inch piece of the heavy wall tubing. Above deck the tabernacle is covered on the outside with ash, the same as the mast.



Sr. Samayoa trying the tabernacle to make sure it swings freely.

To get away from a mast boot that leaks and wedges that come loose, I had Chico contour and glue to the deck a plank that was flat on top. A hole was cut through this plank, the deck and the king plank for the tabernacle to slip down to the mast step. The mast step ring was then moved until the tabernacle was plumb to the waterline. I checked that it was vertical to the waterline several times then epoxied the step ring in for good. Any future adjustments would have to be at the partners. Another square plank, matching the one glued to the deck, was made to slide up the tube of the tabernacle to where the U part meets the deck. Once the mast was raised and lined up, cutting out the partners as required, this plank would then

be epoxied to the tabernacle, the top plank shaped to the square of the bottom plank and the planks, with bedding compound between the two, bolted through the deck at the four corners giving a leak free joint. The bottom of the tabernacle is pinned to the step so it can not jump out.

Again fortune smiled. When the mast was raised it was plumb side to side with an almost unnoticeable forward rake--not uncommon on a catboat. We just had to epoxy the top plank to the tabernacle and bolt everything together.



The boat being pulled by hand out of the shop. Yes! We measured the doors before construction was started.

Finally the innumerable details were finished and *Anduriña* was launched. Everything went well until I discovered water above the cabin floorboards.

It was relatively easy to find a screw hole that had not been plugged, a place where the front of the centerboard trunk was not sealed at top against the forward cabin bulkhead plus a hole in the motor well that allowed water to enter below the cockpit floorboards. These three points were easily cured. However the cockpit floorboards had been glued in place, making supposedly water proof compartments. We had to cut out the floorboards and make new ones.

The most difficult problem was that the centerboard trunk was not well sealed to the bottom plank. Also, the trunk logs on each side, although well epoxied to the floor plank still had minor voids which allowed water to migrate under bulkheads from one compartment to another.

It was finally necessary to lay fiberglass from outside the 4 inch keel, around the bottom and then up into the centerboard trunk to a point above the joint between the bottom of the trunk and the

bottom plank. As a precaution, inside the boat, the centerboard trunk, the trunk logs and all bulkheads had new fillets made with thickened resin which were covered with more strips of fiberglass.

The extra fiberglass inside the trunk now caused the centerboard to jam so it had to be removed several times, thinned in some places and re-sealed with resin. Altogether a frustrating five weeks of very difficult work because I wanted to speed up things by a couple of days.

Building *Anduriña* gave me two years of very satisfying work.

I'm very pleased that my amateur design seems to have worked out. She is a stable boat that cuts into waves with almost no spray coming aboard. There is very little wake. Not a light air speedster but she seems to move along as expected. Perhaps she is heavier than needed, but a solid boat. Weather helm is not too much of a problem.

The actual building was very rewarding. I had help with the labor but I did get into it all. I cut, I sanded, and I bent planks with a Spanish windless. I got paint and epoxy on my work clothes and beard. I'd come home at the end of the day utterly tired out -- great.

I learned that boat building involves a tremendous amount of planning and pre-planning, because one thing cannot be done until something else is finished. It is also difficult to plan how to cut or form some complicated piece and how to attach it or to figure out all the steps required to do something such as rolling the boat onto its side. I enjoyed solving these problems -- most of the time successfully.

I wanted to build a boat so I went ahead and built a catboat. I'm very glad I did.



CBA Discussion Group

– C. Henry Depew, Editor

Q: *Anybody have any experience using Oxalic acid to bleach out black water stains? I have a spar I am refinishing. Water got under the varnish and stained the wood--fir--black. I may sand too deep to get rid of it and would prefer bleaching.*

A: Respondents noted that oxalic acid removed the softer part of the wood (between the rings), leaving ridge ring lines. Chlorine bleach does get the “black” out. One of the “deck/fence brightener” products was recommended along with using vinegar if the black stains are mold, not dirt.

Q: *What is the best way to charge the battery?*

A: During the sailing season, most used their auxiliary engine and the alternator/generator to keep the battery charged. During the non-sailing months, a trickle charger of some sort was used. Putting the batteries on a wood block in the basement versus on the concrete floor seems to depend on the battery type. For more information on this subject, go to: http://www.thebatteryterminal.com/TechTalk_Batteries_on_Concrete.htm

In addition to charging the battery, all agreed that the auxiliary engine needs a good “workout” every so often. Most respondents run the auxiliary until the engine temperature is steady at the recommended point. Some run the engine for 30 minutes and some at 75% power “around an hour.” If you have more than one battery, it was noted that you need to be careful with battery switches while running the motor to charge the batteries. You don’t want to disconnect battery from alternator while the engine’s running or you’ll fry electronics in the voltage regulator. Some battery switches are set up to switch from one to the other or both while running, but you never want to go to “off.” What is recommended is that you install a ‘make before break’ battery selector switch in order to prevent damaging the electrical system.

Q: *On the first sail of the season, everything was going fine until the engine’s r.p.m.s was increased to cruise speed. At the normal 2800 r.p.m.s, a strong vibration in the aft section....almost a rubbing sensation...loud*



enough to hear; back way off on the power and all is well. The question was, could it be the stuffing box being over tightened? Has anyone experienced this type of vibration associated with a stuffing box? Why would it not be present at the lower r.p.m.s?

A: Since there was no rope around the shaft, the shaft was not bent, nor the propeller “nicked,” most respondents considered starting with the stuffing box, the cutlass bearing, or the packing. If the packing overheats through inadequate lubrication, it can glaze and start seizing. With typical packing, you need a slight drip of water through the stuffing box to cool and lubricate the packing while the shaft is rotating.

Also considered was the zinc slipping on the shaft when you up the r.p.m.s. Then there was the point that the engine mounts are critical to holding down the engine vibration. The engine is dampened to the engine logs with rubber lugs, sort of like springs in a car. It is important that the tensioning nut for each lug be the same. If one is loose, it will increase the opportunity for vibration. You probably won’t hear much at low r.p.m.s, but vibrations increase exponentially.

A: The person who posed the question came back to the list with what was discovered ... It appears that the vibration was being produced by her new two bladed prop. When the new engine and driveshaft were installed, the driveshaft was too small for the opening in the new two bladed prop. To fix this problem, a synthetic high tech spacer was installed to ensure the prop fit snugly onto the shaft. This high tech spacer degraded on the forward side and allowed the prop to lean forward on the driveshaft. This was not detectable by hand and they found it by measuring the distances between the prop and the boat. One blade was closer than the other, not deformed from a strike, just leaning forward. The marina told me this spacer should be replaced anytime the prop was pulled. Who would ever think of that spacer? I didn't know it was there.

Q: *My boat is developing rust stains below the screws which fasten the rub rail. Presumably the screws were originally stainless steel, but being sunk in oak rub rail and covered with plugs, they have minimal oxygen exposure and have rusted. When I have removed the old screws, what do you recommend for replacing them?*

A: Most respondents voted for silicon bronze screws. It was noted that non-stainless steel tools used to fasten stainless steel screws can grind off on the screw during installation, causing some minimal rusting, and to prevent this you have to use special bits to drive the stainless screws.

Q: *Our Marshall-22 was built in 1976 and we need to replace the Palmer P-60. The Yanmar 3&M20 will cost between \$10,000 and \$12,000 installed. Then there is the cost of new engine beds, prop shaft, exhaust, fuel tank, and the like. The total would be between \$17,000 and \$20,000. Suggestions?*

A: Install a suitable outboard, use a Briggs & Stratton air-cooled lawn mower engine, purchase a similar diesel engine, or rebuild the Palmer. There is also the use of an electric motor, if you do not use the motor much with a solar charging system. If the decision is to rebuild the Palmer, it was noted that Wayne Cole wrote an article published in the Winter, 2006 (No. 139) Catboat Bulletin (pp. 22-24). It was also suggested that the Atomic 4 has a lot of parts that might be of use. Information web sites included: www.moyermarine.com (source for everything related to the Atomic 4 and similar engines; they even rebuild) www.oldmarineengine.com (the bulletin boards here are teeming with folks who know old engines, a great resource)

List Reader's Note: The idea of the Briggs & Stratton air-cooled engine could generate a complete article in an issue of the Bulletin.

Q: *What do you folks out there with solid wood masts do for an anchor light?*

A: Hang one between forestay and mast about 5-6 ft. above the water. You want to keep it at boat operator's eye level.

Q: *Can anyone recommend a sailing adventure book that a 10 year old might enjoy?*

A: *The Swallows and Amazon* series by Arthur Ransome. Any ten year old will love them. *A Storm Without Rain* by Jan Adkins. *Carry On, Mr. Bowditch* by Jean Lee Latham. *Logs of the Dead Pirates Society, A Schooner Adventure Around Buzzards Bay*, by Randall S. Peffer.

Q: *Who had advice/experience in careening a Marshall 18 to repaint the bottom?*

A: The first note raised was to make very sure that the bottom paint chosen is compatible with the paint already on the hull. The second item was that it is a lot easier to work on the boat if it is on a trailer or stands on dry land where there is no rush to get done with the job before the tide comes back in. Then there was the question of where does the debris from the scraping, painting, etc. go? You do not want to foul up the beach/water where the work is being done. And, when you have completed one side, how do you protect it while you work on the other side?

To actually careen the boat, you use the mast and halyards to guide the boat over as the water goes out and it starts to lean. The area where the hull will rest should be free of rocks and you might want to put down a tarp or air mattress/cushion to protect the hull. There is also the consideration of how to access the skeg (dig out the area?). When the tide is coming back in, you need to be ready to "plug" the scuppers and tiller openings if necessary. Or, you can start to raise the boat back to "up" using the halyard to put a "pull" on the boat.

If everything can be balanced, one respondent recommended using jack stands (with supporting base so the stands do not sink into the sand) to set the boat on with some lumber secured to the sides to hold the boat up when the water has receded. This allows for the entire bottom to be painted without the need to stick the freshly painted side in the sand.

There was no recommendation as to the type of bottom paint that would meet the time limitations in terms of being "dry enough" for immersion in the time period allowed.

Q: *I'm considering installing a cabin heater in my boat. Recommendations and experiences gratefully requested.*

A: The Dickinson Newport solid fuel cabin heater was considered a good investment. Another recommendation was a good kerosene lamp that will take the edge off a cool evening.

One person recommended a "Force 10" kerosene/diesel fired cabin heater. They are no longer made, though they make an identical one fired by propane. It installs on a bulkhead and vents out using 3/4" copper pipe or 1" stainless pipe. The deck fittings, stainless pipe, and other vent fittings are still available since they're used with the propane model.

List Reader's Note: Previous issues of the Bulletin have covered this subject. Use the "Search" option on the CBA website to read more.

Q: *Any suggestions as to where one might obtain small quantities of bronze hardware (nuts, bolts, washers, etc.)? Jamestown Distributors sells them, but only by the box; West Marine and Defender seem to stock only stainless.*

A: Bolt Depot <http://www.boltdepot.com>
C. E. Beckman Company www.cebeckman.com
Merton's Fiberglass Supply www.mertons.com

Q: *I have a Marshall 18 with an inboard diesel and a 10 gallon tank. My annual fuel consumption is less than half a tank. Any ideas about whether it is safe to simply top the tank off each year (with appropriate additives), or should I pump out the old fuel?*

A: Most diesel mechanics, and most literature, recommend that you keep your diesel fuel tank full to reduce condensation. In addition, you should add one of the many additives to reduce bug and algae buildup. And, replace the fuel filters each year. Also recommended was the complete cleaning of the fuel tank every few years (the interval varied for 2 to 4 years in the responses) and then adding fresh diesel fuel.

Q: *I keep my Beetle cat on an offhaul in the Westport River. Periodically, the offhaul ropes pick up so much seaweed that they won't pass along the roller to allow me to pull the sailboat into shore. So far I have dealt with this by going out in my kayak to remove the seaweed. This is a step I would love to avoid. Any recommendations for keeping the seaweed off the lines in the first place? List*

Reader's Note: Offhauls are also called hauloffs. They consist of a circular line going from the shore or a dock through a pulley or a ring on a float anchored in deep water. They are used to haul a dinghy or other small boat out to a depth where it can be moored, yet can be hauled into the shore or dock when needed (consider a clothesline on a loop).

A: Most of the responses noted that you simply haul the boat in and clear it of seaweed every few days. Of some humor was the response that "In North Cove, Old Saybrook, CT there's a bunch of dinghies on such offhauls. The town now controls who can have one, and it's known locally as 'The Clothes Line Yacht Club'."

Q: *I was wondering if anyone can tell me where I could obtain plans to build a catboat which has a chined hull for plywood construction and would have close to a 8 ft. 6 in. beam? This would put the catboat at about 17 ft. to 19 ft. in length.*

A: Charlie Witholtz from Silver Springs, MD (I would think is on the internet) has the plans that you are talking about. At least if his wife is still alive, she has them for sale. The CBA has several books on this topic. Try WoodenBoat, they've plans for a 17 ft. catboat by Charles Wittholz for \$90. I would not go for the 17 ft. boat. It is a little small and tight below. Instead, opt for No. 55 1182 1. It is 18 ft. 9 in. overall with an 8 ft. 9 in. beam. I built it and raised the cabin roof, with the designer's OK, 2 in.

Q: *On a close tack I'm getting a lot of centerboard vibration. I understand it's nothing to worry about, but (a) does anyone know why it happens, and (b) is there a way to cut down on the racket??*

A: Perhaps the board is down too far and the slot is not supporting the board? Or the pendant is exposed with the board down too far and vibrating? In regards to the pendant, it was suggested that one might try picking the board up a couple inches worth of line and seeing what that does to the vibration. If anything, this ought to also reduce weather helm. One respondent has a seizing on his pendant that shows just when the board is down with the pendant hole just up in the slot. It was also mentioned to check around the pin for wear. The board could be vibrating against the sides of the well. Another respondent suggested that this is the latest in green power. He will patent a centerboard shackle with a built-in piezo device to turn that vibration into electrical energy, I'll be rich.

Q: *The dacron sail that came with our previously owned Menger Cat has rust and dirt on it. What is the best way to clean the sail.*

A: There's a product made by StarBrite® and sold at marine supply stores made for cleaning sails which seems to work pretty well for me. However, you will likely NOT be able to get rid of the rust spots. Whatever you do, DON'T USE BLEACH!!! Don't even use a weak solution of it. Bleach will severely weaken Dacron, and you WILL lose the sail. List Reader's Note: Sail cleaning has been covered in past issues. A "Search" on the website should have a number of "hits".

Q: *Had some trouble with a Data Marine depth sounder on a Marshall 22 last season (worked at times and cut out at times). I was going to remove it and have it bench tested. Tried to call Data Marine, but the number has been disconnected. Anyone know of a replacement that would fit the bulkhead cutout as well as the thru hull on which the transducer is mounted?*

A: DMI Marine (in Pocasset, MA) can do the repair and if they can not repair it, they can sell you one of their new units that will fit into the same spot. My understanding is that the owner used to work for Data Marine. They repaired my 1985 depth sounder last year and it has worked fine since.

Had a similar problem with one of those a few years ago. Connecticut Marine Electronics in Essex sold me a new transducer, which cured the trouble.

Q: *How hard is it to hand crank an engine?*

A: Most of the respondents noted even if your engine is designed to be started by hand that hand cranking almost any engine these days is "very hard to do!" The suggested team was four people: one cranking, one located to reach the compression releases and water supply seacock, and one up in the cockpit to handle the throttle. The fourth person should be on board to pass out the cold beverage on a periodic basis. A note of interest to those who have a diesel engine with a compression release is that if the battery is too low to bump the engine over the compression stroke but not dead, you can lift the lever and allow the starter to spin the engine up, then drop the lever. If there's enough juice to pull in the starter solenoid, this should work.

