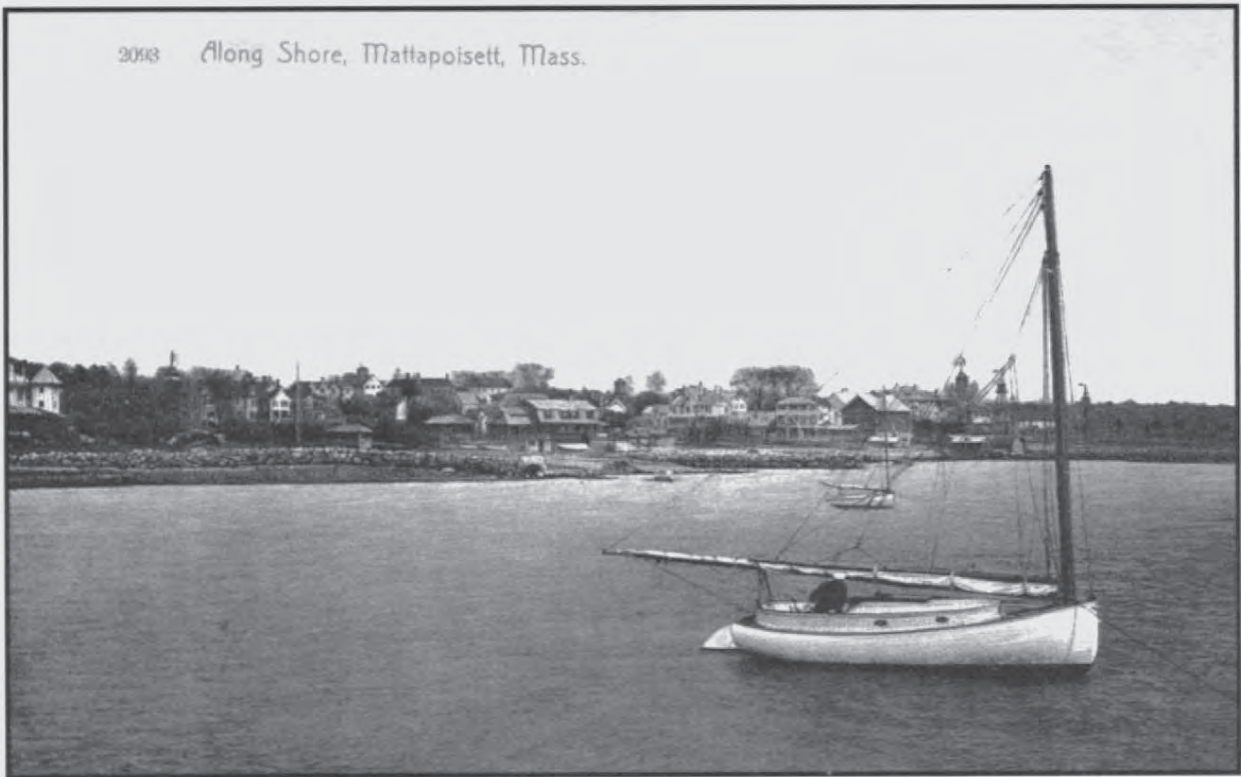


Catboat Association Bulletin

2018 Along Shore, Mattapoisett, Mass.



No. 152



Spring 2010

HARBOR ON THE FRONT COVER

Two Peaceful Cats Along Shore, Mattapoisett, MA

This seems to be a peaceful scene. The postmark on the card is February 21, 1910 (a little over 100 years ago) and in the message, the sender says: "I have been in swimming many a time off this cat-boat (*sic.*) Today is a beautiful day here. The ground is bare and the sun is warm out." Maybe the writer is a Polar Bear Club member.

Postcard courtesy Lou Abbey.

Catboat Association

www.catboats.org



BULLETIN NO. 152

Spring 2010

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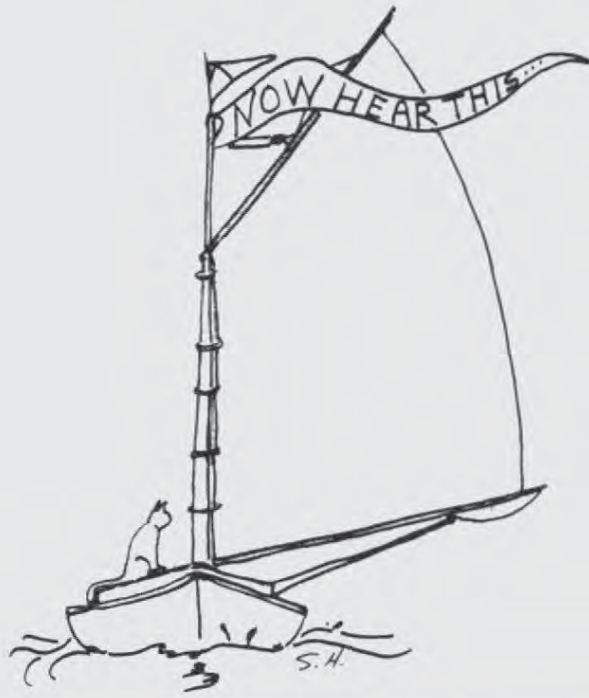
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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

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



– *Bulletin Editorial Board*

CBA 50th Anniversary Celebration Planned

The Catboat Association will be 50 years old in 2012. The 50th Anniversary Celebration is planned for July 6-8, 2012 at Mystic Seaport and Museum in Mystic, CT. Dock space has been reserved for July 6-8, 2012, and the catering vendor has been informed. So reserve the date and plan on helping our Association celebrate our Golden Anniversary. Details will follow as plans evolve.

Requests for Nominations

Please take some time to consider those who have made a significant contribution to the Catboat Association. At the 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 one of the members of the Awards Committee:

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307 Bentons Pleasure Road
Chester, MD 21619-2221
(410) 271-2540
butch.miller@catboats.org

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Rev. Mark Anschutz
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Your Bulletin Needs You to Write!

Writers NEEDED: All sections of the Bulletin need new writers: cats being built, cruises, old stories, historical events, book reviews – there is no limit to the voracious reading needs of your Association. The Bulletin is the voice of the CBA, your voice. Let your voice be heard. Writing skills a bit rusty? No worry. Our friendly editors are here to help you. Please contact any of our editors, or contributing editors if you would like to write something for your Bulletin. Thank you.

Introducing the New Proofreader for the Bulletin

We welcome Penny Levin aboard as the new Proofreader for your Bulletin. Penny is a catboat owner, CBA member and a retired lawyer, who divides her time between summers in Orleans on Cape Cod and winters in Madeira Beach, FL (near St. Petersburg). She is a volunteer on the Bulletin staff, upholding the all-volunteer tradition of the CBA and the important work of volunteers everywhere. We are pleased you are joining us, Penny, and wish you well.

Congratulations Mark Alan Lovewell

Congratulations are in order for one of the newest members of our CBA Bulletin Editorial Board, Mark Alan Lovewell. Mark is a staff writer

and photographer for the *Vineyard Gazette*, the Marthas Vineyard newspaper. On February 6, 2010, at the Annual Convention of the New England Press and Newspaper Association in Boston, Mark received First Place in the history Category for his article entitled: "A Catboat Finds Her Way Home To The Sea." Great job, Mark. We are proud to have a prize-winning writer on the Editorial Board of the Bulletin!

Catboat Class Announced for the Great Provincetown Schooner Regatta & Yacht Race

– *John Wolf*



Provincetown Harbor with a fleet of Eskimos in the background.

Photo: David Mayo

Every year, on the weekend following Labor Day, there occurs on the outer Cape a magical event that transports witnesses and participants about 125 years back in time — the Great Provincetown Schooner Regatta and Yacht Race. Beginning in 2005, the year after I bought *Gala VI*, I have been the lone catboat in the race. After the '09 event I was approached by Charlotte Walker, one of the members of the Race Committee, and asked if I'd be interested in helping establish a Catboat Class for the next race. I agreed to help in such a worthwhile effort.

We hope to create a new CBA rendezvous, possibly in Barnstable, over Labor Day weekend. Following the rendezvous, all interested participants will sail on to P'town. Just as with the schooners, the catboats would also be accessible to visitors during the week. This, we hope, will help visitors learn about catboat history in these waters and other particulars.



An Eskimo on a reach. These wooden boats are almost exclusive to Provincetown and the fleet will be racing during the Great Provincetown Schooner Regatta and Yacht Race. Photo: David Mayo

We are discussing the possibility of a catboat "relay race," bringing "supplies" to and from the anchored schooners. On race day (usually Saturday), the catboats will race as a class, rather than having to compete with other (faster) designs. The race is preceded by the traditional "parade of sail," which may feature the catboats as a group parading past Macmillan Wharf. This is a truly unique and most enjoyable event. To learn more about the schooner race in general, log onto www.provincetownschoonerrace.com.

Stay tuned; this is going to happen, and I'd like to encourage as many of us as possible to participate in what will be a perfect, traditionalist addition to the Great Provincetown Schooner Regatta and Yacht Race!

Editor's Note – Those interested in learning more about catboat participation in this event should contact John Wolf via e-mail: johnwolf@bonehenge.com.



New Members

– *Dave Calder, Membership Secretary*

To our new members 10/2009 through 3/2010.
WELCOME ABOARD

Leonard & Kitty Amato

Dave & Julia Arch

Chris & Carolyn Benway

Dan & Jane Brannegan

Vincent & Maryalice Brennan

Andrew & Robin McIntyre Campbell

Roger & Marjorie Madigan Campbell

Jim Coleman

Jim & Peggy Craig

Joe Dempster

Than Drake

George & Sandie Duffy

Greg & Bobbie Vanata Einecker

Craig & Lisa Elliott

Roger & Deborah Lee Fuller

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Peter & Katy Howland

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Jim & Linda Slattery

Bruce Stein & Carol Thorsten-Stein

Hans Steiner

Michael Sullivan

John & Jan Talbot

Todd & Patricia Van Gordon

Paul & Abigail Vogel

Jessica & Forrest Williams

Ian & Christine Truman Woollett



Vanity Repowered

— Mark Alan Lovewell



New diesel is installed in *Vanity* by Bill Bennis.

This past winter the much beloved Martha's Vineyard catboat *Vanity* was repowered at the Gannon and Benjamin marine railway in Vineyard Haven. *Vanity*, a 21-foot Manuel Swartz Roberts wood catboat, which once belonged to Oscar C. Pease of Edgartown, has been in the hands of the Martha's Vineyard Museum for more than a decade.