Q: *I've been searching everywhere for a rigging diagram for a 1974 Herreshoff America 18, and wonder if anyone can help?*

A: The rigging diagram for a Marshall 15 is essentially the same. There is a scan of an America 18 brochure and some pictures at:
<http://home.comcast.net/~dldecker/catboat.htm>

Com-Pac took the HA molds and retooled them into what they now sell as the Horizon Cat. You might get some ideas on America rigging from Com-Pac's site: <http://www.com-pacyachts.com>

Also, it was reported that the HA18 rigging is the same as the 18ft Marshall Sanderling and Marshall has rigging illustration chart on their website:
<http://www.marshallcat.com/rigging.htm>

Q: *There are two sizes of mast sheaves used on the Marshalls to hold the mast in place. Which ones go in the front and which in the back?*

A: Thick in back, thin in front, to give the mast a slight forward rake.

Q: *I raked my mast slightly backward. What is the advantage of going the other way?*

A: Moving the mast forward or back changes the center of effort on the sail respectively. The relationship between the center of effort (sail) and the center of lateral resistance is balance. On catboats balance is what we play with to solve lee and weather helm problems. The rake of the mast is one of several adjustments used to achieve proper balance for your catboat. The placement of crew, the centerboard and sail shape are more direct, hands on, "at the moment" ways. There are many good articles written on balance, sailing etc. in past CBA Bulletins written by Bernie Huddleson, Ike Manchester, Fenwick Williams, Ernie F. and Tom Claflin. Three resources in old Bulletins that were found particularly helpful were; "Sailing to Windward", by Tom Claflin No. 95 (summary of five CBA members response to a survey) "Trimming the Cat Gaff Mainsail", by Bernie Huddleson No. 104 and "Sailing Technique", by H. A. Calahan (out of print). This respondent would strongly encourage the editorial board to reprint these articles, or better yet, update them. If you can not wait for the editorial board - order the old issues from the CBA.

Q: *Does anyone know where I can buy parrel beads that go on the front of the gaff saddle?*

A: This question comes up from time to time. Some people go to one of the marine supply sources, some make their own using hardwood beads from an arts and crafts store. It was noted that you should make sure that the 5/16 line that you probably have on the saddle will go through the eye of whatever beads you get.

Q: *We just purchased a 1978 Americat 22, with a fresh water cooled Atomic 4, as a project boat. We have not had much luck on finding information on the boats or the builder. We would appreciate any leads to information as well lessons learned with respect to technical aspects of the boats such as inspecting or changing the centerboard pin and other possible weak points to investigate. Would also like to see line drawings if such are available.*

A: The Americats were built on the south shore of Long Island by George Benedict. George Benedict wrote a couple of articles that were published in the CBA Bulletin a number of years ago. "It's a Secret - The Story of the Americat 22" was on page 39 of Bulletin No. 34, and "Builder's Information on New Catboat, Americat 22" was in Bulletin No. 36.

They had 440 sq. ft. sail. The centerboard is a 300# steel plate, encased in fiberglass mat. The centerboard pin on mine was stainless steel, and I took it out once. It had not worn noticeably, and I had to use a couple floor jacks to get the board back into place. Sometimes you could get leaking at the gasket for the centerboard pin. They also had 150 lbs. of scrap metal glassed in on each side of the centerboard trunk. Sometimes water gets in there, and the scrap metal starts to rust. You will know when that happens, as the cabin sole will start to rise.

Q: *Does anyone know the "stock" size of a Marshall-22 sail and will this sail fit a M22. Of particular concern is the length of the gaff. This sail was cut for a M22 that may have had a longer gaff than my unmodified M22.*

A: Get a copy of *Design Elements of a Catboat* by Fenwick Williams, sold by the Catboat Association, which contains a description of how to build a sail. There are also a few excellent articles in old CBA Bulletins on the subject written by Tom Caflin and Bernie Huddleson. One respondent believed that Marshall had three rigs for the 22. You should be able to get this info from them -- perhaps on their website?

Another idea was to contact sailmakers who build sails for catboats for the required information.

Odds and Ends

Hear hear! I'm making a yuloh to propel my catboat in and out of harbor when the wind isn't right. This is an old Chinese style of long sculling oar that pivots on the transom. It has a bend in it at that point so that it self-feathers, and therefore fits nicely on the side deck. I do have a hand crank Volvo MD1 if I get stranded or becalmed miles from port, but I sure don't get any pleasure or health benefits from using it. I apply a little something like Never Seize to all the touching parts of my propeller/shaft attachments to insure easy removal. A properly fitting puller reduces the risk of damage to the expensive shaft and wheel. And, when using a puller insert a stainless steel pin in the cotter pin hole to keep it from collapsing. A wise precaution -- especially if the shaft is made of bronze. If you do a lot of sailing in shoal waters, you might want to consider attaching a piece of bronze half-oval screwed to the leading edge of the centerboard for protection when going through thin water.

Unanswered Questions

Q: *Are any of you catboaters using the Brown DB 10 engine? It's a 10 HP air-cooled gas inboard engine put together by Brown Engineering of California. I have one and would be anxious to compare experiences.*

Q: *I own a 1989 Menger 17. I have been painting the gaff and boom this winter. While taking the hardware off the boom, one of the black nylon cleats broke. The cleats are hollow, about 3 1/2 ft. in length with a 3/4 in. center (space between the two screws). I have Googled looking for a replacement but cannot seem to locate a similar cleat. Does anyone know the brand that was used or know where I can locate a replacement?*



Cruising

— Charles Ladoulis, Editor

Midsummer Cruise on *Penelope* Part II

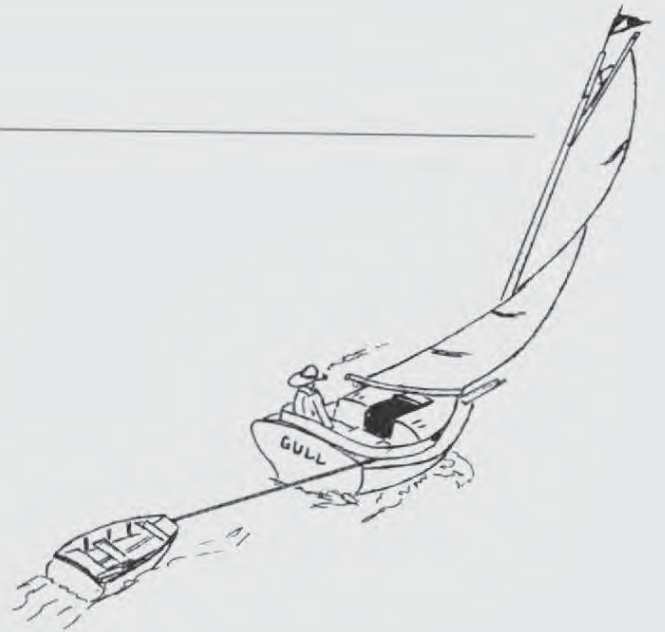
— W.R. Cheney

Editor's Note: This is part two of a three part series. In part one (Bulletin No. 148) the engineless Marshall 22 "Penelope" follows a very circuitous route from Swan's Island, Me. to the anchorage off the Wooden Boat School, Brooklin, Me. Part two starts next day with a visit to the Wooden Boat campus.



Penelope on the coast of Maine

Monday, August 11 dawns gray and bleak. I down some coffee and scrambled eggs then row the dinghy in to the busy Wooden Boat School dock. The school runs various charters and sailing classes and there is a constant PFD-clad procession going on and off dinghies and launches, headed out to and coming in from an assortment of handsome wooden sailing craft out in the harbor. Notable among them are a couple of austere beautiful Friendship sloops and a Herreshoff ketch, lower and sleeker than the H-28. Then there is a dazzling array of smaller, open sailing boats, all of them, of course, made out of wood. The sight of all this is a feast for the eyes and I am reminded of a passage I read somewhere to the effect that when the shape of boats was largely determined by the natural lines which could be bent into wood, almost all boats



were beautiful. It was only after the advent of plastics made it possible for man to build any shape he wanted that a lot of truly ugly boats began to appear.

I make my way along the dock, past the boat house and up the gravel drive leading to the boatbuilding school and the *WoodenBoat* store. Along the way I pass a large group preparing to launch the sleek wood kayaks they have either built at the school or built at home using *WoodenBoat* plans. Judging by their gear, they are off for some kind of extensive cruise in company. There is a palpable air of excitement and anticipation here, and I admire their spirit in the face of the weather forecast of rain, rain and more rain.

A little further along, a fellow is fiddling with the gear on an Ian Oughtred-designed "john dory". Since I had built one of these myself a few years back and sailed it extensively before getting involved with *Penelope*, I stop here for some enthusiastic dory talk. The builder mentions that he finds his boat a bit tender and seems grateful when I mention that I'd had the same problem and solved it with plastic jerricans full of seawater which I used as movable ballast.

Continuing on, I reach the top of the hill and the *WoodenBoat* store which is hard to pass up if you like boats. Here one finds one of the best selections of nautical books available anywhere as well as a very extensive collection of boat plans for the wooden boat builder. There is also a small selection of specialty tools, like caulking irons, which are hard to find elsewhere. This is great stuff, and always worth the visit. I try to ignore the rest of the merchandise which is fancy, overpriced yachting wear, and other more or less frivolous --and pricey --souvenirs. But if selling this stuff helps support the beautiful boats in the harbor and the organization as a whole, I'm all for it.

Normally I do my part by buying lots of books, and I do so again on this morning. A treasury from the old *Rudder* magazine, an autobiography of somebody's life in schooners, an account of Nat Herreshoff and his last Cup defender...it goes on and on. I am putty in their hands. But given the current weather reports, I am likely to need lots of reading material aboard *Penelope*.

At the register I notice that it has started to drizzle outside. As usual, the cashier is stuffing my numerous purchases into a paper bag. It seems odd that while every other bookshop in Maine uses plastic bags, The *WoodenBoat* store, a large proportion of whose customers come in by water, sticks to paper. I point out the problems inherent in rowing a batch of new books out to my boat in the rain and they eventually come up with a garbage bag.

As I head back down the gravel road to the dock, I note again how manicured and opulent the whole place seems. From the extensive park-like lawns to the impressive mansion where the magazine offices are, it is more like a modern corporate campus than anything else. And this, I suppose, is what it really is. I guess, in my heart of hearts I would like it to be something simpler and not so slick, more along the lines of an old-fashioned boat yard. But, whatever it looks like, classic boat aficionados have to be very glad that it exists.

Back on board *Penelope*, I have a short 'gam' with an old boy who is sculling out to a wooden ketch at anchor nearby. He wants to know how I reach the end of *Penelope's* boom which extends a few feet out beyond the transom. I tell him that it is usually not necessary to do so as the reefing pendants are led inboard and can be handled from the cockpit. I do admit that I once lost a nice brass hurricane lantern while reaching way out to hang it from a hook at the very end. He seems pleased with this proof that, just as he thought, my boom is too long, and continues on to his ketch with a contented look.

I get into my foul weather gear and go forward to shorten up the scope on my anchor. My method of sailing off the anchor involves shortening up until you can just feel your length of chain start to lift off the bottom, then raising sail with a lot of sheet let out and waiting until she swings over to the tack you want, then quickly hauling in the rest of the rode, and you are off in your chosen direction. But sometimes - perhaps one time out of fifty - the bottom is such that the anchor does not wait for you, but breaks free immediately. Then you must quickly let out scope again and start over. Or, if there is nothing in your

way, you can simply pretend this was what you had planned all along and sail on while leisurely retrieving your anchor. Today was one of those one times in fifty, but there was nothing in our way so we sailed off looking very casual and efficient.

The rain is a fine drizzle, warm on the skin as I head NW and then West to pass between the Babsons and the Torrey Islands and NW again out in the Reach. There is not much wind, just a light zephyr from the SE. There isn't much traffic either, just a few lobster boats plying their trade in a monotone world, gray water, gray shore, gray sky...

I hear the muffled putter of a marine engine behind me and look aft to see yet another wooden ketch coming up from astern. It seems as though two out of every three boats I am seeing on this cruise is a wooden ketch. How many can there be?

As this one draws abreast of us I recognize the old boy who asked about *Penelope's* boom. He is accompanied by a crew of three or four winsome young women in their twenties. For a moment I feel a strong pang of jealousy. How does he do it, I wonder? He is clearly at least as old as I am, a grizzled old dog pushing seventy, just like me. Maybe they are his daughters or perhaps a class of novice sailors. Well, I certainly hope so.

They wave prettily and go chugging off into the distance. About now we are passing Center Harbor which surely must rank as the wooden boat capital of the world. Packed into this small anchorage are amassed more beautiful wooden sailing craft than you are ever likely to see anywhere else (the one exception being the annual *WoodenBoat* Regatta which starts and finishes once a year from Brooklin next door).

The anchorage at Center Harbor lies off the Brooklin boatyard run by Steve White, grandson of author and *New Yorker* magazine fixture E. B. White. The yard is as wonderful as the harbor with shed after shed full of classic boats and yachts. The easier ways of an earlier time live on here and a discreet visitor can wander unchallenged through the sheds and take it all in. This in contrast to modern marinas in Northeast and Southwest Harbors and elsewhere where they won't even let you on the docks unless you are paying a slip fee.

E. B. White himself was a lifelong sailor who lived for many years on a farm in Brooklin. His essay, *The Sea And The Wind That Blows* may well be the best short piece ever written on sailing and the sea, how men love it and fear it, and why they can't leave it alone. Find and read it if you can.

We ghost on past Center Harbor and soon find ourselves off the Benjamin River which is also full of classic wooden boats. One that I used to visit every year was the C. C. Hanley cat ketch *Mollie B.* which Maynard Bray kept here until recently. Another favorite, still in residence, is the handsome Chinese red 25 ft. folkboat *Tomahawk*, which was sailed to Cuba and back a few years ago. Less interesting to me but certainly awesome in her way is a plus or minus 40 footer aptly named *Yar*. All perfect bright work and polished bronze, she is so immaculate that it is hard to imagine anyone actually taking her out and sailing her.

Back on a reach, the breeze is picking up a little, and we are encountering the first of a batch of large sloops engaged in some kind of race which seems to cover considerable distance. They appear as tiny specks to the NW and will disappear the same way to the SE. We do our best to give them all the right of way and are interested to note the various attitudes of the different crews. Some are all grim business and refuse to even look at us as they pass which seems a bit churlish particularly in cases where we have taken pains to get out of their way. Others wave. Some offer compliments. Sadly, the friendliest of all, the one brimming with politesse and good will, is also the one struggling along in last place.

All the racers behind us now, we near the Deer Isle bridge. This is an impressive structure which seems way out of place in its surroundings. The architecture and infrastructure in these parts is human in scale, reflecting the rural nature of the area. Coming upon a giant mile-long suspension bridge here is something like encountering a space ship from another planet. The bridge is crawling with workers, part of the nationwide repair and upgrading program which began when an unseemly number of these structures began collapsing due to advanced age and neglect. As I sail under the bridge, the roar of jackhammers and rivet guns rings in my ears mixing with the crashing and clanking of heavy machinery. I flinch involuntarily, fearing a large hunk of something may hurtle down on us from so high overhead. It would make for an ironic kind of sailing accident.