Many catboat association members will remember Oscar years ago sailing *Vanity* around Edgartown. He was an avid association member and a big supporter of the preservation of catboat stories and history. He died in 1995, leaving a great legacy of tales, insight and maritime lore with writers like Stan Grayson, who featured him in his book, *Catboats*.



Oscar Pease

I grew up as a child knowing Oscar as my grandmother Elsie Lovewell's neighbor. *Vanity* sailed in the summer, was used for harvesting bay scallops in the early part of the winter, and for much of the winter she sat in the backyard of Oscar and his wife Nellie's home. My father, John, remembers hearing Oscar's sander running in the late winter. He was obviously working on the boat to ready her for water in the spring. I have memories of visiting Oscar in his backyard in his shucking shack preparing the day's harvest of bay scallops for market. Oscar and Nellie's house is long gone and the property now has a trophy house. But the boat lives on.

The repowering of the 81-year old catboat is a big event on the Edgartown waterfront. Her captain, Chris Murphy of Chilmark, is an avid catboat enthusiast and for the last two years he has sailed her around, sometimes with the help of an auxiliary outboard attached to a bracket on the stern. The outboard was not an ideal solution as it invited getting tangled with the mainsheet. Murphy said to me often that he preferred an inboard.



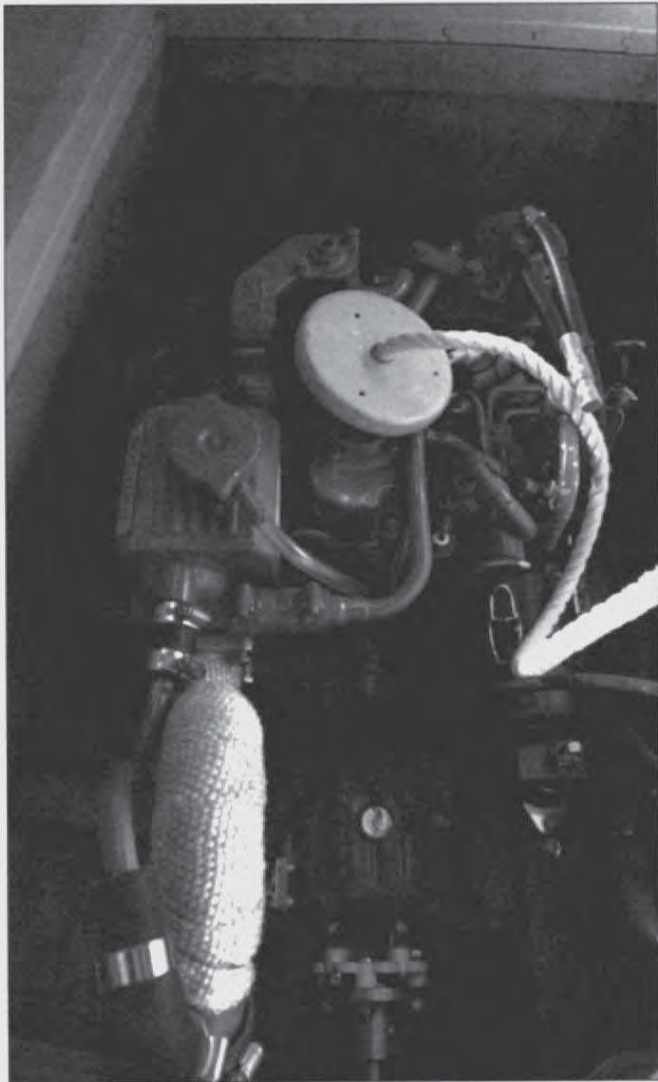
Capt. Chris Murphy

Ten years ago, *Vanity* was considerably rebuilt at the Gannon and Benjamin boatyard. The intent back then was to make her as shipshape as possible with the limited funds donated to the museum for the work.

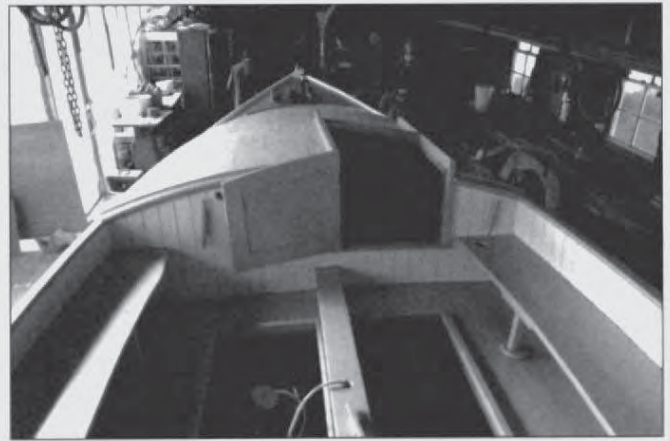
Nat Benjamin of the boatyard, who oversaw this winter's work, said repowering her was a challenge, because they couldn't do it the way she was originally built.

"When we rebuilt this boat, we were told it would never have an engine," Mr. Benjamin said. "So

there was no shaft log involved, which is unfortunate, because it meant you can't put the engine down the centerline."



New red Beta 14-horsepower diesel.



View across the deck of *Vanity*.



Propeller shaft.

The new, bright red, 14 horsepower, two cylinders, Beta diesel engine was installed off center, in the port side fish well. "It fits there nicely," Benjamin said. "The shaft is offset, but it is angled towards the centerline. So at the stern post, we fabricated a housing for the cutless bearing that passes right through the stern post. And then we cut an aperture in the rudder."

The stainless steel propeller shaft measures about four feet in length. The three-bladed bronze propeller is a 13 x 9. (The propeller diameter is 13 inches.)



Looking at the new stuffing box in *Vanity*.



New bronze propeller.

The actual work, the installation, was done by Bill Bennis, a veteran shipwright who has been working at the boatyard for four years but originally worked as a shipwright at the Chesapeake Bay Maritime Museum, in St. Michaels, Maryland. He got help from Harry Ricciardi.

Bennis said: "I like working on boats that have a purpose. You know when you work on a boat like this it is all going to matter. That is why I like projects for museums. *Vanity* is for enjoyment and education."

"This is perhaps the Martha's Vineyard Museum's finest ambassador," Benjamin said. "So this boat has to show up on time and take people out sailing with Captain Murphy at the helm. When the wind is light or adverse, people want to get home. He can crank up the diesel and get them there," Benjamin said.

In addition, the boatyard gave the sailboat a general overhaul. "We did some rigging work, repairs. We patched her up and gave a good sanding and painting," Benjamin said. Steps were added on the stern, so passengers can swim and easily get back in the boat.

Even the tabernacle for the boom has a new shaft. More work could have been done but finances were tight.

Captain Murphy is delighted about the work done. "She'll be a lot better, too. Diesel is a lot safer than the gasoline engines she had before."

For more than 30 years Captain Murphy worked as a commercial fisherman out of Menemsha Harbor, and he sees the *Vanity* as an important connection for him and for the community. "To me *Vanity* is a direct tie to the history of Martha's Vineyard and the history of fishing. I knew Oscar Pease and when I was a kid there were quite a lot of catboats around."

"It is a pleasure, honest to God, every single time I sail her. She is a significant sailboat and sails beautifully. She practically sails herself," Murphy said.

The money to repower *Vanity* was donated anonymously. Contributions to help her in her ongoing maintenance and care can be sent to the Martha's Vineyard Museum, P.O. Box 1310, Edgartown, MA 02539. Mention that the contribution is specifically for *Vanity*.

All photos courtesy of Mark Alan Lovewell



Building Fenwick Williams, 16 Ft. Catboat in Wood-Epoxy, Part II

– Chris Sawyer



To my excitement launch day ended in a successful sea trial. As this picture reflects, it definitely is a Fenwick Williams cat!

On a rain – threatening afternoon this past February in Monterey, CA, the new cat went overboard and was put through its paces. The conditions were ideal with winds of 10 to 15 kn. and smooth seas for testing the cat’s sailing performance and equipment. This shake down sail was aimed at gaining confidence in all aspects of the boat, especially its rig, and learning how to sail her.

Since the actual commissioning and christening celebration was scheduled to occur in mid May when the weather is warmer and more reliable, I wanted to minimize the potential for becoming the “Spectacle Boat” in front of family and friends – we’ve all been there – and I feel I owe this to Mr. Williams. This

was a wise decision as we learned a lot, made some rig adjustments, discovered how long various lines should be and what fittings were needed to make sailing easier. Making these adjustments would not have been possible in the throws of a launching bash.

Part I Revisited

Motivation for selecting a Fenwick Williams cat came from reading *Catboat Design* by Williams, published in *The Catboat Book* by John Leavens, 1973. Decisions were made based on the following:

The cat had to be a proven traditional design that could easily be trailered as I wanted to sail in different locations.

Wood epoxy construction, employing strip planking, was selected to permit storing on a trailer between sailing adventures.

Using wood epoxy construction I would benefit from my learning experience building a 14 ½ ft. Penobscot row boat.

Rigging the boat could be accomplished by one person.

Finishing the Hull and Cabin

Finishing the hull and cabin was a walk down memory lane. As a teenager, I worked summers maintaining wooden yachts at a San Francisco marina, so this phase of the project was like a time warp. All my paint and varnish then and now was applied by brush. In fact, I used the same brushes I used those many years ago. For the cat, I chose to work with Interlux Brightside topcoats along with their recommended primers. I used Z Spar Captain's gloss varnish on the exterior bright work and Captains satin varnish for all interior surfaces of the cabin. There are no painted surfaces in the cockpit or cabin and all the trim is teak.



Cockpit bright work finished.

Hardware

As mentioned in Part 1 of this article, it was important for me to stay with the traditional look of the early 1900s cats, but utilizing contemporary construction methods. To this end, I insisted on using only traditional bronze deck and spar hardware throughout. I spent a great deal of time researching, locating and obtaining just the right parts. Because the cat rig is relatively simple and does not require a lot of hardware or running rigging, I felt I could afford to get a little obsessive in this phase of the project.

I found several excellent suppliers of bronze hardware on the Internet. Shopping for the needed parts was like a treasure hunt – I had fun. Almost nothing was in stock and wait times were long, but, since I started my search early, I was okay with waiting for just the right items.



Layout of hardware on the new cat is shown here with the halyard fairleads and the ventilator cap on the cabin top, and mainsheet traveler and engine bracket fitting on the stern.

Most of the deck hardware came from two foundries. BristolBronze.com offers some nice reproductions of Herreshoff's designs. They supplied the bronze traveler, stern-quarter ring ties, fairleads and halyard/lazy jack turning blocks, as well as the clew, outhaul and gooseneck for the boom. Because Fenwick showed the stern quarter ring ties on the plans instead of cleats, I decided to follow his recommendation. The other source for deck hardware was Davey & Company of London, UK, and they distribute through various dealers in the U.S. I worked through GreenBoatStuff.com and WoodenBoat.org. Davey's "jewelry" is of the finest quality and workmanship, though somewhat expensive. They supplied my mushroom cabin vent, stem head fitting, tubular jam cleats, and mast collars for the spars. Parts I couldn't find in bronze, I fabricated myself either in lost wax casting (cat eye portholes) or in braised and machined solid stock (boom crab, rudder fittings). Naturally, all these fittings require bronze fasteners of varying style heads, lengths and gauges. Never did I have a need for box quantities. Fortunately, there are supplier sites that offer bronze fasteners in small numbers. BoltDepot.com, GreenBoatStuff.com and McMaster.com are sites I used.

Spars & Rigging

Ease in raising and lowering the mast when trailering the boat was of great concern to me because I either sail alone or I am accompanied by my wife. I needed a mast that could be stepped by one or two people. The obvious solution was carbon fiber.



Note the color of the finish on the spars match. Also shown are the oak mast hoops and gooseneck fitting.

AreysPondBoatyard.com supplies such a mast which they sell as an option on the Lynx 16 ft., a very similar design to the FW 16 ft. They also provided a bronze sail track I wanted for the boom and gaff to facilitate ease of rigging. I painted the 40 lb. mast with the sunset buff color used on the deck, adding a traditional white cap. From a distance, it looks like a varnished spruce spar and doesn't offend me too much as maybe I will be the only one to know. PertLowell.com supplied oak mast hoops fitted with some neat quick sail attaching, bronze fittings. From the same firm, I bought four belaying pins for the halyards and lazy jacks, wooden cleats and mainsheet blocks all crafted by them from black locust. For the running rig blocks, I worked with BronzeBlocks.com (J.M. Reineck & Son). They make a fairly lightweight, extremely smooth-running and beautifully-built block with appropriate shackles. As I mentioned, BristolBronze.com supplied the clew outhaul and gooseneck fittings.

For halyards, main sheets, lazy jacks and other miscellaneous lines, again I wanted the traditional look and feel of the old linen or cotton but with the practicality of synthetics. Spun three-strand, twisted polyester line fit the bill (no braided line onboard). I was able to obtain less than spool quantities in various diameters from HamiltonMarine.com.



Shown here are the mainsheet and blocks, and the lazy jack fitting.

Sails and Canvas Work

After discussions with various sail-makers on both coasts, I elected to use a local loft (Santa Cruz Sails) because they could give me the 18 in. panels and other details I wanted. They were able to measure the sail, analyze the work they did and make alterations to the sail without wasting time. Making a sail from a long distance seemed stressful and unnecessary. The cushions and covers were also made locally for the same reasons. The trailering cover I had made accommodates the cockpit and doghouse and will be useful when leaving the boat dockside while cruising. A full boat trailering cover was just too complicated and expensive. For storing the boat when not in use, I simply use a 12 ft. x 20 ft. white polypropylene canopy cover over the top of the spars and attached to the trailer. This keeps the boat dry when raining and protected from the sun, and the rig is always ready to go.



Ready to hit the road with the traveling cover in place.

Ballast

The amount of ballast the boat needed to bring her to her lines was a great unknown. Strip plank/epoxy construction results in a considerably lighter hull than the traditional carvel-planked hull, so I knew more ballast was needed than is typical for Fenwick's design. After launching, I experimented with 50 lb. sand bags to discover the proper amount and placement of ballast. A total of 400 lb. plus 400 lb. of crew weight seemed to put her on the proper water line. Fenwick Williams suggested placing it amid ship close to the centerboard trunk, so we followed his instructions. Half was placed forward and half aft of the cabin bulkhead. I can now, confidently, have lead cast in 50 lb. pigs to a proper dimension that will fit under the floorboards in these locations and will be screwed securely to the frames. Fortunately, we have a local boat-building firm that casts lead keels and they are willing to supply custom lead shapes. Prior to adding any ballast to the boat, she bobbed like a cork in water and was as unstable as a dinghy. After the addition of 400 lb. of ballast, I had a stable platform that felt like a 40-footer under foot.

Moving the Cat

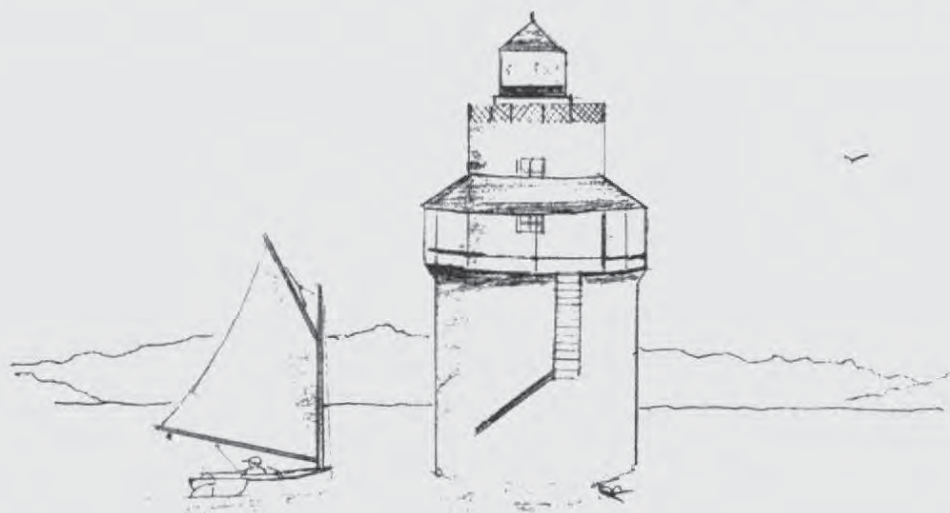
Craig's List proved to be a great resource for finding and purchasing my "previously owned" trailer and a used outboard engine at very reasonable prices. The trailer is a 2007 galvanized "Pacific Boat Trailer" with modified supports to accommodate the cat. Although this trailer is durable for use on ramps, I much prefer using a hoist to launch the boat. To simplify lifting I installed two large rings bolted through the dead wood and fabricated a rope sling with shackles.

I was able to obtain a two-year-old Honda 5hp – 4 cycle outboard engine used only in fresh water. It mounts on a bronze transom bracket from SpartanMarine.com.



The outboard bracket chosen is not too unsightly. When I want to sail without an engine, it and the bracket are easily removed.

My boat-building yard is permanently fenced and not accessible to a road, so from the start I knew a crane would be needed to remove the boat upon completion. This was a dramatic and somewhat tense operation as the cat, attached to its trailer, was threaded between pine branches on the end of a cable and lowered to the road below. The same equipment was used to put the trailer in the yard and the hull on the trailer some months earlier, so we knew the drill. Finally, the cat was freed from its cage and we were off to Santa Cruz on our first trailering adventure to get the sail, cover and cushions fitted.





At last - freedom from the construction site.

Comments

I can't stress enough what a fantastic experience this two year project has been. It was an opportunity to couple my mental, physical and artistic efforts with my sailing background to create the catboat I had always admired. Building a wooden boat is a step-by-step process requiring one to think through each operation, and the several to follow before proceeding. Although I did all the work myself and alone, often times I felt the presence of Fenwick's guiding hand and support. As I mentioned before, his simple, accurate plans were without error, easy to interpret and complete. The designer's hand-written suggestions were both helpful and comforting. Throughout he encourages the amateur builder to deviate in construction details and finishes and to utilize readily available materials. In my opinion, the strip plank/epoxy method of hull construction with a liberal amount of marine plywood and fiberglass thrown in is a perfect method for the enthusiast who doesn't have access to a lot of woodworking machinery or steam bending equipment. In addition, with this technique you wouldn't need to have had a lifetime of boat building experience to successfully build your dream catboat.

Editor's Note: In Part III the commissioning will be covered; it should be a gala event and I am looking forward to meeting the West Coast catboat enthusiasts.



CBA of Venice Bollettino

Editor's Note: This was given to me several years ago by our current Clerk and Steering Committee member John Greene, who at the time was our Membership Secretary. He received this with Marco Dissera Bragadin's dues renewal. I promptly misplaced it in cyberspace. After being inspired by Jane Walsh's last Catfood column in Bulletin 151 ("Honey, It's Italian Night – Venetian Style!") I searched 3 computers and found it.

Paul Cook
Paul.Cook@catboats.org

Dear members,

Here is this year's surprise!

I've finally managed to produce a newsletter for the Catboat Association of Venice. I've been thinking about it for some time but I've had doubts on how to lay it out and get started.

The beginning of the 2006 season encouraged me to give it a try. So here it is, a newsletter written with the idea of informing you all of the activities and the exploits of members.

I hope this will be appreciated and I ask you all to send me details of your boating experiences.

This year we have three new friends: Corrado, owner of *Kalypso*, a 5.10m cat designed by Charles W. Wittholz and built by the Perinetti boatyard with help of the architect Rodolfo Foschi, who revised the plans to construct a stitch and glue version. Alessandro, owner of *Foschia*, a Solaria 2 designed by Foschi and built in just four days during the Navalis exposition by members of Venturieri club a few years ago. Andrea, the owner of *Margherita*, designed by Sciarrelli is the third.

The season was opened on the 1st of May by Valter with *Pussy Cat* and Livio with *Mili*, who took part at a rendezvous for traditional, classic craft at Pirano (Slovenia). As usual the three days were spent in good company with regattas, excursions, delicious lunches and dinners. I thoroughly advise all of you in the future to take part in this rendezvous which is not only boats, but includes vintage cars that you can admire.

From the 2nd to 4th of June, *Mili*, *Foschia* and *Kalypso* took part in a rendezvous organized by the Venturieri at Chioggia. About 60 boats took part, ranging from classic to old or those self built. This included those who were taking part in a trip in the lagoon with rowing and sailing boats, plus others

taking part in the regatta Chioggia – Venice, reserved for typical Venetian boats with a rig "al terzo", all very interesting.