Penelope escapes unscathed though, and we continue in the direction of Bucks Harbor. Some kids in an open 23 or 24 ft. daysailer pass us going the other way then immediately do a 180 degree turn so that they are running along behind us about fifty yards back. It looks like they have decided to have a little fun showing up the old gaffer. Or maybe they have just decided it is time to go home. In any case,

if they thought they could catch *Penelope*, they were mistaken. Soon they and their boat are only a small object in the after distance.

Warm though the persistent drizzle is, I am beginning to feel chilled after a few not very active hours out in the cockpit. I contemplate heading into Bucks Harbor for the night but a look at the forest of masts in there is somehow intimidating. I'm feeling a little tired as well as cold, and, for once, the idea of anchoring under sail in a really crowded place is just too daunting to face.

Orcutt Harbor, a long narrow gut running SW to NE with Cape Rosier to the West and a peninsula tipped by Condon Point to the East is just a few more miles along my route and - this is what I like about it today - is described in *Taft and Rindlaub* (the Maine coast cruiser's bible) as "little used by yachtsmen".

Penelope reaches all the way up into the gut, just over one nautical mile, and I note that if the wind is onshore next day, we will have fun beating all the way out of there with the breeze right on our nose. We anchor right at the head of the harbor, not far from a Bristol-fashion fifty-foot sloop on a mooring, the only other boat anywhere near. Indeed except for five or six yachts moored in a little indentation along the eastern shore about a half-mile away, there are no other boats at all. Bucks Harbor crammed full like a sardine can only a few miles away, and this place with only a lone visitor - me... It says something about the herd instinct in man. I'm not sure what, exactly, but I'm glad that it is so.

I quickly realize that, among its other attractions, Orcutt Harbor is home to an astonishing number of ospreys. In my experience, Ospreys usually operate in pairs with a centrally located nest and a territory to themselves. But here there are five or six pairs all wheeling around overhead and stooping on what seems to be an ample supply of fish



Ancient Osprey Nest near North Haven.

Osprey nests can be quite monumental and are frequently passed down through the generations. There are several on the Maine coast said to have been in continuous occupancy for a hundred years or more. The nest on Pulpit Rock outside Pulpit Harbor is one, and there is another not too far away on a ledge off Oak Hill at the northeast tip of North Haven Island which is so big that it could almost be a fortress built for men, not birds. Here at Orcutt Harbor there are any number of birds, but I don't see any nests, so perhaps what I'm seeing is a special avian convention.

I am having a wonderful time watching the birds wheeling, screeching and diving, but I am also learning that, along with Ospreys, Orcutt Harbor is home to an impressive population of mosquitoes. The wet weather we have enjoyed all summer has upped the mosquito count everywhere. In fact it has been so bad that the time honored tradition of "mosquito hour" is no longer in effect. In normal years, when the mosquitoes arrived at an anchorage around sunset you could button up your boat for an hour or so, then open her up again confident that "mosquito hour" was over. Not this year. There are mosquitoes before "mosquito hour" and mosquitoes after it. In fact there are sometimes mosquitoes in the middle of the day in the middle of large areas of water, far from land... But here in Orcutt Harbor it is even worse than elsewhere. Reluctantly, I retreat below and pull the companionway hatch and doors shut behind me.

Leaving the boat open for so long was a big mistake. The cabin is already full of mosquitoes and I am not well equipped to deal with them. For reasons having to do with my reluctance to spend time in a small, enclosed space full of poison, I don't carry and won't use insecticides. Thus, my only way of dealing with mosquitoes is to hunt them down one by one, a not very efficient endeavor. Alternatively, I can take to my sleeping bag, pull the covers over my head and cower there, still being bitten by the considerable number of enterprising creatures that manage to get inside with me. This is not a good option now because I haven't cooked and eaten yet, and I have a real day-on-the-water, fresh air type appetite going.

Reluctantly, and in spite of a deep-seated mistrust of the chemical companies (the people who bought us DDT and Agent Orange, after all), I do carry Deep Woods Off or other "deet" formulations and, in extremis, use them. My current situation qualifies and I proceed to douse myself with the stuff. An uneasy chemical truce established between myself and my winged tormentors, I can cook, eat, drink and make an early night of it.

* * *

Tuesday, August 12, I wake up early to the sound of torrential rain pouring down and crashing on the cabin top. It is a little like being inside a snare drum but I like it, really. It reminds me of when I was a kid and slept in a room with a tin roof overhead. It is about 6:00 AM and there isn't much point in getting up yet. Nothing to do outside but get drenched and not much to do inside either but read or listen to the radio. I flick on the weather radio and hear news of record rainfalls moving up the coast. This is going to be the kind of day when your dinghy fills right up to the gunwales and floats only because of the air compartments at bow and stern. I switch to Maine Public Radio and drift off again listening to the world and local news being repeated over and over again as it always is at this time of day.

By eight o'clock I am awake again and restless. I can't sleep all day although it would be good if I could. The rain is still pouring down undiminished and, peering out one of the port lights, I can't see anything but sheets of water. I pull one of the large wine jugs I use for drinking water out of the bilge and measure out a mug full into my all-purpose stainless pot for coffee. Beans go into my German hand grinder from the Lehmann Catalogue (old fashioned stuff for Mennonites and other throwbacks like myself) and grind away happily. Not only will my coffee be better than something out of a can or jar, but I am thankful for these small pleasant tasks. It promises to be a long day.

The coffee is good. Columbian Supremo twice as strong as recommended, and twice as much of it in my special mug than you would get in a regular cup. Suddenly, inexplicably, I am very happy. It is good to be here in my diminutive boat with the rain pouring down. Good food, good books... we really have everything we need. I find that I am looking forward to the day after all.

The day, indeed, did pass quite pleasantly. There were a couple of short breaks in the weather when I was able to get a little exercise in the dinghy and, for the rest, the books from *WoodenBoat* and my CD player provided ample entertainment. It was cozy and snug aboard as we whiled away the hours in a kind of warm, damp funk.

Because of the rain and the ever-present mosquitoes, I had to keep *Penelope* buttoned right up for most of the time, leaving the interior a little dark and cheerless. To combat this I fired up a large hurricane lamp as well as the gimballed kerosene lamp on the main bulkhead. This took care of the cheer



department very nicely and provided some warmth, but around nightfall I noticed that droplets of water had started falling from various points on the cabin roof. For a brief moment I wondered if it had rained so hard that rain had found its way right through the solid cabin top, but investigation revealed that the inside of the entire hull and deck was filmed with water. Since it is well known that solid fuel makes for a dry boat whereas oil stoves make for a wet one, I deduced that the problem was condensation caused by burning the oil lamps in so much humidity. I quickly doused the lamps before all that water started running off into my bedding, books and supplies.

Lying in the dark I listened to quirky riffs, off-rhythms and discords from the inimitable Thelonus Monk blending with the still thunderous rain beating down on deck until I fell asleep. Another early evening aboard *Penelope*.

Wednesday, August 13, contrary to all expectations we awake to a glorious sunny day and a cloudless sky. *To be continued -- Part III*

Victor Sails the Course of the 1705 Privateer *Castel del Rey*

—Rory Van Tuyl

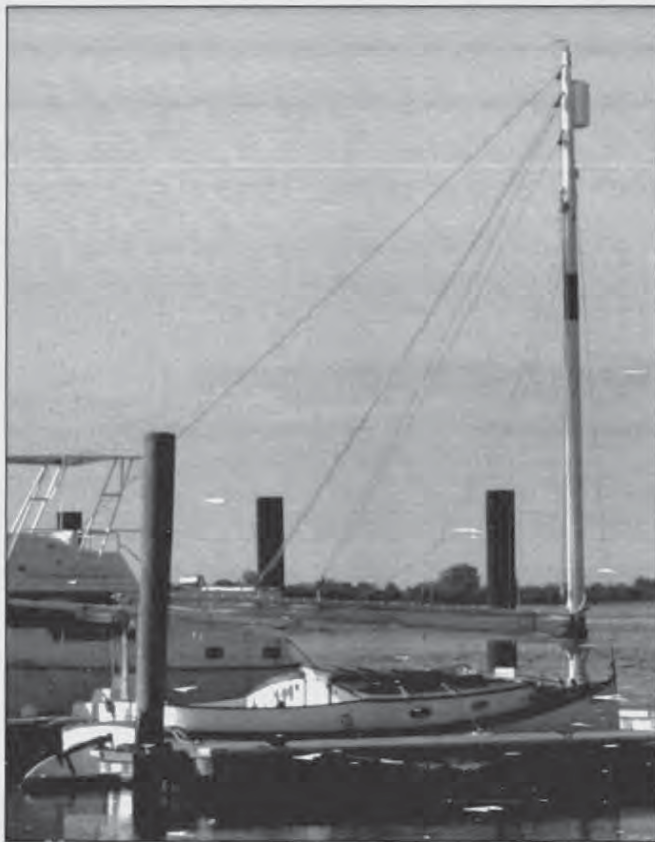


In 2008, after reading *At Sea in the City*, William Kornblum's marvelous memoir of catboating in New York City waters, I contacted Professor Kornblum at his City University of New York office. He and I were among the few to share an interest in the tragic voyage of the *Castel del Rey*, a New York privateer ship under the command of Otto Van Tuyl, that was a castaway in lower New York Bay on December 19, 1705, with the loss of 132 lives. As we discussed the event, Bill generously offered his services, and that of his 1914 catboat *Victor* to retrace at least part of this historic voyage.

Eighteenth century nautical charts, such as the Cartwitham Chart [1730] clearly show how mariners were supposed to avoid the infamous East- and West-bank shoals that had bedeviled sailors since the time of Verrazano and Hudson. All they had to do was follow a sight line extending from the steeple of the New Utrecht Church to a feature called the "Indian Trees" in what were then called the "Neversink Highlands" of New Jersey. How simple!!!

With the estimated course of the *Castel del Rey* in hand, and with plans for our voyage to retrace at least part of the *Castel del Rey's* 1705 course firmed up, I traveled to Brooklyn, NY on July 11, 2009 to meet Captain Bill Kornblum of the research vessel *Victor* and his crew. *Victor*, Bill's pride-and-joy sailboat, is not normally a research vessel, but for this day she was serving as one. Bill restored the 1914 vintage Catboat

over nine or so years, as his budget would allow, and now sails around New York Bay, Long Island and points as far south as the Chesapeake. Bill was ably assisted by his best friend, Phil Oberlander, and his friend and CUNY colleague, John Mollenkopf. John bicycled down from his Brooklyn home to join us as helmsman for the day. He sailed in California in the 1970s and has clearly never lost the lust for sail that he acquired so long ago. He still has that gleam in the eye you see in men who want a boat. Someday I hope he can become his own captain. Phil Oberlander must indeed be Bill's best friend. He joined us just two days after undergoing abdominal surgery, climbed all over the deck to help set the sail, then retreated below for a well-deserved nap once we were well underway.



Victor - Kornblum's 1914 Crosby Cat

Bill Kornblum is an interesting guy. He was one of the first Peace Corp volunteers back in the early 1960s. After graduating from Cornell, he taught Physics en Francais in the Cote d'Ivoire for a couple of years. But Bill has a personality very different from that of any of the many physicists I have known through the years. Bill is all about you not about him.

This refreshing personal characteristic led him away from vector bosons and the like, and toward sociology, a field in which he has enjoyed a long and successful career. He still advises students at the CUNY Graduate Center. And Captain Bill, I am quite sure, brings to the captain's position a completely different way of doing things than did 18th century captains. Bill truly cared about the experience that I and the other guys were having. His crew management technique was one of suggesting what to do, rather than demanding obedience. Nevertheless, he was firmly in control, and was clearly enjoying the beautiful day on Lower New York Bay.



On *Victor* at Gateway Marina with landlubber Rory, Captain Bill (left) appears to be thinking "Do I really want to do this?"

With the wind picking up to about 10 knots and predicted to freshen to as high as 20, Bill chose to reef his sail so that only about half of it was unfurled. This would prevent excessive heeling as the wind velocity increased, but still offer enough propulsion for our purposes. *Victor*, Bill explained, has a maximum speed of around 6 knots, limited by the length of her hull. The longer the boat, the faster the top speed. In order to maintain speed as we sailed out to the intended course, Bill used his diesel engine to speed our voyage from the Gateway Marina out to the place where we took up the course, just west of Norton Point at the Western tip of Coney Island.

Reefing the sail was a somewhat clumsy business. Unlike modern sailboats which have various new technologies for managing sails, *Victor* uses pretty much the same methods as did *Castel del Rey* in the

18th century. Sails were reefed by hand, with canvas flapping about as the sailors (Bill and Phil) struggled to get unused bits tied down firmly to the boom. *Victor*, being a catboat, has a strange aspect to her. The mast is situated right at the bow of the boat, and the boom is quite massive for the size of the boat, about 28 feet in length – the *Victor* is 26 feet long. So the crew has to walk on the deck atop the cabin as well as in the cockpit to tie down the sails. Once Bill had the reefed sail secured, we headed west under sail and diesel toward Norton Point.

As Bill and Phil worked the sails, John took the helm. *Castel del Rey* would have had perhaps a dozen men unfurling the sails while a very strong man pushed and pulled on the whipstaff, the connection between brawn and rudder in those days. John used a wheel helm, but this technology was adopted later in the 18th century, long after *Castel del Rey* met her untimely fate.



John steers *Victor* with one hand, but *Castel del Rey's* helmsman would have struggled to control the 130-ton ship in an icy "Easy Gale of Wind" using a Whipstaff.

Otto Van Tuyl, I am quite sure, would not have been smiling!

As we came abeam Norton Point, I noticed that we were at a point on the proposed course I had derived from the 18th century maps. Bill preferred not to venture north into Gravesend Bay – the "Jacques Bay" of 1705 from whence *Castel del Rey* set sail. So we turned south on a course of 200°, or so we thought! The deviation between true bearing and magnetic compass bearing in New York Harbor is 13 degrees. So to achieve a heading of 200° John headed SSW at 213°. I noted this and smugly checked off another

item on the list. So it was a surprise to learn later, after plotting the GPS on Google Earth, that our heading was off from the intended one:

Course of the *Victor* on July 11, 2009



Course of the *Victor*

Our navigational error actually worked to our advantage in terms of safety. As we sailed close to the Southwesterly wind across the Ambrose Ship Channel at 6 knots, we were able to enter and leave the Ambrose Channel sooner, crossing more quickly than if we had been on course. This channel, dredged in the early 20th century, still handles all the large, high speed ship traffic for New York Bay. It is not a place where catboats are welcome.

As we left the Ambrose Channel sailing SSW toward West Bank Light we spotted a large ship steaming up the Ambrose Channel to our left...

Had we been on the intended course at this time, there could have been a serious problem! As we came abeam the passing ship, Bill had John steer west as he swung the boom to port. We headed directly toward the passing tanker with the intention to pass behind it like a pedestrian jaywalking in Manhattan on a Sunday morning...

Soon, we found ourselves crossing the Ambrose Channel on the shortest path, with only the retreating tanker in our field of view. Before we turned, we had barely arrived at the northernmost tip of Roemer Shoal, one of the possible spots where *Castel del Rey* was castaway in 1705.

View from the Bay

The most surprising aspect of this voyage was how things looked from the deck of a boat sailing south. Coney Island to our left and Staten Island to our right loomed large in our field of view, while the New Jersey's Navesink Highlands (called "Neversink"

in the 18th century) and Sandy Hook itself seemed very far away and quite indistinct. Bill pointed out how far Sandy Hook extends into the field of view of a south-bound boat. It was impossible for me to tell whether I was looking at Sandy Hook or at the Navesink Highlands. Recall that maps from the 1730s implied that mariners could see a church steeple in New Utrecht and a natural feature called "Indian Trees" in the "Neversink" Highlands. Maybe this was so in those days, but to my untrained eye, there were no useful landmarks apparent as we sailed south with waves splashing into our faces over the bow of *Victor*. Here is how it looked. Can you even see the New Jersey Shore?