In July, Livio and Valter began cruising and *Cassiopea* was launched after nine months of restoration work on my part. Finally she was back afloat.

In August I would have liked to join our friends Livio, Valter and Giovanni cruising, but a series of setbacks meant that *Cassiopea* stayed on her mooring. We managed to enjoy just a few days going to Grado and meeting up with our friends on the return of their cruise.

The pennant flag for the longest distance navigation went to Giovanni, who with his *Catone* sailed as far as the Tremiti, going down the Croatian coast. Congratulations Giovanni!

Congratulations also to Corrado with his partner and children who had the courage to sail to the Inconerate, four of them aboard *Kalypso* which is only 5.10 m. Well done!

September was full of events. We got together for the regatta "Dei Miti" organized by the yacht club DVV and involving several short cruises. *El Barbanane Niovo*, *Taty*, *Margherita*, *Kalypso*, *Foschia*, *Mili*, *Jamila* and *Cassiopea* were the boats which got together for the rendezvous on the 8th and 9th of September. Moorings were offered free of charge by DVV, for which everyone was grateful. We had a very successful supper on the lawn where we were joined by other members and friends who came without their boats. Everyone brought something to eat and we shared our food very happily. The evening ended with singing. During the evening, I presented the three new members and presented them with our burgee. We also crowned our ex president, Emperor of the Catboats. The previous assignment of president didn't

do him full justice. It was a very good evening. This way of getting together seems to work so well that I do hope the DVV will invite us next year.

On Sunday the 9th, Livio with *Mili*, Stefano with *Jamila* and Paolo with *El Barbanane Niovo* went for a sail on the lagoon. I was very disappointed not to be with them owing to commitments.

The regatta "Dei Miti" deserves a special mention. For the first time, catboats have been allowed to take part in the race. I don't think catboats have ever raced together before in Italy. *Mili*, *Margherita* and *Cassiopea* engaged in an exciting regatta. Livio led the way on the first windward leg, characterized with little wind, gaining well on Andrea and I. At the turn of the buoy, with the wind increasing slightly, and on a broad reach, we both managed to catch up on him. Andrea unfurled a gennaker which made me concentrate on my helm to stop him from passing me before the finish line. I was also helped by the diminishing wind force. The result of the regatta was *Mili* first, followed by *Cassiopea* and *Margerita* hard on her heels. It was a wonderful race, and definitely to be repeated next year.

Autumn has arrived. Livio, Valter and I have agreed to meet up at Caorle for the last weekend of September. *Pussy Cat* suddenly appeared sailing out from Grado to greet us and we enjoyed sailing around each other before entering Caorle. To end a good day's sailing we all headed to a restaurant.

As Livio and I were sailing to Caorle with a sirocco (S.E wind) of 9 knots in a beam reach, we passed a Bavaria 42, very satisfying!

Autumn didn't stop us this year. The All Saints cruise lasted for five days, from October 28th to November 1st. The Emperor, Livio and I decided to go and see Valter at Grado. We were joined by Bruno with his cutter *Gabbiano Felice* designed by Sciarelli, and Roberto from Sistriana with his boat called *Saor*, a sistership to *Gabbiano Felice*. We were given impeccable hospitality by the Canottieri Ausonia Society. The president Aldo and the secretary Francesco arranged for all of us to moor along side their floating pontoon, which during our three day stay, turned into a floating restaurant. Also on this occasion, we spent wonderful days in good company – many thanks to Aldo and Francesco. On the return trip, we decided to sail on the lagoon of Marano, leaving the lagoon at Porto Buso. A good choice except for *Gabbiano Felice* who had to turn back and leave at Grado owing to the low tide. Above all we enjoyed passing through the canals where we saw a lot of wildlife and the fishermen's houses, "casoni," with thatched roofs that are typical

of that lagoon. We stopped overnight at Caorle with supper onboard *Gabbiano Felice*. The next and last day of our cruise was the return to Venice. The warm days makes us reluctant to put our boats away for the winter. Livio and I have already agreed to go for a sail during the winter as soon as there is a good sunny day. Naturally, we hope to be joined by others. Our activity continues with our Christmas lunch which will take place shortly, during which we will talk about plans for next year. I am looking forward to hearing from all of you and getting your ideas, advice, projects and stories for the next newsletter. I am also thinking of starting a web site, perhaps with my present email server.

Warmest greetings and best wishes to all of you and your families for 2007.

The President,
Marco Dissera Bragadin



2010 Race/Rendezvous Schedule

– Lyn Behne, Editor

GROTON, CT – Members of the Catboat Association and the Chesapeake Catboat Association may have scheduled races and rendezvous for 2010 in addition to those below. If there are other regional catboat races, cruises and gatherings planned by groups or individuals, we would like to know about them.

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

June 13

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

June 25-27

Herreshoff 150 Anniversary/Sprite Launching
Bristol, RI
Larry Fisher, e-mail: Lfisher@herreshoff.org

June 26

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

July 10

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

July 10

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

July 10

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

July 16-17

Duck Island Gathering, Old Saybrook, CT
Larry Ritzhaupt
10 Lighthouse Lane, Old Saybrook, CT 06475
(860) 388-4005
e-mail: larry.k.ritzhaupt@pfizer.com

July 16-18

Martha's Vineyard (Vineyard Haven) Catboat
Rendezvous, Vineyard Haven, MA
Jim O'Connor, Stuart Lollis
P.O. Box 1203, West Tisbury, MA 02575
(508) 627-5380
e-mail: joconnor@vineyard.net, Stuartlollis@verizon.net

July 24

Gam at Price Bend, Sand City Island,
Northport Bay, NY
Roger L. Klein
48 1/2 Roton Ave., Rowayton CT 06853
(203) 899 0402

July 24

Nantucket Race and Rendezvous, Nantucket, MA
Jonas Everets
29 Perry St., NY, NY 10014
(508) 228 5116/(917) 673-0846
Jonas@jonasevertsdesign.com

July 24

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

July 31-August 1

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

July 31-August 1

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

July 31-August 1

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

August 7

2nd Annual Townie Hornor Perpetual Sail Around Catboat Rendezvous, Osterville, MA
Paul and Karen White
295 Route 6A, East Sandwich MA 02537
(508) 888-1394/(508) 284-7773
email: paulwhitewoodcarving.com

August 13-15

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

August 15

Norwalk Islands Long Distance Race, Norwalk, CT
Mats Josefsson, Roger Klein
161 Rowayton Woods Dr., Norwalk, CT 06854
(203) 517-5406, (203) 613-4847
e-mail: jwrl16a@hotmail.com, rogerklein@optonline.net

August 20-22

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

August 21

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

August 21

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

August 27-29

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

August 28

Barnstable Rendezvous, Barnstable, MA
Howard Boats/Peter Eastman
P.O. Box 125, Beale Way, Barnstable, MA 02630
(508) 362-6859

September 4-11

Provincetown Schooner Regatta, Provincetown, MA
(Catboat race: September 9)
John Wolf
(508) 214-0176
e-mail: johnwolf@bonehenge.com

September 5

Harvey Cedars Labor Day Race, NJ
 Robert Rue, Margaret Thomas, Bill Clarke
 383 Green Street, Tuckerton, NJ 08087
 (609) 296-4549
 e-mail: reruelaw@verizon.net, lbipooch@comcast.net, bclarke179@aol.com

September 9-11

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

September 18

Norwalk Island Catboat Race, Norwalk, CT
 Jay Fallon
 36 Westmere Avenue, Rowayton, CT 06853-1610
 (203) 857-4771
 e-mail: john.fallon@mssm.ed

Sundays, September 5/October 31

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

ANNAPOLIS, MD – Members of the Chesapeake Catboat Association (Chesapeakecatboats.org) scheduled these races, rendezvous, cruises and gatherings for 2010. Catboat skippers who sail or trailer to the Chesapeake area are welcome to take part. Please write, e-mail or call the chair of the event you will attend for the many details not included here.

March 6

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

May 30-June 5

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

July 4

Patuxent River Shootout, Patuxent River, MD
 Steve and Lois Flesner, Butler Smythe
 2037 Indian Circle, St. Leonard, MD 20685
 (410) 586-8179 , (240) 298-26021
 e-mail: flesner00@comcake.net, caerulean1@yahoo.com

July 24-25

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

September 5

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

September 10

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

September 11

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

October 2

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



2009 Race/Rendezvous Results, Part III

– Lyn Behne, Editor



Editor's Note: The following is the final 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 lyn.behne@catboats.org or 6 Hawthorne Lane, Niantic, CT 06357, (860) 691-2074

Great South Bay Annual Catboat Regatta

– Phil Linker

BLUE POINT, NY – On Saturday, September 12, 2009, the Sayville Yacht Club again hosted the annual Great South Bay Catboat Regatta and Rendezvous. Fortunately, this year no hurricanes threatened as some 32 catboats and their crews, making four separate divisions, gathered at Sayville Yacht Club's facilities in Blue Point.

Generally, on the south shore of Long Island during the summer, sailors can expect a light morning northerly to shift to the southwest around noon as the thermals rise over the island. The wind then picks up to around 15 to 18 kn. by mid afternoon, before dying as the sun sets. After Labor Day, as the sunlight weakens, that pattern is somewhat less predictable, and this year a light overcast and a gentle southeast wind greeted the competitors as they headed out to the starting line prepared to do battle on the modified gold-cup course set by the race committee.

Following the standard U.S. Sailing Rule 26 starting sequence, the first class over the starting line was the handicap over 19 ft. followed by handicap 19 ft. and under, then the Marshall 18s and finally the Herreshoff America 18s.

Larry and Maryann Deering, in their Marshall 18, *Buelah*, took line honors in the first race. They also won their division. In the second race, the wind freshened a bit, but still stayed well below reefing strength, and veered a bit more southerly. As the first race in the light air took somewhat longer than anticipated, the race committee shortened the course for the second race. Phil Linker, in his Marshall 15, *Memory*, took line honors, with his crew comprised of his wife, Ingke, and friends Pete and Linda Thivierge. He won his division as well.

Following cocktails and hors d'oeuvres, a delicious filet mignon dinner was provided by the staff of the Sayville Yacht Club. Our keynote speaker was Jerry Thompson, the new owner of Thompson Boat Works. The Thompson Boat Works is the new home of Menger Cats since the passing of Bill Menger, with whom Jerry worked closely.

Two special awards, one for the boat that traveled the farthest and the other for the prettiest boat were won respectively by Tony deLoia with his Woodpussy, *Marscott*, and Bob Fischer with his Herreshoff America 18, *Catfish*.

The results: Handicap over 19 ft.

First: Ed Weinstein with his sons Victor, Robert, Daniel and Ben, from Babylon Yacht Club in his Lignos 20, *Nueve*.

HANDICAP 19 FT. AND UNDER

Place	Captain	Boat	Design
1	Phil Linker	<i>Memory</i>	Marshall 15
2	Tony DeLoia	<i>Marscott</i>	Woodpussy
3	Mike Hagstedt	<i>Tortuga</i>	Menger 19

MARSHALL 18s:

1	Larry Deering	<i>Buelah.</i>
2	Hank Frederick	<i>Fragmite.</i>
3	Lou Tusso	<i>Fraidy Cat</i>

HERRESHOFF AMERICA 18s:

1	Charlie Huberman	<i>Sea Story</i>
2	Bob Fischer	<i>Catfish.</i>
3	Jean Miele	<i>Salt</i>

Norwalk Island Catboat Race, 2009 – Addition

A picture of the fleet at the start of last summer's Norwalk Island race was omitted from the write up. It was taken by Mats Joseffson, who also won the race, in *Malö*.



A great start on a blustery day. Photo by Mats Joseffson.

8th Annual Bass River Race and Rendezvous

– Cheryl Wildermuth

YARMOUTH, MA – Participants traveled by land and sea to join in the traditional activities during the second weekend of August, 2009. Friday provided fair winds for those who sailed to Bass River and a

calm evening to enjoy good company, hors d'oeuvres and refreshments.

Things happen in threes, right? For the third year in a row, the Bass River Rendezvous has been cursed with no wind, not even enough to fill the smallest of sails. Thankfully, catboaters are relaxed and forgiving people. Looking on the bright side, no boat or body parts were broken and, hopefully, spirits remained intact.



Saturday morning began with the freshest of blueberry muffins baked by Susan Cook. The bright blue sky with illuminated billowing clouds created a beautiful backdrop for the glorious 22-cat Parade-of-Sail up the Bass River. Lisa Goodwin, first mate aboard Paul White's *Rugosa*, wrote of her first catboat race. "Took lots of pictures during the parade of sail – what a sight seeing a line of catboats with their sunlit sails as far as the eyes could see along the river."



The breeze was light from the northeast with predictions of moving around to the southwest. Conditions sounded ideal for a day of fair winds. The race committee planned on a two-to-three hour race, but the wind failed to hold up its end of the bargain. The race sequence started, the wind stopped. It took two hours for many to make it to the first mark, and eventually, the race was called.

In her log, Sue Chapman, captain of *Tusuztu*, entered, "First experience at a catboat regatta as a "racer" having been on the committee boat two years ago. Didn't recognize the difference between "Catboat Time" and real time until today." She described it as a learning experience in many ways, since her crew, Sue Lauder, learned a few new words as well!

Z-Dog's Captain, Chas Bicking, wrote, "It's events like this that make philosophy a valuable study." He added, "What with heavy traffic trailering through Boston and a windless race, the most exciting part of the day was *Z-Dog's* centerboard pin leak."

Skipper Eric Haberfellner had the privilege of sailing *Marvel*, a 1905 Herbert Crosby cat. He described part of his racing experience after making contact with catboat, *At Ease*. "It took us about ninety minutes to make our 720. Then the race was cancelled."

Following the race, a casual dinner at the West Dennis Yacht Club was enjoyed as acquaintances caught up on news of the past year and laughed about

the day. Hailing from Martha's Vineyard, Mark Lovewell, of *Cat's Meow*, treated catboaters by playing his concertina and singing sea shanties.

If nothing else, the Bass River Rendezvous always provides enjoyable stories and lasting memories. What participants may have lacked on the water was made up for on the shore with good people... making friends, sharing tales, good food, good times and wonderful entertainment.

With three windless rendezvous in a row, the pattern is bound to be broken for August 14, 2010. We might heed the saying, "Be careful what you wish for," but if we wish for more wind than last year, any would be an improvement.

Thank you to West Dennis Yacht Club, this year's host for the gracious amenities. All are grateful to the dedicated race committee of Jay, Nancy and Laura Adams. Thanks to the committee members for their concerted efforts to provide another successful Bass River Rendezvous. The work crew included Susan and Paul Cook, Cindy and Rick Farrenkopf, Eric Haberfellner, Bill Holden, Jane Chase, and Cheryl and Peter Wildermuth. They are all looking forward to the ninth annual Bass River Rendezvous to be held at the Bass River Yacht Club on August 14, 2010.

Ben DeLong, grandson of *Pearl's* Captain, Ken DeLong, summed up the feelings of many by saying, "Can't think of anything I'd rather do than spend a day out here with the Cape Cod CBA. Thanks guys!"



The DeLongs receive their award.

THE RESULTS:

Place	Captain	Boat	Design
1st Over All	Burt & Drew Staniar	<i>Pandora</i>	Huddleston 20

GLASS OVER 18 FT.

Place	Captain	Boat	Design
1	Ken DeLong	<i>Pearl</i>	Marshall 22
2	Mark Anschutz	<i>Joy</i>	Marshall 22
3	Paul Cook	<i>Pumpkin</i>	Marshall 22
4	Brent Putnam	<i>Cranberry</i>	Marshall 22
5	Rick Farrenkopf	<i>Cait's Cat</i>	Marshall 22
DNF	Brian Smith	<i>At Ease</i>	Marshall 22
DNF	Jane Chase	<i>Zephyr</i>	Marshall 22

GLASS 18 FT.

Place	Captain	Boat	Design
1	Don Holden	<i>Fleetwing</i>	Marshall 18
2	Cheryl Wildermuth	<i>Shelle Belle</i>	Marshall 18
3	Shep Williams	<i>Hope</i>	Marshall 18
4	Walter Diggs	<i>Lady Bug</i>	Marshall 18
5	Mark Lovewell	<i>Cat's Meow</i>	Marshall 18
DNF	Tom Roche	<i>Dream Catcher</i>	Marshall 18

WOOD OVER 18 FT.

Place	Captain	Boat	Design
1	Bill Sayle	<i>Pinkletink</i>	H. Crosby
2	Skip Hall	<i>Sarah</i>	H. Crosby
DNF	Bill Mullen	<i>Old Sculpin</i>	M. S. Roberts
DNF	Paul & Karin White	<i>Rugosa</i>	Crosby
DNF	Eric Haberfellner & Terry Whyte	<i>Marvel</i>	H. Crosby



48th Annual Catboat Association Meeting 2010

GROTON, CT – Catboaters from far and wide converged on the Mystic Marriott in Groton to meet old friends, attend seminars, conduct Association business, listen to cruising adventures and peruse the latest catboat innovations and gear.



John Greene and Susan Rau welcome catboaters at the registration desk.



Neil and Carol Titcomb have back issues of the Bulletin and other publications on hand.



Storekeepers Jim and Martha Burns help with purchases from the CBA Store.



Lyn Behne helps members schedule their races and rendezvous for the coming sailing season.

President's Opening Remarks and Annual Message

– *Tim Lund, President*



President Tim Lund addresses the luncheon.

GROTON, CT – Welcome to the 48th annual meeting of the Catboat Association. I was lucky enough to arrive yesterday in time to take the tour of the restoration of the Charles W. Morgan at

All photos courtesy of Lou and Chris Abbey

Mystic Seaport. Quentin Snediker led us through the shipyard describing the process of restoring the ship, beginning with acquiring the vast amount of materials required to restore her, now piled in the yard. He described the steps of restoration, which begins with documenting the hull. They discovered that the Morgan had developed quite a hog after 170 odd years on the water. Someone in the crowd asked what a "hog" is. Quentin described the condition of a ship where, after many years of wear and tear on the water, the bow and stern of a ship tend to sink due to more weight and structure and the middle tends to rise due to more buoyancy and less weight. Someone to my right suggested, under his breath, that this condition, spending a lot of time on the water, might correct the natural inclinations of the human body, sagging in the middle. So, may we all spend more time on the water.

If not for the efforts of all of the cheery smiling volunteers, this organization would not operate. I'd like to take this time to recognize all of the volunteers, the steering committee and the Bulletin editors. They make it all happen. Go ahead, stand up, you know who you are.

On the subject of volunteers, we're always in need of more. If you have time and energy to offer, please don't hesitate to speak to any one of us to see how you can help. We hold no prisoners, which means we're always looking for help.

As a last introductory bit of information, I'd like to announce that we have reserved a weekend in July of 2012, to celebrate the 50th anniversary of the Catboat association. We are in the early stages of planning, which requires volunteers. But first and foremost, save the weekend of July 7th, 2012.



In Memoriam

— *President Tim Lund*

GROTON, CT — Members of the Catboat Association paused for a moment of silence to remember those members who passed over the bar in 2009. President Tim Lund read the following names into the Catboat Association Necrology.

Gregory Arner, Member since 1998
sailed *Archicat* out of Mantoloking, NJ

Bob Chase, 1981
Sea Cat & Zephyr, South Harwich, MA

Raymond Dupere, 1996,
Lady Jeanne, Fayetteville, NC,

Carl Ericson, 2008
South Yarmouth, MA

Edward Gelsthorpe, 1975
F.O. Duzer, Sesuit Harbor, MA

David Lincoln, 1978
Nueve, Babylon, NY,

Ted Lindbergh, 1979
F.O. Catena, Monument Beach, MA,

Leonard Morgenthaler, 1995
Catalist, Morristown, NJ

Frank Rogerson, 1985
F.O. Puffin, Ponce Inlet, FL

Harry Smythe, 1991
Annie H, Surf City, NY

Dick White, 1996
Manatee, Sagamore Beach, MA

Mary Pepin, 1988
Jinx & Joan Marie, *F.O. Spray*, Fairhaven, MA
Former Steering Committee Member & Treasurer

Obituaries

– Bill McKay & Doug Monjeau

Gerald W. Monjeau

DARTMOUTH – Gerald W. Monjeau, age 87, passed away Saturday, March 13, 2010 at St. Luke's Hospital, New Bedford MA. "Tiny" was a longtime member of the CBA after rebuilding a derelict catboat in the late 50s and naming her *Calico*.