In this zoomed-in view from the above picture, it is possible to make out, on this beautifully clear day, the outlines of the Highlands and what appears to be a modern landmark, some sort of radio tower. Perhaps we could have navigated more accurately with the aid of binoculars, perhaps not.

But recall what the visibility must have been like on December 19th, 1705 as *Castel del Rey* stood southward in an "Easy gale of Wind" with a violent storm brewing. What could have been seen from her vantage point will never be known for sure. After this reconstructed voyage, I have a much greater appreciation for how difficult navigation must have been. We had compasses and two GPS units, an easily handled boat with an experienced crew, various navigational buoys and an accurate chart of the bay. Still, we drifted off course. The *Castel del Rey* was a Spanish Galleon of unknown sailing ability, with a new captain and perhaps a new crew. The bay had not been charted as far as we know, and there were no such things as navigational buoys. The weather was

lousy, the bay a field of whitecaps, and just to make things challenging, chunks of ice were floating down from the Hudson River. It's little wonder she ran into trouble.

On our return voyage, as we transited the East Bank headed home, John noticed the electronic depth meter showing shallower and shallower water. At one point I think the depth was as little as 8 feet. *Victor*, with its 4-foot draft (centerboard $\frac{3}{4}$ down) was never in trouble. In fact, had it not been for the depth finder, we would not have known there was any hazard at all. In the 18th century, such a warning would have required a seaman to cast a weighted rope with knots tied at 6-foot intervals into the drink and to call out the depth as the boat proceeded. On a rough day with gale-force winds, such a sounding would probably have been impossible. Without an electronic depth finder, *Castel del Rey* was sailing blind, headed for her demise as a castaway on the East Bank of New York Bay.

Victor Comes Home

When we returned to Gateway Marina, Bill and John reefed the sail, covered it with a protective cover, battened down *Victor's* hatches, and cheerfully posed for this homecoming photo.



It was a great day for me, and – I believe – an interesting one for Captain Bill and the crew of *Victor*. We had survived the curse of the *Castel del Rey*.

Editor's note: *The author is the nephew of the commander of the Castel del Ray, ten generations removed."*



CATFOOD

– Jane Walsh, Editor

AY CA RUMBA ...

Greetings from the Galley:

There is nothing quite like a winter vacation to the Caribbean during a cold and snowy winter in the Northeast. Stepping off the airplane and onto the tarmac on a tropical island and breathing in the warm and fragrant air is just one of the many pleasures of this type of getaway. And, yet another is that first sip of a rum-based fruity drink in a glass with a pink umbrella while standing barefoot on a coral based powdery white beach gazing upon the aqua blue water! Aaahhhh!

I hope you will enjoy these rum-inspired recipes from current and former CBA Steering Committee officers and members.

The Bajan Rum Punch recipe is an original shared with us from a local bartender at the Long Beach Club on the SE coast of Barbados. John Greene (former Membership Secretary and current Clerk) makes a batch of this wonderful elixir occasionally for family and friends or when we feel the need for a little tropical getaway on our own little island of Cape Cod at any time of the year.

Cheers!



“John enjoying a Long Beach Club Rum Punch”



Bajan Rum Punch

½ cup of freshly squeezed lime juice
1 cup of simple syrup (1 cup of sugar and 1 cup of water – heat to dissolve sugar)
1½ cups of Gosling’s Black Seal Rum
2 cups of water
5 dashes of Angostura Bitters
Pour into 9 oz glasses filled with ice
Garnish with a cherry and grated nutmeg!

And, from the President’s galley aboard *Red Squirrel*, try Tim Lund’s steak marinade.



Tim and buddies Casey and Jahn on *Red Squirrel*

Marinated Barbeque Steaks

4 rib eye steaks

Marinade:

2 tablespoons of vinegar
2 tablespoons of olive oil
2 tablespoons of Goslings Black Seal rum
2 tablespoons of sugar
1 teaspoon salt
½ teaspoon black pepper
1 teaspoon dried rosemary
1 onion, finely chopped
1 clove of garlic, minced
2 tablespoons soy sauce

Blend all the marinade ingredients in a shallow dish. Add the steaks, turning them to coat. Leave to marinate for two to three hours... Barbecue the steaks over hot coals basting frequently.

Addendum: Tim actually makes the marinade in a Ziploc storage bag and makes 2 to 4 times as much marinade as the recipe calls for. And, his final comment is "don't skimp on the rib eye (or the rum)"!

And, from my own galley on *Sonatina* here is a breakfast treat:

Banana Rum French Toast

3 ripe bananas, mashed
¼ cup milk
¼ cup brown sugar
3 tablespoons dark rum
3 large eggs
6 slices of day old bread

Combine bananas, milk, sugar, rum and eggs and mix until smooth. Dip bread in batter and allow to soak up the liquid for 10 minutes or so. Toast on a well oiled griddle or frying pan, turning when brown. Serve immediately with butter, syrup and/or brown sugar.

And, a favorite beverage of the former CBA President, Bob Luckraft, if you haven't already, you must try a Dark N'Stormy.



Bob and John Toasting with a Dark N' Stormy on Mother's Day 2005 on *Genevieve*.

Dark n' Stormy

To a glass of Ginger Beer add an ounce of Gosling's Black Seal Rum and ice!

Finally, for a future article, our readers would like to know how to filet a fish. Can you help us? Please send your suggestions to Jane.Walsh@catboats.org.

"Boat" Appetite!

Jane

P.S. "We're off to Italy in September; stay tuned for "Honey, It's Italian Night"! recipes from our Venetian fellow catboaters!!



2009 Race/Rendezvous Results, Part I

—Lyn Behne, Editor



Editor's Note: The following is the first in the series of reports of the 2009 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

Noroton Yacht Club Catboat Rendezvous

—Frank Kemp

NOROTON, CT – The Sixteenth Annual Catboat Rendezvous at Noroton Yacht Club was held on Saturday August 22nd. It was the 16th consecutive annual event, started by Charlie Faurot in 1994!

The event was to have been held in June, but the weather that day was terrible, and on this day the predictions were just as bad. AccuWeather persisted in showing a thunderstorm by noon, and the HHH (Hazy Hot Humid) day started with a soaking rainstorm in the early morning hours. The day was headed towards being another washout.

However, the minimum number of boats was available for a race, and the race was on!

The reward for the faithful was a Great Day of Sailing! The skies cleared (for a while), the wind was a steady 10 to 13 kn. from the south-southeast, and the current was strong, yet predictable.

The course was windward/leeward followed by a triangle, with finish through the starting line. The first race was finished smartly enough to allow the

committee to poll the participants, who approved a second race, again windward/leeward. The second race was completed just before the threatening weather came in. This was the first time that a second race was held at this event, to universal appreciation.

The committee chair, Sam Bridges, conducted the award ceremony at the gam on the deck of the Noroton Yacht Club. Other members of the committee included Ken Coventry, Fred Elliott, and Bill Trench (the holder of the 2008 Cam Paradise Spirit of Catboating Award). Judy Kemp set up the gam, with cooling beverages and tasty snacks.

THE RESULTS:

Place	Captain	Boat	Design
1	Mats Josefsson	<i>Malö</i>	Marshall 18
2	David Earle	<i>Swallowdale</i>	Herreshoff 18
3	Frank Kemp	<i>Lovinde</i>	Marshall 18
DNS	John Reffner	<i>Sally E</i>	Atlantic City 24

Sprite Island Rendezvous

—Al Stauderman

EAST NORWALK, CT – Eight boats were on the line in Cockenoe Harbor off East Norwalk, Ct. on July 11th for the 18th sailing of the Sprite Island Y.C. Catboat Rendezvous. When it was over, Robin Varian, organizer and host of the event, was the winner in the fast time of 1:31:45 over a six-mile course.

Very light breezes prevailed at the start, causing the Race Committee to postpone for about 15 minutes. When sufficient air arrived, the race got off to an even but sluggish start, with last year's winner, Mats Josefsson of Rowayton, moving to the lead. Ten minutes into the race the breeze picked up to a

steady 10 to 12 kn. from the southeast, and Varian, sailing a Marshall 22, slowly closed on Josefsson's Marshall 18, *Malö*. Varian moved to a precarious lead, with Josefsson pursuing him steadily from then on, finishing as runner-up by 2 min. 17 sec. In third place was John Reffner of Rowayton in his A.C. 24, *Sally E*.

Crewing Varian's *Sea Smoke* was Gary Jacobson, also of Sprite Island. Except for Reffner and Doug Wulfleff, who finished seventh in one of his first outings against Western Long Island Sound competition, all other contestants sailed single-handed.

It was the second victory at Sprite Island for Robin Varian, who had received the Bill Menger Trophy previously in 2005. Josefsson, a five-time winner at Sprite Island, had won the race the past two years.

Chairing the race committee was Al Stauderman, who organized the first Sprite Island event with Dave Hall back in 1992 and has worked all but one of the races since. The pre-race snacks and post-race gam were ably and charmingly hosted by Betsy Varian.

THE RESULTS:

Place	Captain	Boat	Design
1	Robin Varian	<i>Sea Smoke</i>	Marshall 22
2	Mats Josefsson	<i>Malö</i>	Marshall 18
3	John Reffner	<i>Sally B.</i>	Atlantic City 24
4	Roger Klein	<i>Owl</i>	Marshall 18
5	Frank Kemp	<i>Lovinde</i>	Marshall 18
6	David Earle	<i>Swallowdale</i>	Herreshoff 18
7	Doug Wulfleff	<i>Oberon</i>	Herreshoff 18
DNF	Ken Wolan	<i>Anna Leigh</i>	Herreshoff 18

Wickford Rendezvous

— Jason Grear

WICKFORD, RI— The 2009 Wickford Rendezvous took place on July 11 which, at that point, was one of the few sunny days we'd seen this season.

There was a good southerly breeze and many boats started with a reef. Adding to the beauty of the day, the 22s were joined by the 28 ft. C.C. Hanley catboat *Kathleen*. The course started with a windward leg to Plum Island Lighthouse, followed by a run to "C5," and then a finishing reach to the harbor.

THE RESULTS: Marshall 18s

Place	Captain	Boat
1	Jay Kolyer	<i>Mugsy</i>
2	Jason Grear	<i>Selkie</i>
3	Charles Appleton	<i>Emmalina</i>
4	Andy McLatchy	<i>Lucky</i>

Marshall 22s

1	Tim Fallon	<i>Kathleen</i>
2	Mike Brown	<i>Muttockian</i>
3	Eric Collins	<i>Sappho</i>
4	Myrna George	<i>Redwing</i>
5	Rex Brewer	<i>Peregrine</i>

Squeteague Harbor Rendezvous July 18, 2009

— John Greene

CATAUMET, MA — Thunderstorms and torrential rains Friday reduced the normal number of Catboats that attended the annual Squeteague Harbor Rendezvous on July 18. Tim Lund, our esteemed president, and one of the few that made the trip up the bay on Friday, mentioned feeling "moist" Saturday morning after spending a stormy night in the harbor. Ted Lorentzen, who sailed up from Fairhaven, went home for the night. On Saturday, the fog cleared in time for the race to start at 1 PM and the day got better and better.



Red Squirrel cuts inside *Manatee* at the windward mark.

With a steady 10 to 15 kn. breeze from the south, the small Marshalls did very well. *Manatee* got a good start but eventually was passed by *Legacy*, *Beach Plum* and *Red Squirrel*. *Legacy*, a Marshall 18 captained by Fritz Casselman, never lost the lead and won the race. A close second till the last leg was *Beach Plum* who lost her mast and had to drop out. *Red Squirrel* and *Manatee* exchanged places three times, with *Red Squirrel* prevailing, winning second and first place among the Marshall 22s.

The evening's festivities, hosted by John Greene, Fritz Casselman and Howard Crow, were a perfect ending to a beautiful day.



Fritz Casselman, right, receives his trophy from John Greene.

THE RESULTS:

Place	Captain	Boat	Design
1	Fritz Casselman	<i>Legacy</i>	Marshall 18
2	Tim Lund	<i>Red Squirrel</i>	Marshall 22
3	Kevin White	<i>Manatee</i>	Marshall 22
4	Jay Webster	<i>Ishmael</i>	Marshall 22
5	Rick York	<i>Kittiwake</i>	Marshall 22
6	John Greene	<i>Sonatina</i>	Marshall 22
DNF	Ted Lorentzen	<i>Wuli</i>	Hermann 17
DNS	Jim Burns	<i>Grace</i>	Marshall 18
DNS	Peter Arguimbau	<i>Molly Rose</i>	Wood 28



Leo J. Telesmanick Beetle Cat Championships

— Roy Terwilliger

NEW BEDFORD, MA – Thirty-one boats appeared to compete in the 2009 Leo J. Telesmanick regatta on August 8 and 9, an annual event of the New England Beetle Cat Boat Association. Starts were good tempered and colorful, with representation from Weekapaug and Edgewood (RI), Spindle Rock, Wild Harbor, Cataumet, Barnstable, Bass River, West Dennis, Namequoit and Chatham Yacht Clubs.



Thirty-one Beetle Cats in full sail.

(Photo: Emily L. Ferguson)



Stephen Culhane of Spindle Rock (blue and white stripe) rounds the windward mark, followed by host, Ted Dickson, of Chatham Yacht Club and Scott Wakeman of Weekapaug YC.

(Photo: Emily L. Ferguson)

Series Summary

Place	Captains	Division	Home Harbor
1	Karen Renzulli & Tim Fallon	Women	Wild Harbor YC
2	Ted Dickson & Melissa Dickson	Men	Chatham YC
3	Scott Bearse & Simon Bearse	Old Salt	Barnstable YC
4	Charlie York & Emma York	Men	Cataumet YC
5	Ery Largay & Hilde Largay	Women	Wild Harbor YC
6	William Boll & Julia Boll	Old Salt	Weekapaug YC
7	Catherine O'Sullivan & Will O'Sullivan	Junior	Chatham YC
8	Natalie Coleman-Fuller & Ellen Fuller	Women	Chatham YC
9	David Bryant & Stearns Bryant	Men	Weekapaug YC
10	Willis Taylor & Emily Taylor	Men	Chatham YC
11	Lindsey Bergh & Courtney Bergh	Junior	Chatham YC
12	Roy Terwilliger & Quinn Fitzgerald	Ancient Mariner	Chatham YC
13	Steve Glovonsky & Katie Gallaher	Old Salt	Weekapaug YC
14	Katie Dickson & Megan Moore	Junior	Chatham YC
15	Carolyn Paczkowska & Kenny Grant	Women	Chatham YC
16	Julia Bradford & Charles Warner	Ancient Mariner	Weekapaug YC
17	Sarah Mendelsohn & Carolyn Parker	Women	Chatham YC
18	Les Johnston & Jennifer Roman	Old Salt	West Dennis YC
19	Daniel Ryan & Charlotte Ryan	Old Salt	Chatham YC
20	Scott Wakeman & Amanda Carey	Old Salt	Weekapaug YC
21	Tom Klingerman & Katherine Klingerman	Old Salt	Weekapaug YC
22	Tina Spring, Alice Ronty & Dolly Howell	Women	Chatham YC
23	Kevin Duffy & Richard Duffy	Junior	Bass River YC
24	Cary Anne Kane & Cameron Mitchell	Junior	Chatham YC
25	Stephen Culhane & Veronica Culhane	Men	Atlantic YC
26	Geraldine Abdo & Keegan Abdo	Women	Weekapaug YC
27	Taylor Burmeister & Julia Heald	Men	Chatham YC
28	Richard O'Leary & William O'Leary	Men	Bass River YC
29	Wells Pile & Marguerite Pile	Old Salt	Edgewood YC
30	Michael Glancy & Robin Glancy	Old Salt	Edgewood YC



Karen Renzulli with crew Tim Fallon, level the boat approaching the leeward mark. Karen was overall winner of the regatta

(Photo: Emily L. Ferguson)



Raritan Bay Race and Rendezvous

– R. Poole, Fleet Captain, Monmouth Boat Club

RARITAN BAY, NJ — This was a race to remember. Saturday, July 25, started well with strong winds blowing 15 kn. and more. A long course was set. On the down-wind leg, the wind started to build. The six Marshall 18s were sailing at hull speed.