Cuttyhunk, circa 1965.

Born September 8, 1922 he was a lifelong resident of the area, living in South Dartmouth with his beloved wife, Betty, for the last 61 years. After serving his country in WWII, in England and in Germany, he became a registered professional engineer specializing in heating and air conditioning systems for many of the area's public and commercial buildings. Gerald was a mechanical genius, including rebuilding Z-cars, perfecting engines and even creating his own photography dark room. There wasn't a broken camera he couldn't fix. There wasn't a \$5.00 tool at a yard sale he couldn't bring back to life and use it to solve hundreds of mechanical puzzles.

An avid sailor, he was well-known around Padanaram Harbor as the happy skipper and owner of the catboat, *Calico*. Over sixty years ago, Betty bought this broken 1898 hull off the beach for his birthday. For five years, Gerald took her down to the original planks and replaced the frames with locust, fastened with bronze from another derelict racing boat. Every step of the way, he sensibly added bulkheads, decks, floors, and a cabin from pieces of other boats long past useful. A 1935 Brennan Bantam became her auxiliary power, and a yawl rig came from a retired racer. Her tiller was carved from the wood of a yellow locust which grew "out behind the barn"; her backstay adjuster was assembled from hydraulics gleaned from several piles of used car parts. Always practical and open minded, Gerald chose leeboards over centerboard; he always

"liked the look and functionality of the Herreshoff Meadow Larks around the harbor." Finding only one old bronze winch at a yard sale, Gerald turned an exact copy in his shop.



Perhaps the most beautiful and important creations are the 20-plus hand carved blocks guiding *Calico's* dacron lines during every sail. Since 1992, when Gerald kindly made the McKay family the next to own and to care for his cat, she has seen about 1500 sails in the long Cape Cod sailing seasons. No

one better than I can judge Gerald's artistry, hard work – his impact on the sailing world. Each time I tack, head out to Cuttyhunk (where Gerald loved to day sail), *Calico* tastes Nantucket Sound or Buzzards Bay. This is a lasting proof of one man's contributions to a good life.

Gerald leaves behind a wife, a family who knew the gentle side of this big man, a barn full of history, and a catboat in its second century – loved and sailed by an appreciative family. When you see the leeboard, yawl-rigged old catboat sailing on the horizon, remember who saved, rebuilt and loved her. We shall miss you, Gerald.



Sammy Smith

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SOUTH DARTMOUTH – Sarah-Anne Morton (Sammy) Smith of South Dartmouth, Massachusetts, passed away March 22, 2010 after a 31-year battle with cancer. The battle may be over, but it was never lost. Sammy fought, and won, that battle again and again. Sammy filled her life and those of countless others

with her extraordinary artistry, wackiness, wisdom and joy — rightly dubbed by many in her life as the true human incarnation of the Energizer Bunny.



Sammy Smith.

Sammy taught elementary school art throughout the Dartmouth Public Schools. She started her career as a teacher in Fall River, Massachusetts and moved to Dartmouth when she and husband Gerald S. (Jerry) Smith settled in Padanaram in 1964, where she began by teaching first grade at the old Bush Street School.

Town residents may remember her career best by her signature end-of-the-year celebration allowing fifth graders to paint her enormous Ford station wagon any which way they wanted. After driving it around town for a day or two, her kids were then charged with a major car wash event. She was renowned for her focus on skills development, self-expression and enjoyment of art for art's sake, and inspired many to carry freethinking and creativity into their adult lives. Pushing the art cart up and down school hallways throughout her illness, she was a daily example of the old saying: "Attitude truly is the paint brush of the mind. It can color any situation."

Outside of school, Sammy's flair for the beautiful and the ridiculous carried over into many other endeavors. Non-stop projects ranged from painted mooring buoys for Concordia Boatyard, one-of-a-kind safe-sex-in-the-80's condom earrings, gorgeous smocked dresses, hand knit sweaters and quilts, hand-tatted lace, and even a very fashionable prom gown sewn from bed sheets purchased at Building 19. When she lost her hair to chemotherapy, Sammy found that wigs were often too hot and instead, she made fantastic hats to wear or just went without. Her "Bald Is Beautiful" vanity plate said it all.

In keeping with Jerry's lifelong love of boats, Sammy took to cruising like a fish to water when the family purchased a Marshall 22' catboat in 1973. Always ready with an open cracker barrel, a bowl of dip and any number of instruments, Sammy and Jerry's cockpit was the site for many a happy gathering.

As a leading member of the Catboat Association, her appreciation of the joys of sailing and cruising shone in everything she did. For the Padanaram Catboat Rendezvous and Regatta each year, she created original screen prints of classic catboat scenes and gave one to each boat.



congeniality of like-minded people.

Her "retirement" from the public schools in 1994 was hardly a retirement at all. When cancer drugs rendered her artist's fingers nearly useless, she began to work in miniature as therapy, launching her into a new and unusual career. Together, she and husband Jerry founded a business, Happiness Is..., handcrafting exquisite miniature porcelain dolls from every walk of life, antique reproduction furniture and virtually everything else imaginable — from worlds of fact and fancy. Always a teacher, Sammy's family was never surprised to find complete strangers sitting in the kitchen learning how to create wings for a fairy, fire a kiln, or rush the seat of a miniature chair. And by selling her wares around the globe through the Internet, Sammy connected with a whole new world of people with whom she could share humor, support and a love of life.

Sammy will be remembered for her unflappable courage in the face of one of nature's most feared diseases. The life she shared with husband Jerry, who was never fazed by any of their many bouts with illness, was extraordinary for its fun, its love, and most of all, its incredible strength. She was an example of what it means to truly live the one life we are granted, but certainly most of all to those who grew up with her: daughter Anne Morton Smith of Jamaica Plain and son Matthew Sundlie Smith of South Dartmouth.

Many members of the CBA have Sammy's paintings in their homes, "last-place-finisher" sweatshirts on their boats and any number of wonderful memories with her in Padanaram. Sailing a catboat into Marshall Marine this summer will take on a whole new meaning. To sign the on-line guest book, please visit potterfuneralservice.com.

Annual Meeting Awards

– Lou Abbey, Editor

Annual CBA Awards Presentation

– Rick Farrenkopf



Chairman Rick Farrenkopf opens the award presentation portion of the program.

Photo: Lou and Chris Abbey

Welcome fellow catboaters. I'm Rick Farrenkopf, Chairman of the Awards Committee. I sail a Marshall 22 out of Bass River on Cape Cod. I also own shares in a Marshall 18 and a 25 ft. 1904 Crosby Cat.

I would now like to present the keeper awards to the 2009 award winners: Dolphin Award, Lou Abbey; John Killiam Murphy Award, the Peterson family; Broad Axe Award, to Doron Katzman and Henry M. Plummer Award, Roland Barth. Would you all please come forward to receive your awards.

I would like to thank the CBA for letting Butch, Steve and I serve on your Awards Committee. As Chairman I will be stepping down this year and Butch Miller will take over. I would like to thank my fellow committee members and award nominators for the hard work put forward making this a success.

My replacement is Reverend Mark Anshutz of Bass River. Mark is a catboat lover and keeps a pristine Marshall 22 named *Joy*. He and his lovely wife Peggy can often be seen about dusk puttering about Bass River with the Martini Flag hoisted.

The Dolphin Award

– Allison (Butch) Miller

The Dolphin Award was established in 1975 as an equal and parallel award to the John Killiam Murphy Award to honor exceptional service to the Catboat Association. The award is a half-hull of *Dolphin*, a 1917 Wilton Crosby cat, Mr. Murphy's last catboat.

This year's honoree is Steve Flesner. Steve's service to the CBA is fostered by his passion for promoting the catboating culture and the people joined in it. His contributions include furthering the legacy of a Chesapeake Bay builder of wooden cats, Maynard Lowery, and documenting and promoting our Association while delving into countless nooks and crannies up and down the East Coast and beyond, in search of boats, builders, owners and prospective members. You may have seen the results of this work in the articles he has written for the Bulletin, his updating of the Mystic 20 directory and the exhibits on his table at the All Catboat Resource Show. This passion has gained him the handle of "Rover" or, more properly, the title of "Roving Ambassador" for the Chesapeake Association.

Another focus of his energy is the collection and recovery of catboats. The most recent project, a "Mystic 20 in a box," has led not only to the updating of the owners directory but has helped pique a renewed interest in the association by Peter Legnos, the boat's designer and builder. After five years of work and much pressure from his "friends," Steve and *Tuckernuck* finally joined us on the cruise this year, albeit a bit prematurely. It was a shake-down for both of them that we all enjoyed, even Steve.

In his spare time, he is a major contributor to the Chesapeake association. He maintains the directory, aids in collections and hosts the annual Patuxent Shootout, as well as contributing his time and displays of Maynard Lowery and his catboats to the fledgling Tilghman Island Waterman's Museum. Last year he also opened his home as a staging point for the year's cruise up the Potomac prior to the Shootout.

Many thanks go to Steve for his contributions, especially from the CCBA but I would be remiss to not mention Steve's co-"Rover", co-host and better

half, Lois. She is the technical force behind the scenes and a model of forbearance, especially this year. She put up with the crew's antics for three weekends in a row, including the minor offenses presented by sailors returning from a week on the water, all while dealing with a failing septic system. Thank you Lois.



Steve Flesner receives the Dolphin Award from Butch Miller.

Photo: Lou and Chris Abbey

He is a current member of the CBA Steering Committee and has been instrumental in several of the large projects taken on by the association, including the drive to rebuild the website, making it more user-friendly. He has led the effort to help publish the book *Tales of the Intracoastal Waterway* by Roland Barth.

His boundless energy also made him the featured speaker a couple of years ago, recounting the history of the family yacht on its 100th birthday, assembling many of the prior owners here in Groton. He has written a wonderful book detailing his family's experiences in and around catboats, most of it true, which we now feature in the CBA Store. He also donates the proceeds to the Association.

John is more than worthy to be recognized with the JKM Award for his tireless efforts on behalf of the Association, work to spread the gospel of sailing, wooden boat maintenance and appreciation of the history of the catboat.

The 2010 John Killiam Murphy Award goes to John Conway, Captain of *Buckrammer*.



John Conway accepts the John Killiam Murphy Award for 2010.