At 2:18 PM, the fleet was hit with a white squall. One boat capsized and most of the others received some damage. The over-turned boat was later righted, pumped out and towed to a marina. Only two boats completed the race.

The good news is that all hands were safe. We

Ed Note: A white squall is a sudden and violent windstorm phenomenon at sea that is not accompanied by the black clouds generally characteristic of a squall.

hope for winds that are more moderate next year!

THE RESULTS:

Place	Captain	Boat
1	Santo Pezzutti	<i>Fat Cat</i>
2	John White	<i>No. 9</i>
DNF	Robert Markoff	<i>Wind Catcher</i>
DNF	Robert Poole	<i>Bob Cat</i>
DNF	Charles Ladoulis	<i>Puffin</i>
DNF	Eric Bachmann	<i>No. 615</i>

First Annual Townie Hornor Perpetual Sail Around

– Paul Cook

COTUIT, MA – On Friday, August 14, Paul and Karin White hosted four catboats where they moor their Crosby cat, *Rugosa* in Cotuit Bay. Bill Mullin and Rick Farrenkopf sailed in on *Old Sculpin*, Bill's 1912 twenty-five ft. Manual Swartz Roberts built catboat. They were joined by Eric Haberfellner and Bill Holden on their Marshall 18, *Caper* and Paul Cook on *Pumpkin*, all from Bass River. Greeting the boats as they arrived were Paul and Karin on their



Bill McKay in his dory and the Whites on *Rugosa*.

boat, along with Bill and Maureen McKay on *Calico*, who had arrived earlier from the Mashpee River.

After a glorious day on the water, appetites were high. The Whites had a quick and easy solution which found us at the Kettle HO restaurant, a short walk from the town pier. After a great night with good friends, food, drink and conversation we all went back to our boats for the night.

Early the next morning work commenced on *Caper*, which was run up on the beach to determine if the external stuffing box was the source of a serious leak. Sure enough, the adjustment nut and lock nut was not even finger tight! With a pair of channel lock pliers from Bill McKay and a wrench from *Pumpkin*, the job was done.

After breakfast, the plan was to gather in West Bay, just south of the Wianno Yacht Club mooring



Old Sculpin leading the way.

field, for our sail around Little and Grand Islands in memory of Townie Hornor.

For those of you who are not familiar with Townie Hornor, he was a founding member of the CBA who won the Dolphin Award in 1985 for exceptional service to the Catboat Association. Townie started the Perpetual Rendezvous at his waterfront home in Osterville during the mid-seventies, which was held annually until 2001.

In 1966, Townie commissioned Wilton B. Crosby Jr. to build a 21 ft. boat. It was the first catboat since 1935 to come out of the Crosby Yacht Yard. In April of 1968 the catboat *Frances* was launched. She was a familiar sight at the many rendezvous she attended all around the Cape and Islands.

Frances can be seen at the Osterville Historical Society, which became the grateful recipient of her in 2003 from Townie.

The purpose of the 1970s sail around was to hold an event that would be less of a strain on the wooden catboats (that most of his friends owned at the time) than a race, as well as for others who did not care to race. According to CBA member Joey Butera, the early rendezvous attracted as many as thirty boats. Fire and



Frances at her mooring.

ice would follow the day's sail on his sprawling lawn with many memorable evenings.

As we were leaving from Cotuit Bay, Brian Smith and family joined us with his Marshall 22, *At Ease*, as well as Tom and Barbara Kiley on *Sonos*, their Atlantic City 22, out of Prince Cove.

Once in West Bay, Peter and Dee Boniface joined us with their Atlantic City 24, *Catiline*, also out of Prince Cove. Sails were dropped and seven boats were on their way through the draw bridge for the sail around the islands.

This was a great first effort by Paul and Karin



Tacking through the narrows.

who plan on making this Perpetual Rendezvous an even greater success next year.

Norwalk Islands Long Distance Race

— *Mats Josefsson*

NORWALK, CT – The Long Distance Round the Islands race was held August 16. Hot? Sure. Good racing? You bet. A real adventure, based on minimum number of required roundings, so that the “round the islands” became “over the islands and through the weeds.” A good time was had. Offshore was the coolest place in Fairfield County. Chris Oliver manned the committee boat for a 1:05 PM start at Bell 2A in an almost non-existent southwesterly for a counter-clockwise rounding of the islands and a finish

at can 1 at about 4:02 PM.

The Atlantic Cat *Sally-E* from Halloween Yacht Club had the best start, but bounced her centerboard off the bottom on her way to Nun 28, and had to tack away. On the long reach toward Peck's Ledge, *Malö* overtook all but one boat and succeeded with that pass, going over the rocks at Grassy Hammock, to win.

Frank in *Lovinde*, Ken in *Annaleah*, and John in *Sally E*, had great starts. Roger in *Owl* tried to port tack through their well-timed starts. *Malö* didn't even have her sail hoisted when the starting whistle sounded. Due to an inauspicious start and port tack hitch to get over the line, *Owl* was a little to windward in better wind than *Sally E*, *Annaleah* and *Lovinde* on the first short leg. Roger was able to stretch out on the starboard tack and pick up more wind than the boats closer to Sheffield Island had. Reaching down the outside, it was surprising to see *Lovinde* closing up on *Owl* and *Malö*. *Malö* had a little more wind offshore.

Owl rounded the bell a little ahead of *Malö* and seemed to be going a bit faster on the dead downwind leg. An earlier current boost passing Peck's Ledge helped to open up quite a bit of lead. However, the plot changes. *Owl* planned to take the southern safe passage, but looking back *Owl* spied *Malö* coming on strong and figured, with the help of a GPS, *Owl* could make it over Grassy Hammock and Fitch Rocks on a more direct line – one that *Malö* appeared to be taking as well. *Malö* was getting closer all the time and was about three boat-lengths back approaching the reef. *Owl* pulled the centerboard up a bit, but should have pulled it up many more bits. The board hit hard and *Owl* slowed dramatically, giving *Malö* more time to pull its board up than *Owl* had. *Malö* cruised by to leeward. After that, there was no catching *Malö*. No damage to any boats other than a few nicks in the centerboards, but stay away from rocks, all you sailors!

THE RESULTS:

Place	Captain	Boat	Design
1	Mats Josefsson	<i>Malö</i>	Marshall 18
2	Roger Klein	<i>Owl</i>	Marshall 18
3	John Reffner	<i>Sally E</i>	Atlantic City 24
4	Frank Kemp	<i>Lovinde</i>	Marshall 18
5	Ken Wolen	<i>Annaleah</i>	Herreshoff 18

Patuxent River Shootout

– Steve Flesner

PATUXENT RIVER, MD — Or maybe it was the Patuxent Washout! Catboaters gathered once again at the Flesner's on St. Leonard Creek on June 20 for a race and cookout. Unfortunately, as Saturday dawned, the weather did its best not to cooperate. Severe thunderstorm warnings accompanied by high winds and lightning were forecast for most of the day. After a brief captain's meeting it was decided to postpone the race until Sunday AM, so with free time on our hands, some of us went over to Small Open Boats (SOBs) in Port Republic. Ken Spring, the owner, was in the final stages of a restoration of a 1928 22 Square Meter racing boat known as Skeery Cruisers, built by Abeking & Rassmussen. What a beauty! Long overhangs with a narrow pointed thin bow and a beautiful curved transom with cast bronze fish and dolphins for cleats and a gorgeous teak deck with lots of bright work. She looked as if she could slice thru the water with no effort at all. It will soon be on a lift at a neighbor of the Flesner's so we may get a chance to see her in action.

Catboat owners were joined by Tim & Jan Cobert, (*Bay Pilot*), Kent & Nancy Mountford (biologist and orchid grower), Brenda & Joe Clark, Deborah & Kenney Keir, Eric & Nina (IRS & TSA!) and Rob & Leslie Dale (South African sailors, woodworker and artist) along with the usual suspects from the cruise, Marc, Debbie & Matt Cruder, David Bleil, Jim Ohlmacher, Dave Park, and John Brown (farmer & OS). The North Carolina barbecue was a bit spicy, but it didn't seem to slow anyone down! Good food, plenty of beer and wine and of course, catboat conversation kept the party going. Matt Cruder refused to be skunked after taking a day off from work (crew on the *Woodwind* in Annapolis) so he took Marc out on *Scotty*, despite the pouring rain with occasional sun breaks. Matt got in the only sail of the day, carrying on the Deborah Keir tradition of last year at the Shootout. Wet, but fun!

Captain and crew spent the night on their boats and arose a bit after 0 dark 30 to have coffee and prepare for an early race as most of us had to look

forward to a two-day cruise home. Unlike last year with no wind, the forecast called for 20 to 25+ kn. with a chance for thunderstorms once again. Reefs were tucked in at the dock and the fleet headed out following the committee boat run by Steve's neighbor, Ricky and his son Brian. *Caerulean* met us in the creek with a rather unsettling report of strong winds and high waves. Upon entering the Patuxent, all hell broke loose. A second or third reef would have been needed to cope with what we ran into. A squall line—read wall of water—was moving directly down the river toward the scattered cats as the committee boat attempted to anchor and began taking water over the bow...not good in a 23 ft. bow rider. Butler Smythe on *Caerulean* made the call with hand signals and no one asked for a second opinion! Once back in the creek, *Wanderer*, *Gull*, *Pussy Footin'* and *Dusty* retrieved dinghys, put on foul weather gear and headed for a nasty day on the bay. Butch Miller reported they made Slaughter Creek late in the afternoon, exhausted and hungry as few had time to eat during the crossing, especially those who were solo.

Marc Cruder reports on the crossing:

After the race, it was a screaming downwind leg with "chicken jibes" to shape up for the bridge. Wind was strong and speeds high. Butler took the lead out of the creek on engine and the kept it. Last I saw of *Sun Shower*, it was on the southern shore headed south without sail just as the weather came through. We never saw them again but I'm sure they made it to Solomons [they did]. Rounding Drum Point found us in heavy seas and strong northwest winds with a foul tide. With a reef up and engine full tilt, we found some stability on the first tack, but it was not looking good for a while. Even a catboat has limits under these conditions. I had to come off the wind so the sail would help the engine pull the boat through

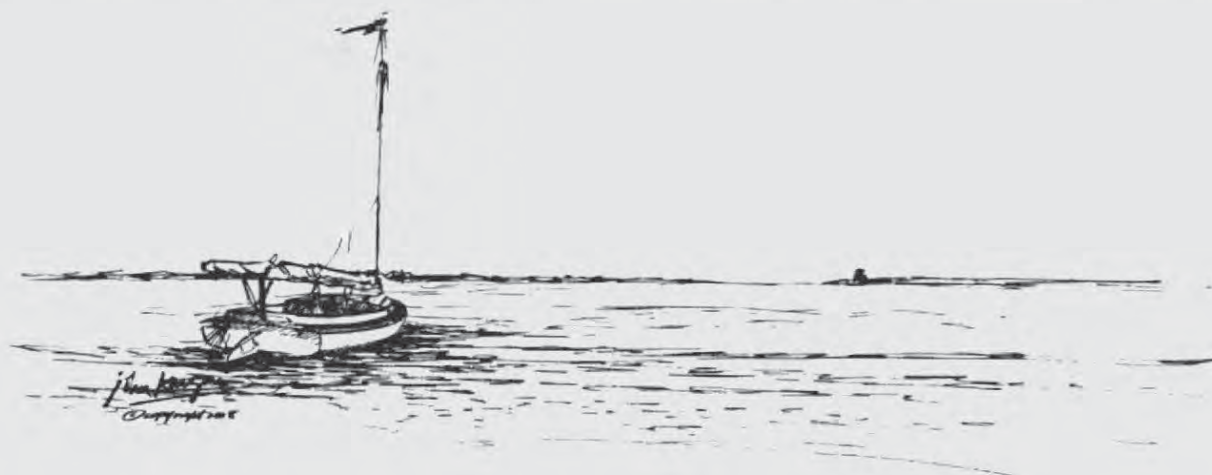
the seaway...and this was a day for more than just getting off the mooring engine power! We found some balance after a while and some lee on the far shore as we made long tacks up the bay until we got to the James/Taylor Island cut, where we finally came off engine and had the best sail of the day until we picked up the marks into Slaughter Creek. We had *Pussy Footin'* and *Dusty* immediately behind us, while *Gull* eventually made the scene about an hour behind us in Chapel Creek. Everyone was on the hook by 6 PM with a strong north breeze in the cove all night for good sleeping...and those in the smaller boats (especially solo sailors) hit the rack early...despite it being the longest day of the year with light until about 9:30 pm. Even on *Wanderer*, though less harrowing, it was good to have a second person to relieve the helm on a regular basis. David Bleil on *Gull* described waves breaking over the bow, over the cabin and into the cockpit and his boots!

The weather got us last year and again this year. The 2009 trophies done by Rob Dale will have to be touched up for 2010 as none were given out! As Bill Hoover used to say, "we will live to sail another day." I guess that about sums it up.



Wanderer heading home.

(Photo by Dave Bleil)



Corsica River Races

– Dave Park

CENTERVILLE, MD – This year's Corsica River races on July 25 and 26 were a combination of many types of catboats, sailing and character boats, with good wind as well as severe conditions over the weekend.

A new attendee was Guy Beckly, with wife, Liz, and crew Danny Marqise, sailing *Patience*, a 1898 Crosby from the upper bay. She proved to be a capable sailor, sporting the original low-aspect main, despite her 111 years. Having sailed 65 miles to attend the gathering, she was awarded the distance award.

Following dinner on Saturday evening, a strong front with high winds came through, putting some boats aground, and fouling anchors on others. Sunday called for more heavy weather, and because of the distance some had to travel, an early departure was prudent. But as always, the CRYC did an excellent job of running the event, providing a wonderful meal, with live music, and all the usual amenities.

My takeaway from this race was a story one of our members shared with me: Drew McMullen's wife and small son were aboard during the race, and the little boy was pulling his small toy boat behind the Beetle on a string. It speaks to the nice family atmosphere of this event.

Hope to see more of you there next year!

For more information and photos see www.chesapeakecatboats.org.

As the following list shows, we had a nice variety of boats;

THE RESULTS:

Place	Captain	Boat	Design
1	Ben Heilman	<i>Mistoffelees</i>	Marshall 15
2	Rich McLaughlin	<i>Tenacity</i>	Marshall 22
3	Marc Cruder	<i>Wanderer</i>	Wittholtz 25
4	Drew McMullen	<i>Kathe</i>	Beetle Cat
5	Guy Beckly	<i>Patience</i>	Crosby20
6	David Bleil	<i>Gull</i>	Legnos 20
7	Butch Miller	<i>Dusty</i>	Marshall 18
8	Mike Crawford	<i>Homer</i>	Wittholtz 17
9	John Bradiey	<i>1920</i>	Sneakbox
10	Pete McCrary	<i>Anna</i>	Penobscot 14



Patience underway.

(Photo by Marc Cruder)



Patience with her sails furled, at rest.

(Photo by Marc Cruder)



Putting Patience to bed.

(Photo by Marc Cruder)

Padanaram Rendezvous

– *The Smith, Marshall, & Cole families*

SOUTH DARTMOUTH, MA – On Saturday, August 1, the weather turned for the better to give us a great day on the water. Winds were out of the southwest at 10 kn. plus and minus with an incoming tide. Thirty-five catboats were at the starting mark with the Marshall 18s & 22s sailing in conditions that favored competition between both classes as evidenced by the race results.



Lining up for a tight start.

(Photo courtesy Kristen Marshall)



And they're off!

(Photo courtesy Kristen Marshall)

Kathleen again outdistanced all the catboats in the fleet, completing the course over six minutes faster than the next boat! C. C. Hanley's legacy of knowing how to design a racing cat for an accomplished sailor was expertly demonstrated by Tim Fallon again this year. Needless to say *Kathleen* was first in the wood division (*Breck Marshall Trophy*). *Emmalina*, sailed by Charley Appleton, came in first in the fiberglass division (*Marshall Marine Trophy*); and *Tamgo*, sailed by Larry Walsh was first amongst the two altered cats (*Captains Smith Trophy*).



Echoes on the race course of Fenwick Williams cats (*Lottie Cates* foreground & *Gannet* background).

(Photo courtesy Anne Smith)



Emmalina and *Red Squirrel* battle it out for first place with tight mark roundings into the third leg.

(Photo courtesy Kristen Marshall)

It was exciting to see seven wooden catboats sailing in style representing a number of the historically prominent catboat designers and builders. They were: *Kathleen* (28 ft. C. C. Hanley), *Gannet* (25 ft. Fenwick Williams), *Molly Rose* (28 ft. Phinney), *Calynda* (28 ft. Bigelow), *Cape Girl* (25 ft. Ted Brewer) *Lottie Cates* (21 ft. Fenwick Williams), *Buckrammer* (23 ft. Charles Crosby). This constituted one more wooden cat than at the 1962 Duck Island Rendezvous when the CBA was founded!



Catboats lining up to go through the Padanaram Bridge – people on the green hull sloop must have thought they were being attacked by some type of cult – maybe they will trade up to a catboat after their experience.

(Photo courtesy Dolores Cole)

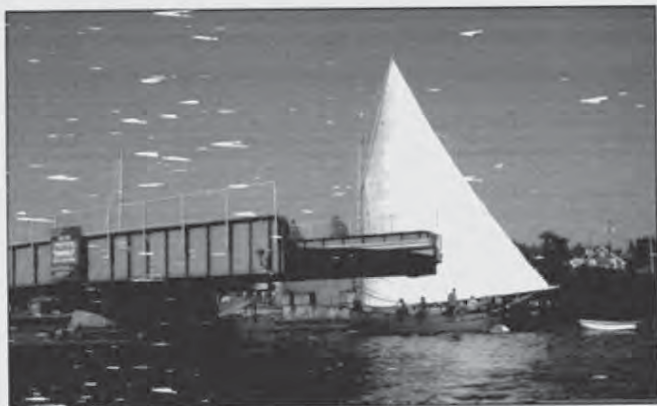
Marshall Marine was host to the festivities. Special thanks to the crew at Marshall's who help prepare and support the Friday and Saturday activities. Thanks also to Lee's Market for supplying refreshments.



The CBA Steering Committee was well represented by (L to R) Neil & Carol Titcomb, Numero Uno Tim Lund, Jane Walsh and John Greene. (Photo courtesy Kristen Marshall)

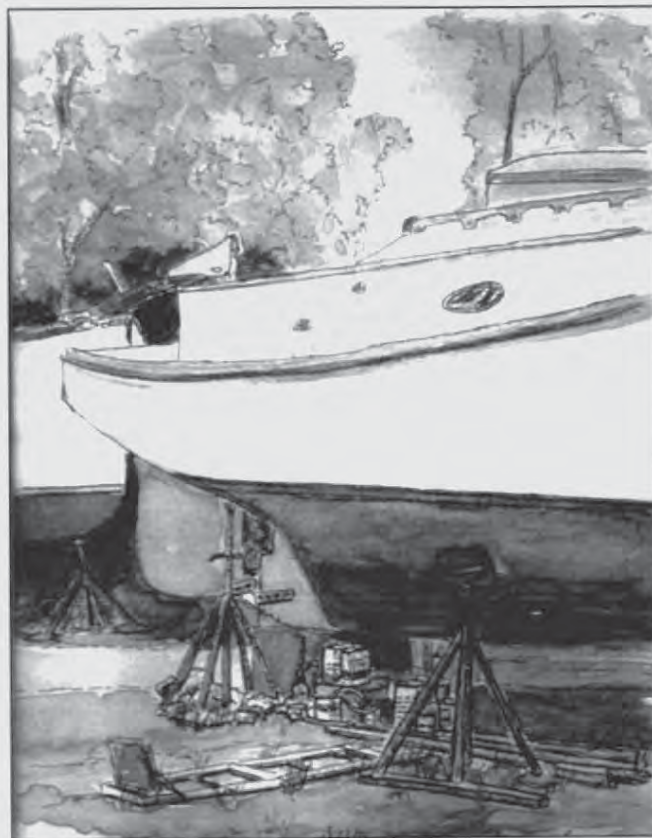
Painted T shirts with nautical knots, compliments of Sammy Smith, were bestowed by Geoff Marshall on those who displayed special nautical endeavors. They included:

- Figure 8 Knot to *Harvest Moon* for weaving around the starting line.
- Square Knot to *Caterpillar* seen launching and tying everything down.
- Bowline Knot to *Ishmael* who's dinghy escaped while passing through the Padanaram Bridge.
- Granny Knot to *Cape Girl* for having a skipper who was the most seasoned salt in the fleet.
- Clove Hitch Knot to *Kathleen* for appearing over the horizon just before the race, then leaving her dinghy at anchor and quickly picking up her crew from the committee boat.



Triumphant *Kathleen* makes her way under full sail through the Padanaram Bridge, much to the bridge tender's dismay (He was seen shaking his head as they passed). (Photo courtesy Kristen Marshall)

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



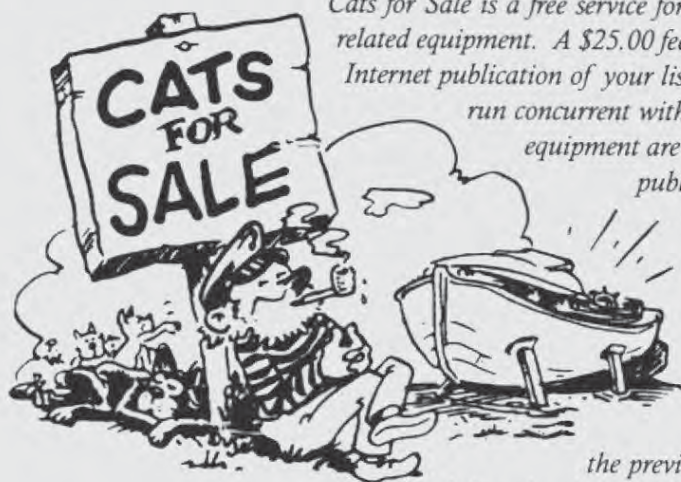
Sammy's colored print of a Fenwick Williams 21 ft. catboat being prepared this past spring for launching day.

This was one of the largest Padanaram Rendezvous, with 35 boats participating and over 100 people attending the Saturday night festivities. Many thanks go to all of the catboat enthusiasts who made this a truly enjoyable event, especially to those crews who sailed from distant harbors. Following are the Saturday race results.

Until next year's party – it is rumored a cat of historical racing fame will appear next year to challenge *Kathleen* for the Breck Marshall Trophy.



Cats for Sale



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

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

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

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

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

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

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



possibly fit Marshall 18. \$550. Call David Pratt, home: 203-879-3615, cell: 203-577-8527 or email lilycrew@sbcglobal.net.

5. FOR SALE: 1983 Atlantic City 21' catboat. This is hull number one of this well made pocket cruiser. We are only the second owner of Sabine and she is great fun to single-hand or take out the entire family! She has a new sail and sail cover, new steel centerboard, new lines, new bronze three bladed prop, her bottom has been barrier coated and painted, 20hp Universal has been overhauled and professionally maintained with low(550) hours. Comes ready to sail and cruise with many amenities such as 5ft 4in. headroom., radar, Origo stove, port-a-jon, VHF radio, multiple anchors, jiffy reefing etc. She sleeps three. Slip in Milford Connecticut has been paid for the 09 season. Asking 20k Contact Gregg Dancho gdancho@beardsleyzoo.org



2. Beetle 12' catboats (two) for rebuilding. I have two Beetles #978 and #1261. They need rebuilding. All gear - sails, rigging, spars, and good trailers with plates. All for \$1,000 each. Contact Dick Kohn, PO Box 313, Staten Island, NY 10308. phone 718.948.0845. (no photo)

3. Marshall 22' CHARTER WANTED: Experienced sailor wants to charter a 22' Marshall catboat the middle two weeks in August. Prefer Buzzards Bay/Newport, R.I. area, but would consider other areas. Resumé available. Dick Eldridge dickeldridge@mac.com (no photo)

4. FOR SALE: Brand new kick-up rudder for Herreshoff America 18. Designed by Ida Sailor Marine for HA 18. Rudder was carved from solid HDPE blanks, which will not absorb water, split or delaminate. Greatly reduces the weather helm attributed to the barn door rudder. May



6. FOR SALE: 1982 Ted Brewer 22' Cape Cod catboat. 2 berths, small galley and head inside the cabin. 7hp diesel with 20 gallon tank. Sail area to displacement ratio of over 18. Can easily day sail party of 6-8. Custom boat cover and trailer included. Boat and sail are in very good condition. Asking \$24,000. 201-401-4227 or dramccabe@hotmail.com.



7. FOR SALE: 1974 Herreshoff America 18' catboat. White with blue bottom paint. 2 year old sail, halyard winch, sail cover; 2 year old 8.5 Merc engine, barndoor rudder resurfaced with new brackets, two 3 gal gas tanks; six life jackets; wind vane; anchor; Location Great South Bay, Long Island (stored in Greens Creek Marina, Sayville, moored at Wet Pants marina in Sayville). Price \$12,000. Michael Scotto 101 Willow Wood Dr. Oakdale, NY 11769 mtsotto@optonline.net 631-563-1165.



8. FOR SALE: 1995 Menger cat 19' - "Eileen B.", white interior, varnished ash wainscoting cabin sides, teak and holly cabin sole, centerboard trunk varnished drop leaf table, ice box (cooler) and Porta-Potti. Bulkhead mounted compass; lighted, automatic/electric bilge pump, VHF. Inboard Yanmar 9hp diesel with less than 200hrs., navigation lights, mast head light, deep-cycle 12volt battery in secure battery box, 6-circuit 12V breaker panel with battery selector switch. Tabernacle mast, bronze step on transom, Danforth/rope/chain, 1pc teak cabin door drop in, cabin cushions. White Thurston sail, lazy jacks and single line reefing system. Menger- supplied sail and tiller covers. Cordura winter-trailing cover, solar battery charging panel, 3200 lb. capacity Load Rite trailer. Many other items Asking \$28,500. Located G.S. Bay, Oakdale, Long Island NY, Contact Bill Hegarty at littlewhitedory@yahoo.com or (631)804-0750 .



9. FOR SALE: 2008 Menger 15 ft. catboat. Gaff rigged. Tan & white with burgundy sail, canvas & dodger. Cetol on teak. Lazy jacks. Mast hinge. Sail cover, 2 cockpit covers, (with & without dodger), winter storage/trailing canvas. Trailer with rollers. 4 hp Yamaha. Gas storage compartment for auto feed. Everything like new. \$15,000. 914-273-8916 or e-mail to sspilo36@aol.com



10. FOR SALE: 1979 Squadron Yacht 15' Cuddy catboat, stainless steel centerboard, cockpit and sail covers, folding mast, tip up rudder, flag sail Barnegat Bay area \$4,500. hsharrysmythe@comcast.net. 609 494 9121 Harry Smythe, Surf City, NJ

11. FOR SALE: Various used Stur-Dee 14' catboats We are parting out our fleet of rental Stur-dee Cats-14'. Twenty year old boats. Two redone at \$4,500 each. Three project boats- need wood repair etc.-wax and buff need a little TLC. \$2,000.00 each for "project boats" We can quote on refurb. Sails/Spars/Glass Hulls in good shape. Can quote new Venture trailers if required. Contact Lyle Butts at BaySails Marine Wellfleet MA 508-349-3840, Fax: 508-349-7982. Email us at : info@baysailsmarine.com David Rheault; "Molly Cat".

12. FOR SALE: 2000 Marshall 18' Sanderling catboat. Pretty black hull w/buff decks, 10hp Yanmar diesel engine 275 hours, folding mast, walnut bowsprit w/plow anchor under. Clean w/stove, portapot, VHF radio, sail cover. Will deliver. Asking \$25,000. Hobey Bauhan, Box 177, Boyce, VA. Phone 540-837-1287

13. WANTED: Used Beetle cat sail. Contact Paul Linehan at pwinehan@verizon.net

14. FOR SALE: 1979 Marshall 18' catboat, Merry Promise, #439. Housed at Chatham Boat Co. in Chatham on Cape Cod. Cared for and sailed every summer except the past two years when owner passed away. Good condition. Includes 1992 Johnson 9.9 outboard motor, compass, cushions, relatively new sail, second old sail, sail covers, all rigging. No anchor or trailer. Trim needs refinishing. \$13,500. Call Babs Carryer. 412-310-3502 for details. babs@carryer.com



15. FOR SALE: 1932 Crosby 22' catboat "Pinkletink" - Fully rebuilt in the late 1990's - see CBA Bulletins #121 & #132 plus Cover of bulletin #42. Winner of 2000 Broad Axe Award. Engine rebuilt 2006, new sail and sail cover 2007, with plenty of spare parts included in the sale. Pinkletink had once been owned by John & Pinkie Leavens, co-founders of The Catboat Assoc., and I have owned Pinkletink since 1987. Boat is located on Nantucket, MA. \$35,000. Contact Bill Sayle 508-228-9876 or e-mail, billsayleplntink@comcast.net



16. FOR SALE: 1983 Marshall 18' Sanderling catboat, hull No. 552. This boat has a newly rebuilt and reinforced cockpit sole (deck) and the hull has been compounded. Included are a 1988 galvanized Load-Rite trailer and a 2000 8 hp. 4-stroke HONDA OB motor. Boat and equipment boatyard maintained. Thurston sail with a blue cover, sail bag and battens; shock cord furling; boom crutch; mast boot; mast-top Windex wind vane; Harkin cam-cleat for main sheet simplifies sail control; teak trim and handrails finished with Cetol; teak center board cap; bottom paint replaced annually; rigging includes lazy jacks and topping lift; bow eye; four lifting eyes; bronze cleats, traveler and portholes, cabin vent with bronze grille; blue cockpit cushions; 4" Ritchie compass; 12 volt battery for running lights; Porta-Potti; drop-leaf tables and shelves in cabin; two blue berth cushions; One Danforth anchor with chain and rode and one mushroom anchor; hand operated bilge pump; fenders; boat hook; swim ladder and Coast Guard Safety Package (horn, fire extinguisher, flares). Boat located in Mashpee, MA. \$14,900. Please call Bill at 508-477-8468



17. FOR SALE: 2007 Com-Pac 14' Picnic cat, Gaff-rigged catboat includes: Trailer with mounted spare tire, full boat cover, sail cover - tiller cover, teak floor boards, bimini top, anchor roller bracket, transom boarding ladder, retractable motor mount, full cockpit cushions, bulkhead mounted compass, Honda 2 hp 4-stroke engine, side bunks. Reduced=> Asking \$12,000 - less than 20 hours of use. Contact: Don Pigeon, New Port Richey, FL 727-376-7391 or donpigeon@yahoo.com



18. FOR SALE: 1972 Marshall 22' catboat. Cruise-equipped with full camper enclosure and dodger. Full interior amenities. VHF radio, depth finder, electronic speedometer. New sail several years ago. Palmer gas engine completely overhauled including factory original exhaust system all with less than 500 hours. Boat stands included. Boat has been meticulously maintained and is in sail-away condition. Asking \$17,900 Contact: Chris Skog @ 401-884-7178. Located North Kingstown, RI.