Photo: Lou and Chris Abbey

John Killiam Murphy Award

– Rick Farrenkopf

It is my pleasure to present the John Killiam Murphy award at this time. The Murphy Award is presented to someone who has done things to perpetuate catboating, its history or culture in a significant manner. This year's winner currently owns a 1908 Crosby catboat, purchased somewhat recklessly in 1993 when the boat was 85 years old. He and his family also own a 1963 vintage Beetle Cat and the sailing and catboat pedigree goes way back.

Broad Axe Award

– Steve Bieglecki

The Broad Axe Award was established in the fall of 1976 to recognize significant achievement in catboat construction. Construction is broadly construed to include restoration and refinishing as well as building a new cat.

The Award is a mounted broad axe that once belonged to two builders: Charles C. Hanley who passed it on to Merton E. Long. In 1976, it was

acquired by John Leavens and subsequently presented as a gift to the Catboat Association.

This year's Broad Axe Award is being presented to Peter Kellogg. Peter has been a life-long dedicated benefactor of catboats and is credited for his vision and leadership in resurrecting the Duck Boat Class catboats.

At a time when there were only about six Duck Boats still sailing, Peter proposed restoring and racing these Marconi-rigged catboats, many of which were lying neglected in the boatyards around Barnegat Bay. That proposal stirred up a lot of energy and now about 70 Duck Boats can be seen at the starting line for the Duck Boat Worlds each year.

Peter's latest project has been to resurrect a proud catboat and fixture of Barnegat Bay. She was showing her age. Peter has had the lines of this famous catboat measured and redrawn to create a brand-new example of a boat, that all of us interested in catboat history know quite well, *Silent Maid*. *Silent Maid* was originally built by Edwin Schoettle with help from noted naval architect, Francis Schweisguth. Schoettle took the best characteristics of several catboats he had owned and merged them into what became a notably seaworthy and fast boat.

All of the new *Silent Maid's* glorious 33 ft. hull and 1050 sq. ft. of sail will be sailing and campaigning in New England in the spring and summer of 2010. Although I'm sure there will be many memorable experiences in store for *Silent Maid* this season, one we are all looking forward to is her planned match race with *Kathleen* sometime this spring. This will be an event sure to make catboat history in our time.

Congratulations, Peter, and thank you!

Unfortunately, Peter was unavailable for our meeting this weekend. John Brady of the Independence Seaport Museum in Philadelphia will be accepting on his behalf.



John Brady (left center) accepting the Broad Axe Award for Peter Kellogg, February 6, 2010.

The Catboat Association 48th Annual Business Meeting

– Lou Abbey

GROTON, CT – The CBA Annual Business Meeting was convened by President Tim Lund during the February 6th luncheon.



President Tim Lund conducts the CBA Annual Business Meeting.



Past CBA President Eric Peterson presents the donations report.

As usual, the officers were clear and succinct with their reporting. Past President Eric Peterson reported on the donations the Association has proposed to make to several organizations.

All photos courtesy of Lou and Chris Abbey

The membership approved the following donations:

- \$500 to the catboat fund at Mystic Seaport to support the museum's efforts to preserve the catboat.
- \$500 to the Martha's Vineyard Museum for the *Vanity* Fund.
- \$500 to the International Yacht Restoration School, to continue their efforts to educate their students on the restoration of catboats.
- \$250 to the Independence Seaport Museum's "Workshop on the Water" program.
- \$250 to the Cape Cod Maritime Museum for preserving the catboat *Sarah*, a 20 ft. Crosby catboat.
- \$250 to the Herreshoff Marine Museum for preservation of the catboat *Sprite* celebrating her 150th year this summer.

Paul Cook, Association Treasurer, reported the Association's financial status with a resounding

"solvent." Other business was conducted and officers and past officers spoke.

Finally, the following slate of officers was proposed and approved by the membership by acclamation.

President and Director — Tim Lund

Treasurer and Director — Paul Cook

Clerk and Director — John Greene

The Business Meeting then adjourned and attention turned to the Featured Luncheon Speaker.

Gam at the Mystic Marriott

— *Paul Cook*

GROTON, CT — Once again Neil and Carol Titcomb's slide show was the centerpiece of the Friday Night Gam at the Mystic Marriott this year. The Power-Point presentation has become a popular feature of the Gam with new pictures added every year from CBA members. The improvement in the quality and the composition of pictures has made this a must see for Friday night. Photos of catboats sailing in the fog had everyone's attention.



Past CBA President Ben Brewster makes a point during the business meeting.

Photo: Lou and Chris Abbey



Neil Titcomb speaks to the membership during the business meeting.

Photo: Lou and Chris Abbey



The Titcomb slide show, a backdrop for stories and memories.

Photo: Paul Cook

The event gave new members an opportunity to meet many catboat sailors and others to re-connect with old friends who came from all over the country, including some from Canada.

First-time attendee Jim Percoski who sails his Beetle on Lake Congomong in Southwick, Massachusetts was heard telling a new friend of his desire to move up to a bigger catboat, as well as joining the CBA.



CBA member Molly Bicking with first-time attendee Jim Percoski.

Photo: Paul Cook

Enthusiastic conversations of catboats were heard from all corners of the room, from young and old alike.



Neil Titcomb and friends enjoy food, drink and conversation.

Photo: Paul Cook

48th Annual CBA Meeting Banquet and Ball

— Lou Abbey

GROTON, CT – A spirited crowd gathered on Saturday night at the Marriott Ballroom to attend the Annual CBA Banquet and Ball. We owe a vote of thanks to Eric and Dawn Peterson for planning this event for the third year. This year there was no theme, and folks came dressed like ordinary people. The disk jockey played a nice medley of dance music that ranged from a few late 1960s rock and roll tunes, to British invasion hits through the '70s and '80s popular R&B interspersed with funk. Holding the music mix together was a constant weaving thread of well-worn but always welcome blues. Members and their families dined on a wonderful tomato-basil soup followed by salmon, chicken and filet mignon with sides of veggies and salad. The deserts were various tortes and tarts, cakes, canolis and Boston crème puffs. All of this was washed down with good wine, spirits and a collection of teas and coffee. Dancing began with a few brave couples and soon evolved into a rhythmical crowd of young and old. We all enjoyed ourselves, met new people and caught up with the lives of long-time friends.



A few early couples test their dancing steps.



President Tim Lund makes a point while family and friends enjoy the banquet.



Diners connect with new and old friends while enjoying the food.



Finally, more dancers take the floor and the place begins to rock.

Photos: Lou and Chris Abbey



48th Annual Meeting Seminars

—Lou Abbey



Quentin Snediker, director of the Henry B. duPont Preservation Shipyard, gives tour of the *Charles W. Morgan*.

Charles W. Morgan Tour

Mark Alan Lovewell

The whaleship *Charles W. Morgan* will sail again. Catboat Association members, who took the tour on Friday, prior to the start of the weekend annual meeting, were given the news below deck of the 133-foot whaling ship. It was good news and welcomed by the more than 30 attending.

The ship has been out of the water since November, 2008. Last year, in February 2009, the catboat enthusiasts were given a tour soon after the ship was hauled out. At the time, copper sheathing was still on the hull, now removed, and crews were concentrating on stabilizing the vessel to make her safe, out of the water.

Back then, the walk through the ship revealed little had changed since coming out of the water. Now she sits like a bird in a nest of steel girders and wood that keeps her firm for the work at hand.

A year ago was the beginning of a three-year, \$6.5 million journey. Quentin Snediker, director of the Henry B. duPont Preservation Shipyard, brought the group on a return visit to the ship. He walked the crowd through the story of the 169 year-old ship, talked about her 80 years of sailing around the globe. He explained how the ship came into the hands of the young museum just before World War II. Since always being a center piece at the museum, she has sat

stationary at the dock. As many as 250,000 visitors board her each year, she being one of the museum's most treasured pieces of American maritime history.

"The *Charles W. Morgan* is the world's last remaining wooden whaling ship, America's oldest commercial vessel, and a National Historic Landmark Vessel. Built and launched in New Bedford, Massachusetts, in 1841, at the height of the most successful period of whaling under sail, she alone remains to tell the story of the over 2,700 vessels that sailed on 14,864 documented whaling voyages," according to museum literature.

Snediker walked slowly as he spoke, often looking overhead, offering tips on how to walk the deck in a safe manner. After a pause, Mr. Snediker announced he was going to give the catboat enthusiasts a walk they would remember and few have seen. "We are going below," he said, to the place only the shipwrights and museum staff have been allowed thus far.



Quentin Snediker shows the interior of the whaleship.

The views that were offered were a step back in time, to the year when the ship was first built in 1841 in New Bedford. Planks that for 140 years had hidden the ribs, the frames of the ship, had been removed, to be recycled.

The lighting inside was low, but each bulb glowed like a star. The ship inside was cavernous. She looked like the interior of a whale skeleton. The visitors saw each of the futtocks that made up the frames of a ship that plied the oceans of the world, survived hurricanes, rough seas and changing times.

There was a big unexpected discovery for the museum, Snediker said. Frames well below the waterline of the old ship are still in as fine shape as when built and won't need to be replaced as originally thought. "Saltwater is a friend to wood," he said. Fresh water is not.

Even the keel is in good shape, though she suffers an 11-inch hog from bow to stern. Snediker said the bow and stern have dropped while the center of the vessel has risen through the years. It is not uncommon for large, old, floating wooden vessels, he explained, and can be solved gradually at the shipyard. He predicted they'll bring the hog down to five inches in 15 months.

Through recent years, more than 200 tons of live oak was salvaged from the South in anticipation of the restoration project. Snediker said huge fallen trees were harvested after Hurricane Katrina, and more were recovered from Galveston, Texas.

The replacements of the new futtocks will be milled next to the ship, and will be finely shaped by hand. Each new futtock will weigh as much as several hundred pounds.



Next year, when the Catboat Association returns to Mystic for its annual meeting, the *Charles W. Morgan* will be far from finished, but there will be a lot of new wood in the hull to see, Snediker said.

He then spoke of the upcoming sail. "We spent six months studying its feasibility and then brought that to our board of trustees about six months ago," Snediker said. Everyone agreed, sailing her would be a wonderful moment for the nation. "This is a terrible environment to try and raise money, but that is our goal and we think the excitement of taking her sailing, visiting home ports will ultimately make her bigger than Mystic Seaport. She is a National Historic

Landmark. We don't look at her as the owners, if you will, we are simply the stewards to this time." The museum has already raised half of the \$6.5 million needed. The sail will take place in June of 2013. The vessel will first go to New London to get ballasted. She will then go to Newport, New Bedford, the Massachusetts Maritime Academy in Wareham on Buzzards Bay and then to Provincetown, which was her last port of registry.