19. FOR SALE: 1974 Marshall 22' catboat 'Elsie'. Running rigging: handmade black locust wooden cleats; tan manila-look lines; all control lines w/ cam cleats or line stoppers; 7' spruce bowsprit, roller furling jib (eliminates weather helm), bronze roller chocks, mounted fisherman's anchor w/ quick release jam cleat; wire gaff bridle; Harken mainsheet ratchet block w/ quick release cam; Pert Lowell wood shell roller bearing blocks, Harken roller bearing blocks; Flat Top midship folding brest line cleats; 2 Lewmar halyard winches; continuous-brake winch operates centerboard; 2:1 purchase adjustable quarterlift/lazyjacks; jiffy reefing from cockpit



(all positive, quick-release cam cleats); Pert Lowell oak mast hoops. Mechanical: Yanmar 2GM diesel w/ complete manuals; bulkhead mounted Garmin GPS, compass, fathometer; Rule auto bilge pump; two batteries; mast mounted floodlight for after dark de-rigging; electric large bowl marine toilet mounted aft by companionway in "enclosed head" (by heavy curtain) w/ macerator pump & 18 gal. holding tank; 18 gal. fuel tank; 12 gal. water tank; solar fan/vent in coachroof (not in hatch cover); built-in Origo 2-burner stove; two stainless sinks w/ Fynspray galley pump, tile inlaid cutting boards; running lights for sail or power; 2 anchors, chain, 100' 5/8 line. Faux-painted mast; 33" teak wheel w/ rim; teak rudder stick; all cedar, teak, & mahogany cockpit, companionway doors, & both hatch covers, many custom cabinets & lockers, bronze rudder & transom steps; large circumferential shelf around bottom of trunk cabin below ports, two bronze opening ports forward end of trunk cabin flanking brass striking clock & barometer; large drop leaf cabin dining table; 3' x 2.5' two-height demountable cockpit table; two-burgee extra tall pigstick on continuous halyard; heavy privacy curtain w/ CBA logo can separate forward part of cabin; two cabin dome lights; built-in, extra cold, large Igloo ice box; reticulated foam, bottom mesh, fast-draining Sunbrella cockpit cushions & sail cover. Storing: six stands; winter, deck-mount spar cradles; fenders, dock lines, fender board; fire extinguisher. Located Bass River. \$27,500. Jon Wood (508) 398-8449 82A River Street, Bass River, MA 02664.

20. 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; wooden spars; fiberglassed decks; new rudder 2008; new shearplank, moldings, caulking, paint, 2009. Launch-ready. Located in Little Compton, RI. Call or e-mail owner David Wadsworth at (401)635-1643 drwads90@cox.net for more details. \$15,000.



21. FOR SALE: 2004 Menger 23' catboat. Hardly used and maintained by Russell Yachts in Moorehead, NC.; great condition with equipment including two mainsails (70% and 100%), electric winch and bronze gallow. Nicely equipped and ready to sail. Located NC, \$44,000 firm, two-boat owner. Paul Kruszka, 71 Misty Harbor, Montgomery, TX, 77356, phone 361-563-3674, prefer to be contacted on email at footdocpaul@cebridge.net



22. FOR SALE: 2000 Bolger Design 12' Plywood catboat. Built in approx. 2000, marine plywood and epoxy. 6ft. beam and approx. 300lb. Sail in good shape with one set of reef points. Boat in ready-to-sail condition. Includes road trailer with new wheels and tires. Stored indoors in Burlington, Ontario (1 hr. from Buffalo NY). \$2500 complete. E-mail bdickey4@cogeco.ca for more photos or call Brian Dickey at 905-528-8255.



23. FOR SALE: 1951 Beetle Swan 13' catboat. This rare, antique catboat was among the first production fiberglass sailboats to be built as noted in Daniel Spurr's book "Heart of Glass" (pp. 53-58) and in articles of CBA Bulletins Nos. 136, 140, and 141 on the Beetle Swan by member Lea Wilds. The boat has a solid fiberglass hull and deck and a varnished wooden cockpit sole. The specifications are 14.66 ft. length over all, 12.5 ft. length on deck, 6 ft. beam, 18 ft. aluminum mast with new halyard and snap shackle, 11.5 ft. aluminum boom with dumb sheave for outhaul line. It comes complete with a Marconi sail in excellent condition with three battens and one row of reefing points, centerboard with lever, aluminum tiller (as was the original), motor mount, new rudder, and a sail bag. The boat has just been refurbished. The rudder is new (old one stolen), constructed of wood covered with epoxy and fiberglass before painting. The boat has been repainted inside and out, and the cockpit sole sanded down to bare wood and re-varnished. Also included is a single-axle, roadworthy Continental trailer with spare tire. This boat should be of particular interest to any maritime museum, yacht club, or any other maritime organization or individuals with a serious interest in boat history. REDUCED Again: \$5,000. OBO. Located in Brunswick, Georgia. Contact member Larry Sapp at FancyNancysBoatworks@comcast.net or (912) 554-3872.



24. FOR SALE: 1995 Arey's Pond 14' catboat. "Harmony" is a wonderful catboat - she can comfortably hold 4-6 adults with a wide beam of 7' and is a very stable ride. She has a centerboard which is 38" when down /10" when up. This fiberglass boat weighs 700lbs, has sitka spruce spars, teak coaming, rails, seats and floorboards, bronze fittings, ash & mahogany tiller, traditional oak mast hoops, new toast colored canvas cover, teak boom rest, bronze engine mount, Loadrite trailer and 3.5 hp Tohatsu engine. Reduced to \$11,500. Contact Jan Peterson via email at jan@outonthewater.com or phone 252-725-4445.



25. 1974 Herreshoff Scout 18' cat ketch by Squadron Yachts. hull #4, very salty. This is the coolest looking daysailer you will ever see. Fiberglass hull. Large main cockpit with separate captains cockpit with destroyer wheel steering. 24-volt electric outboard for silent cruising under power. Teak trim, aluminum masts, new cockpit cushions, bronze hardware, sails just cleaned and repaired by Sale Care. LOA is 18' 2", beam 8', displacement 2000 lbs. Sail area 200 sq ft. Very good heavy duty trailer. See this web site for original description. Asking \$5,900. Located Moscow, Idaho. Delivery possible in Western U.S. Doug McFall, 208-883-0932.



26. FOR SALE: 1983 Marshall 22 catboat. Comfortable, well-maintained and able cruiser. Yanmar 2GM diesel inboard engine, custom dodger, custom winter cover, GPS, VHF, depth sounder, cruise equipped, yard maintained, wheel steering, white hull, buff decks, dodger, bimini & sail cover. Automatic bilge pump, battery charger, power accessory switch board, solar powered forward hatch fan. Opening forward screened port. shore power fitting, double bunk filler cushions. On land at Hancock Harbor Marina, Greenwich NJ 08323. Contact info: Steve Carnahan (856)459-3571 Topsides1@verizon.net Asking \$33,000



27. FOR SALE: 1983 Atlantic City 21' catboat. "Granmary", custom centerboard has foil section, rudder faired, self-tailing winch and jack line on cabin top, 3 cyl. Kubota diesel low hours, full set of (cabin) screens, fairly recent sail in good to excellent condition about 3 years use, barrier coat on bottom, 4-part lazy jacks adjustable from cockpit. Boat is on my pier unrigged, but I have all rigging right here. Age and generally declining physical condition makes sale advisable. Sail away or truck away \$22,500. Call Don Dunn at 410-639-7321 or e-mail captddunn@verizon.net



28. FOR SALE: 1986 Marshall 22' catboat. 2cyl Yanmar Diesel Inboard - Yard Serviced. Light Blue Deck, New Sail Cover 2008, New Sail 2005, All new running rigging and blocks 2005, Spars Repainted 2005, Cockpit Cushions. Docked in Manahawkin, NJ. Asking \$27,500. Contact Chris Mele. Christiangueme@yahoo.com or call 908-962-2289.



29. FOR SALE: 1972 Sturdee 14' 4" catboat. Includes bunk trailer single axle newer tires. Includes 2hp Mercury outboard, just serviced. Sail and cockpit cover. Ready to go - just add water New Oak Cockpit Coamings, Interior & Bottom Newly Painted - New Painted Seats, New Mast Halyards, and Main Sheet, Extra set of mast rigging. Boat and trailer registered in Connecticut. This boat is in immaculate condition. Call 860-536-2130 for any other questions. Boat located in Mystic, CT. Asking \$5,900. For pictures E-mail - ceconn7@msn.com



30. FOR SALE: 1979 Legnos Mystic 20' catboat. Great condition. There were only 52 of these boats made. They have a beautiful champagne fluted stern and a very spacious berth and cockpit. 20' Length (23' with Bow sprit) and 8' beam. Cockpit is 7'7" long. Draft 2'1" board up and 4'3" down. Sails beautifully and can hold a course without touching the tiller if trimmed properly. Has inboard Yanmar 1GM10 Diesel engine that has been well looked after. Has built-in head and two 6'6" beds in cabin. Tabernacle mast, beautiful teak cabin top hatch, bronze fore deck anchor chocks and thru-deck anchor rode pipe. Lazy Jacks. Comes with two large sails with three rows of reefing ties. Selling with all equipment, including 2 anchors (Danforth and Bruce claw), sail covers, tools for engine, life vests & cushions, lines, bumpers etc. Trailer included. \$14,000. Bruce Hurwit - email brucehurwit@gmail.com or call 203-344-1043



31. FOR SALE: 1996 Marshall 15' Sandpiper catboat. Options included: Buff deck & cockpit w/white hull; day sailer; hinged mast; Johnson 5hp engine (1999); trailer; lazy jacks; original sail (unused) & custom sail; bronze Herreshoff block & tackle. Boat is in excellent condition. Located Bergen County, NJ. \$14,000. John Carr. joca925@aol.com or 201-410-5005. (photo coming)

32. FOR SALE: 1976 Marshall 22' catboat - Great family boat, very sad to part with her. The details: 2 new batteries (2007); new 12 gal holding tank and plumbing (2009); new plow anchor (2008) with 10' chain and 300' rode; new mast deck collar (2009); new stereo and cockpit speakers (2007); removed, blasted, and reinstalled sea cocks (2007); bilge pump overhauled (2007), cutlass bearing and stuffing box removed, blasted, and reassembled with new shaft (2007); 1993 Yanmar 2GM20 16HP raw water cooled diesel engine with < 200 hours; 20 gal fuel tank; 10 gal water tank; 3 blade prop; running lights; 2 sails (1997 tanbark, older white); lazy jacks and reef lines; bronze blocks, cleats, and deck fittings; Origo alcohol stove; 2 pullout-style bunks with blue cushions and inserts; brass ships clock and lantern; brass sink; hand pump; bronze transom steps; Danforth anchor with 6' chain and 150' rode; blue sail cover; blue dodger (2000); blue cockpit cushions (2000); 4 fenders; Maintained by Concordia and by Marshall Marine. More photos at <http://sites.google.com/site/22marshallcat/>. Located in Padanaram Harbor, South Dartmouth, MA. Asking \$24,000. Contact Charlie at 617-721-7281 or csiegal@gmail.com.



33. FOR SALE: 1987 Marshall 18' Sanderling catboat. Hull #651 "Cheshire Cat"; completely refurbished 2005 by previous owner; white hull/buff deck, varnished teak trim, bronze hardware; 3 sails including 1 racing sail, sail boom cover, lazy jacks; blue bunk and cockpit cushions; 12V battery, knot meter, compass; 8HP Nissan outboard w/fuel tank; new life vests and USCG safety equipment; anchor; bottom epoxy barrier protection; 1987 galvanized Loadrite trailer. Located Barnegat, NJ - Price \$15,500. Contact party: Mariner's Yacht Sales, Phone: 609-698-1222, FAX 609-698-1469.



34. 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 \$25,000. Contact Richard Ronzoni 516-365-7949 or email catboat3@yahoo.com



35. FOR SALE: 2005 Ted Brewer Design 21'7" Cape Cod cat. 10 ft beam. 6800 lbs. West coast. Yanmar 2GM20 fresh water cooled diesel engine. Very quiet. Sail area 374 sq ft. 32 foot wooden mast. Classic wooden blocks and leather hoops. Leather gaff saddle. Roomy beautiful cabin, ash interior. Two berths. Leather cushions. Bronze opening ports. Bronze skylight and light fixtures. Solar fan. Galley. Fresh water tank. Dickinson propane heater. Large comfortable cockpit seats six adults with elbow room. Raymarine autopilot. VHF. 20 gal fuel tank. Boom tent. Porta potty. Shore power. Price reduced to \$14,500, includes trailer. Located on Puget Sound. For information, email leslicush@comcast.net. View additional pictures here.



36. FOR SALE: 1970 Marshall 18' Sanderling catboat. Classic Sanderling moored in Red Bank NJ. Totally restored and featured on cover of March/April 2003 Good Old Boat Magazine and in excellent condition Great cruising boat and includes Sail, 8HP Honda motor with electric starter (professionally maintained), sail, berth and cabin cushions, sail cover, anchor, removable teak cockpit floor, teak seat lockers, teak rub rails, trim and drop-leaf table. Asking \$15,500 (currently insured for \$18,500). Contact Jim Panepinto at 908-803-8840 or jrpanepinto@comcast.net.



37. FOR SALE: Sail for gaff rigged cat. Used once on my Cape Dory Handy Cat. Bought it in error, and it did not fit quite right. Made by Quantum, 5oz dacron: 9' luff, 8' 6" head, 17' 6" leech, 11' 8" foot. Richard Marren, Baltimore MD. Call 443 904-4519 or email richard@innresidents.com.



38. FOR SALE: 1989 Marshall 15' Sandpiper catboat - Hull #261; 2004 BBYRA Champion, 2009 BHYC Champion. Rigged for racing: 3 year old Beaton sail, non-stretch halyards (rigged with cam cleats for quick, easy adjustments) and mainsheet, compass, open cockpit. Gray deck, seats and floor, oak combing and rub rails, anchor, paddle, load rite trailer, smooth bottom finish. Flotation bags, 3 hp Yamaha engine with mounting bracket. Bridle for easy launching. Cockpit cushions if wanted. Price: \$12,500 fob Bay Head, N. J. Email: Nails462@aol.com, phone Ed King 908-692-9213.



39. FOR SALE: 1998 Marshall 15' Sandpiper - Gideyup (Hull #409) - open cockpit version. White hull with buff deck. Like new condition with 12 coats of Captain's Varnish on her teak trim. Mast hinge installed by Marshall Marine in 2009. Load Rite single-axle trailer with buddy bearings, new LED lights and good tires, green boom tent, green sail cover, green bottom paint, 2-tone cockpit with non-skid, molded red boottop, garboard drainplug, teak storage shelves, sail close to new quality and SailCare maintained, lazy jacks, shock cord reefing, mast collar, Harken mainsheet system, Windex wind indicator. \$19,000. Absolutely pristine sailboat! Rarely used 2004 4-cycle 2hp Honda outboard motor with motor bracket included. Located in Central New York State. Ed Haley 315-725-8382 or eghaley@twcny.rr.com



40. FOR SALE: 1971 Americat 22' catboat. Designed by Francis Sweisguth. Fast, close winded catboat with standing headroom and enclosed head. Comfortable family cruiser, great daysailer with huge cockpit. Scoter was the smallest official "tall ship" in the 2000 NYS OpSail parade. Since purchase in 1996 we have done all the operational bits - new standing and running rigging and blocks ('96), teak cabin-top handrails ('96), new bronze through hulls and all hoses, etc ('96), VHF radio ('96), all new wiring and electrical panel, dual battery system ('96), midship spring-line cleats ('99), new Yanmar 2GM-20F with 3 bladed prop, teak binnacle w/compass, single-lever engine control and folding cockpit table, depth sounder & knot meter (all'00), new mast-top antenna ('03), batteries ('04 & '05), new topside paint and lettering ('04), steel centerboard removed and completely overhauled ('05), custom cockpit awning with removable sides for complete enclosure ('04), new auto bilge pump ('07). New sail and binnacle covers ('08) New polyurethane paint on topsides, cabin and nonskid deck ('09). \$18,000. Located in Groton Long Point CT. Call Kate for more info 914-693-6058, or email kate@kghermancpa.com



41. FOR SALE: 1976 Vintagecat 22' catboat. Fresh water only. Specs: LOA 22' LWL 21' Beam 10' Draft: 2' 6" Wt 5250 lbs approx. Sail Area 428 sq ft 7 oz. Dacron. Cabin sleeps 3, 5'6" headroom, Fiberglass hull and deck, Aluminum mast, boom and gaff, Hardware: Bronze and stainless, Steering: Rack and pinion. Cockpit: Self bailing. Engine: Palmer P60 gas inboard. Teak trim and teak and holly floor. Many extras, Cradle included; no trailer, Yard maintained. This is an amazing & beautiful catboat that turns heads and prompts on the water conversations. Health reasons prompt this difficult sale. \$12,500 buys this treasure!! More pictures provided upon request. Location: Keuka Lake, New York larrymurray@airxcross.net



42. 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. \$22,500, offers.capharv1@verizon.net



43. WANTED: Arey's Pond - Either of two boats I'd like to buy open cockpit version of: APBY Lynx 16 in fiberglass, or APBY Daysailer 18. Sandy McWilliams 973-214-6788 or email amcwilli@optonline.net (no photo)

44. FOR SALE: 1976 Marshall 18 catboat. Hull 212. Restored spring 2004 from bare hull & deck. New teak rub rails, coaming, eyebrow, handrails all Epifane rapid-coat. New port glass, berth cushions, sail cover, porta-potti, Plastimo bulkhead compass, posh running rigging, and mast boot. Topsides, deck, spars, and interior painted white. New Quantum sail 2008. Danforth with chain and rode. Dri-deck cockpit grating. Evinrude 6 h.p. with two 6-gallon tanks with Y-valve. Located Bass River, Cape Cod. \$13,500. Call Shep W. @ 508.385.5640. Email: shepwla@msn.com.



45. FOR SALE: Various items listed below.

One hatch that is 12x12 inch exterior with a 9 5/8 x 9 5/8 hole

Four Beckson Side Light with screen/drains 17 x 9 3/4 inch exterior and 14 1/2 x 7 7/16 hole \$50/each

Main sheet track with car, adjustable stops, & end stops "X" looking 70 1/4 inches long 1 1/8 wide and 1/2 high \$200

Geona track 60 1/2 long by 1 1/8 wide x 1/2 high ? on price

Five 1/4x4 turnbuckles with "T" ends and 315 alloy rigging connectors, \$35/each

Six Norseman eye terminals for 1/4 wire, \$20/each

Two Taylor Made hatches 20 1/2 long by 19 3/4 wide and 18 x 17 7/8 hole, \$150/each

End fittings for a furling boom

Two Barlow #25 sheet winches, \$150/each

One Barlow #20 sheet winch, \$100

Toggle, \$15/each

T-bolt Toggle, \$5/each

Four diamond-shaped pad-eye (2.5" on side-4" long, \$10/each

Two hollow open-base bronze cleat (12" long, 3" high), \$50/each

One solid bronze open-base cleat (8" long, 2" high), ? on price

Aluminum folding mast steps, ? on price

Set of aluminum spreaders (3" base, 46.5" long, w/mounts) ? on price

C. Henry Depew. Payment U.S. Postal Money Order; Tallahassee, Florida. I will pay for shipping. sisu26@netally.com Prices are estimates make offers (no photo)

46. FOR SALE: 1982 Atlantic City 24' catboat. SAVE POOR JUDY! -completely rebuilt BMW Diesel -located on the Outerbanks of NC (Wanchese, NC). This is a project boat I have not given enough time. With some time and energy she could be a real dream boat, although she has had a hard life. Mast is slightly bent; but I am told it is still usable. I do have some old cushions, an old sail, etc. First \$4500 takes her. Price will go up if I ever get any work done, I would hate to see her go. Serious inquiries only. Call Ted Goscinski at 252.619.2589.



47. FOR SALE: 1981 Cape Cod Shipbuilding 17' catboat. Draws 2' of water with lead keel, 1981 8hp Evinrude outboard runs great, easy starting. Gaff rigged, Numbered sail in very good condition, with two reef points and jiffy reef equipped, lazy jacks, green sail cover, sail bag, green berth cushions in excellent condition, water tank, sink, 1 burner alcohol stove, porta-potti, new VHF antenna on mast, Guzzler bilge pump. \$8,000. For more information contact: Michael at 508-785-1062 or radoslovich@comcast.net



48. FOR SALE: 1979 Great Bay 15' catboat. Built in West Creek, NJ. Douglas fir mast, gaff, and boom. Wooden mast hoops. Teak seats, rails and cockpit sole. Fiberglass hull. Low centerboard trunk (5" above cockpit sole). 7' width permits comfortable rides for 6 people, 8 possible. Nissan 5 hp outboard motor with mounted bracket. Stainless steel boarding ladder. Sail in excellent condition. Lazy jacks and custom cover for sail and cockpit, in excellent condition. Ready to sail. Large flotation chambers under seats. \$9500. Located Barnegat Light, NJ. Call 912-598-1374 (Nov.-May) or 609-494-4216 (June-Oct.), or email nanbas@aol.com



49. FOR SALE: 1985 Menger 17' catboat. IGM Yanmar diesel, tabernacle mast, RollsRite trailer, anchor with deck pipe, bowsprit with anchor roller, rudder & transom steps, lazy jacks, sliding kitchen, portapotti, drop leaf table, bunk extension, VHF, Ritchie compass, winter, sail, & tiller covers, electric bilge pump. \$16,000. Duncan Aspinwall, 408 Elm Road, Falmouth, MA 02540. (508)540-3816. dpaspin@verizon.net.



50. FOR SALE: 1986 Marshall 18' Sanderling catboat. Diesel engine (new Yanmar IGM10 in 2002 with 120 hours). White hull with buff deck. Mast hinge being installed by Marshall Marine right now. Bronze running lights and compass. New battery. Bronze boarding steps. All natural teak trim including bulkhead, hatch cover, centerboard trunk cap and cockpit trim recently finished with 6 coats Captain's Varnish. Sail maintained by SailCare with a couple small patches. New 2009 LoadRite trailer with spare tire. Recently upgraded cockpit with gelcoat and non-skid. Mooring lines, lifejackets, fenders and anchor. Winter cover, cockpit seat and sail cover. Bunk mattresses, cockpit cushions and porta-potti. Located in Central New York. \$27,500. Ed Haley; email eghaley@twcny.rr.com or call 315-725-8382. Other pics available upon request.



51. FOR SALE: 1982 Marshall 15' Sandpiper catboat, white with tan. Three year old Honda 2hp motor, sail cover, boat cover (summer and winter) and rub rails. Trailer included. Boat docked in Barnegat Bay, N.J. Asking \$11,000. Marilyn 732-714-0744 or 908-309-9076



52. FOR SALE: 1967 Marshall Sanderling 18'6" catboat. 1994 8hp Evinrude O/B & gas tank. Runs great, serviced & sea water pump replaced every year. Tabernacle mast, Quantum Dacron Egyptian cotton colored sail with three reef points. Bronze cleats, rudder step; cockpit & cabin cushions, anchor & rode, Porta-Pottie, fire extinguisher, 4 jack stands w/ blocks. Extra center board and spare 8hp engine (used to run), various spare parts. Fenders, mooring lines. Boom crutch and over-the-road tabernacle crutch. 2002 Load-Rite single axle trailer w/ surge brakes; perfect condition, very low miles; immersed 4 times, always rinsed. Major refit 2002: replaced all running & standing rigging including lazy jacks, blocks and mast boot; new cockpit sole, coaming, wood transom backing, seats, lower cabin bulkheads, floor timbers as needed and rudder pintles and gudgeons. Cockpit and cabin stripped & painted with 3 coats Interlux Brightside; removed all external hardware, re-bedded using new fasteners and marine plywood for all backing blocks. 2003: replaced centerboard & pin, stripped mast & spars, primed w/two coats aluminum primer, painted w/three coats. 2004: bronze running lights, electrical panel, 12VDC battery and solar panel. 2005: cabin interior painted w/two coats. 2006: Mast and spars painted w/two coats; battery replaced. 2007: Entire cockpit repainted w/two coats and new non-skid added to sole. \$12,000. Located New London, CT area. R.J. Burns; daytime: 860-912-9698, evening: 860-691-0523, E-mail: CaptRJBurns@aol.com



53. FOR SALE: 1932 Alden 28' catboat - Calynda. 28' x 12'6" x 3'8" - 38' LOA - Designed by Fenwick Williams. Built by Reuben Bigelow, Monument Beach, MA. Extensively rebuilt since 1984. Cedar planked, oak frames, bronze fastened. Full standing head room, sleeps 5, enclosed head, large cockpit is excellent for entertaining. 2 burner alcohol stove w/oven, Adler-Barbour refrigeration. B&G Network Quad and Wind instruments, Garmin 492 GPS, Autohelm 4000 autopilot. 60 hp Kermath Sea Jeep engine, always fresh water cooled. Excellent family cruising boat. Located - Branford, CT. Asking \$30,000. Contact Carol and Neil Titcomb - 203-488-3088 or neilcarolt@sbcglobal.net



54. FOR SALE: 1978 Marshall 18' Sanderling catboat. Excellent condition. Garaged October to May. White hull with blue deck and cockpit floor, 12 volt system with cabin light, running lights, depth finder, 12 volt accessory plug in fuse panel, bottom stripped 2006, cabin bunk cushions, cockpit cushions, Danforth anchor with chain and line, lunch anchor with chain and line, bronze swim steps on transom and rudder, swim ladder, new pintles and gudgeons, porta-potti, sail cover, lazy jacks, one line cockpit reefing for second and third reef points, new mast hoops, fire extinguisher, teak shelves and teak rimmed shelves in cabin, teak trim on centerboard trunk, teak swing out compass mount and compass, spring line cleats, teak cleat guards, fenders, dock lines, life preservers, boathook, flagpole and flag, easy lift outboard motor bracket, Evinrude 8 horse outboard motor with tank and fuel line, oak tiller, adjustable tiller extension, removable varnished teak cabin floor boards, varnished teak hand rails and trim, tool kit, air horn, manual bilge pump, windex and more. Located in Lake Tashmoo on island of Martha's Vineyard, Massachusetts. Asking \$12,500. Contact Rich Washington at 508-693-7424 or hotchklt@comcast.net until 11/30/09 after that at 758-450-7424 or hotchklt@candw.lc.



The Catboat Association

Membership Application

Mail completed form to:

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



Founded 1962
Incorporated 1983

One-time initiation fee:	\$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

	Quan.	Price
A. Gray T-Shirt - S, M, L, XL, XXL		\$17.00
B. Staff shirt - navy or white, S, M, L, XL, XXL Navy Shirts: Please specify Original Logo or Burgee only		\$30.00
C. Baseball Cap and Bucket Hats - (all cotton) tone Please specify CBA Logo or Burgee. All other colors Nautical Red, Periwinkle, Pale Pink, Lime Green, and Baby Blue available in CBA Burgee logo only.		\$16.00
D. Visor - navy or white		\$10.00
E. Tie - long silk, navy		\$25.00
F. Tie - bow silk, navy		\$25.00

ACCESSORIES

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

MIXED MERCHANDISE

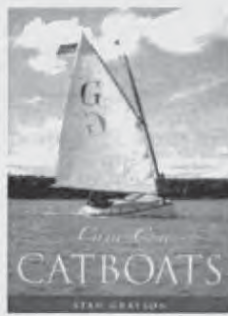
	Quan.	Price
L. Decal, colored burgee		\$ 2.00
M. Burgee, 12 in. x 18 in.		\$10.00
N. Tote Bag, large		\$20.00
Tote Bag, small		\$15.00
O. Tumblers please specify: 12 oz. plastic with catboat or CBA patch		\$ 7.00
16 oz. plastic, tall or short, with catboat or CBA patch		\$ 7.00
Lids, 16 oz.		\$ 1.00
NOT PICTURED		
P. Ear Ring, color burgee, post		\$10.00
Q. Coffee Mug		\$ 8.00
R. CBA Cocktail Napkins (100 ct)		\$ 8.00
S. Glassware, please specify: Pint beer glass with CBA logo		\$10.00
Old fashioned glass with CBA logo		\$10.00
T. Denim Long Sleeved shirt with CBA logo		\$35.00
Total for merchandise	\$	

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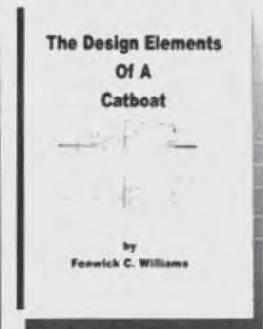
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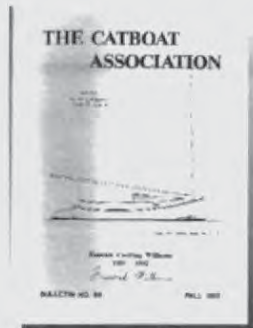
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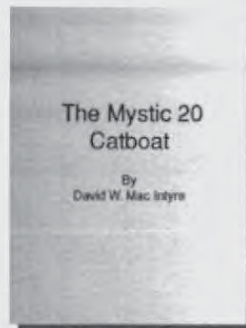
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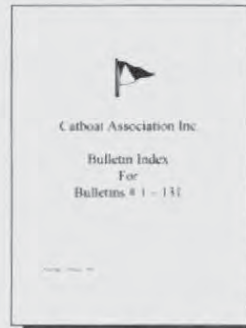
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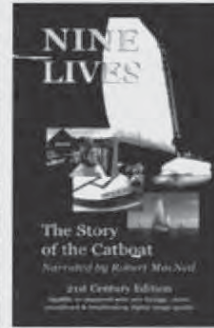
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Enclosed is my check for \$ _____ (Make checks payable to Catboat Association, Inc.)

CATBOAT AND CREW ON THE BACK COVER

The original *Silent Maid* circa 1988. At the helm is owner Sally Schneider (who died two years ago). Among the eleven folks aboard, a normal complement for the *Maid*, the youngster on the bow is Jay Darling.