"She will go out to Stellwagen Bank, to symbolically recognize the impact humans have had on the whale. That will be an emotional thing that needs to be worked out," Snediker said.

Matthew Stackpole, major gifts officer for Mystic Seaport, and who is heading up the fundraising for the *Charles W. Morgan* restoration project, said the Catboat Association members are welcome to the ship, for there is much to share. Catboats and whale ships have a common history. Years ago, often there were captains and crewmen who had experience on both. He offered these thoughts. "For over 200 years American whaleships roamed the earth's oceans, eventually dominating this international industry. These whalers were international in scope and view, their exploration and discoveries around the world added greatly to our knowledge of both unknown lands and the oceans, and their efforts made a significant contribution to the material wealth of the country."

"Today the *Morgan's* cargo is no longer oil and whale bone; rather it is knowledge and inspiration. It's the story of a young energetic nation trying to find its place in the world and of lessons-both positive and negative- learned and the inspiration gained from both. Most importantly it is the responsibility of applying the knowledge gained about the challenges, opportunities and outcomes of human interaction with the oceans, and all within them, to today and to the future."

Contributions to the project can be sent to *Morgan* Restoration Project, Mystic Seaport, P.O. Box 6000, Mystic, CT 06355

All photos: Mark Alan Lovewell



Catboat Sailing for Beginners

Mat Leupold

There are beginners and beginners. Generally, the beginners in this seminar are new to catboats rather than new to sailing.

This time we had two boats and two lecturers. Bob Luckraft was preparing John Conway for his solo performance next year. Bob manned the model built years ago by Ben Brewster. I'm surprised that it doesn't have a name. John had built one also, his with a cloth sail and a centerboard which can be adjusted. John brought along some wind too.



Model of a working rigged cat for beginners to learn maneuvers.

(Photo: Lou and Chris Abbey)

Bob and John took turns with each topic. Having two speakers turned out to be illuminating rather than confusing - they complemented each other.



John Conway, left, and Bob Luckraft work together with Nathan Lund's breath to get the model underway. Photo: Mark Alan Lovewell

First off: Beginners have to be safety conscious. Learn to check the weather beforehand.

For a beginner to become comfortable with the boat, he should learn to use the engine and get the feel of the boat by motoring around without raising the sail. Practice leaving the mooring and coming up to it under power.

Beginners basics:

Learn the proper way to cleat a line - Bob demonstrated.

Learn to tie a bowline. It's a basic knot which has many uses. Bob showed how two lines can be joined with bowlines. Like all good knots the bowline is easily untied - important. More can be learned about knots on animatedknots.com. There are books too.

Life jackets are important for safety. The new ones available now can be worn with comfort without restricting motion. They should at least be kept handy if in the cockpit and should be worn when going forward on deck or when reefing.

Getting underway:

- Start engine
- Lower centerboard
- Determine wind direction - consult burgee
- Remove sail ties
- Raise sails
- Bring bow slightly off the wind while watching for sea room

- Take up topping lift to raise boom from crutch.
- Haul on halyards together, keeping the gaff parallel to the boom.
- Make sure that the end of the gaff doesn't become fouled with the topping lift.
- Cleat throat halyard when throat is full up.
- Raise peak, til wrinkle appears from peak-to-tack.
- Cleat peak halyard. Wrinkle will come out as sail fills and halyard stretches.
- Tighten throat halyard.
- Ease topping lift to where it just doesn't bear on the sail. Loosened too much it creates a hazard in the cockpit.

Lowering sail:

- Come into wind
- Trim topping lift
- Ease peak
- Lower gaff
- Keep gaff angled between one and two o'clock to bring its weight forward. This helps drive it down.
- Make sure gaff doesn't become fouled with the topping lift.
- Lazy jacks will gather sail keeping it out of cockpit and water.

Scandalizing means easing the peak to de-power the sail. Scandalizing is a short-term expedient for use when leaving or approaching a mooring or preparatory to reefing when underway. It is not a substitute for reefing - it's not a good way to sail, and the flapping is hard on the sail.

Centerboard: Down for close-hauled, partially down for reaching, up for running. The board isn't needed when running, and its wetted surface contributes drag. When sailing on a tack, the board prevents leeway; when maneuvering it provides a pivot. However, when downwind on a run, the board adds a danger of broaching in the event of a roundup. (Years ago, when asked when to put the board down, Max Fife said, "Down in the spring and up in the fall.")

Tacking to windward: Don't pinch. Speed falls off abruptly when boom is too far in. It shouldn't be farther in than over the corner of transom.

How weatherly is the catboat? There was a time when we didn't ask. However, with gaffs approaching vertical as they are now, one can make nearly 45 degrees.

Jibing: When running before the wind, one has to be wary of a possible jibe. A warning is a rising of the boom. Beginners should avoid jibes because they are potentially dangerous, but ultimately, sailing

competence demands the ability to execute one at anytime. See "Learning to Jibe" by Ian McColgin in *Bulletin No. 143*, Spring 2007.

Reefing: It should be done when one first thinks it might be a good idea. It's best done before getting underway. In any case, at a minimum, a reef calls for taking down the reef cringles in the luff and leech. "Jiffy reefs" should be rigged so that these can be taken in without leaving the cockpit. Reef points need not be tied, but if they are, they should be tied around the foot of the sail and not around the boom. Reefing is more than a safety measure. Sail area should be matched to wind strength for optimum performance; the boat should be sailed on its lines.

Is there a convention for the location of halyard blocks on deck? They can be together on either side of the mast, but peak should be outboard. On a BeetleCat, without a topping lift, the peak is to port.

The new CD "Catboating for Beginners" is a CD and not a DVD. Further reading: "Sailing Well" by Mat Leupold, *CBA Bulletin No. 117*, p. 34-38

So You've Just Been Promoted to Captain

-- Karen Seo



Capt. Henry E. Marx of Landfall Navigation.

(Photo: Karen Seo)

Captain Henry Marx introduced himself saying he'd been delivering boats for 30 years and telling the audience, "If you have questions, you can call me anytime day or night on Tuesdays, Wednesdays

or Thursdays.” He runs a business called Landfall Navigation that is a marine chandlery that sells the equipment one needs for cruising, e.g., clothing, navigation tools and charts, and an extensive list of safety-related items. He grew up in Greenwich, CT, playing with boats, starting with a 16 ft. outboard. His later shipboard experience included a stint in the US Navy aboard submarines, the merchant marine, and many years of delivering boats.

The focus of this seminar was to discuss what should happen when the only experienced sailor aboard is incapacitated. Captain Marx told a number of entertaining anecdotes to highlight the points he wished to make and listed many pieces of equipment that one might want to have on board.

Suppose the experienced sailor has fallen overboard or someone else has fallen overboard and the experienced sailor is otherwise incapacitated:

- Yell “man overboard!”
- Use a spotter – the instant a person falls overboard, someone still aboard should keep a continuous watch on the victim, pointing an arm at the person at all times. The spotter should not take his/her eyes off the victim. A person in the water is VERY hard to spot; what little is visible above the surface of the water can quickly be lost amidst waves, whitecaps, etc..
- Toss out flotation to the person in the water – anything that floats can help. This might reasonably be done immediately if you’re near the victim, or you might have to wait until after you’ve turned the boat back toward the person.
- Before putting the engine in gear – make sure all lines are in the boat.
- Turn the boat “in” toward the person in the water to swing the propeller away from the victim.
- Get the person back in the boat. When pulling the person into the boat, turn the engine off unless you’re near shoals or traffic. Getting back into the boat can be difficult. There are a number of tools to help with this, e.g., a rope ladder that’s kept in a bag that you release when needed, or a sling.
- Assume hypothermia – it takes twice as long to warm up as it took to lose the body heat in the water. Strip off the victim’s clothes, dry him/her off, wrap him/her in a blanket and add another person if possible. If available, use a body bag.

General rules:

- Wear a life jacket – there are many types of PFDs stiff ones, inflatable ones (more comfortable), backpack, children’s versions. For inflatable PFDs, you must replace the trigger mechanism periodically. Get a bright color – orange, yellow, NOT white or navy blue. Wear inflatable vests on the OUTSIDE of rain gear. There are many items one can add, e.g., an orange hood with a plastic window (increases visibility, helps retain warmth); rescue light; whistle – don’t use one with a cork ball (won’t whistle when wet); reflective tape and rescue flares.
- Wear a harness and use a safety tether – wear harness under life vest.
- Don’t stand on the edge of the boat to urinate – use a marine head.
- Take a first aid course including CPR:
 - Stop the bleeding, start the breathing in that order,
 - Don’t move people if there’s a chance of back/neck injuries,
 - Don’t give alcohol or stimulants,
 - Don’t give someone who’s been unconscious anything to drink.
- Equip boat with:
 - A hand-held VHF radio – listen to Channel 16, carry extra battery pack; get in communication (Channel 13) with a large freighter (say where you are) – give location relative to a navigation point – lighthouse, buoy, etc.,
 - A hand-held GPS – it will come home with you and not be stolen off of boat and can be taken with you if you get in a dinghy,
 - Emergency Position Indicating Radio Beacon (EPIRB),
 - Flares (replace after 3 years),
 - Radar reflector,
 - Life raft.
- Post instructions on how to use radio and GPS next to radio and GPS

In conclusion, if there has been no preparation/practice prior to this event, then unprepared crew will be stuck. Ideally, the crew has been run through safety drills and knows how to use the boat’s communication and safety equipment.

Diesel Engine Seminar- Steve McGovern/ Mack Boring & Parts

— John A. Wolf

Continuing with a long tradition of informative seminars dealing with the “Texaco trysail” which many sailors would prefer to ignore, the Catboat Association, for this year’s annual meeting, brought in Mr. Steve McGovern from the premier East Coast distributor of Yanmar, Perkins and other fine engines, Mack Boring and Parts. Mack is headquartered in New Jersey, but has branches and distributors all over the East Coast.



Steve McGovern

Photo courtesy of John Wolf

Mr. McGovern began by emphasizing the importance of- and simplicity of- *listening* to one’s engine, and promptly investigating any change in the operating sounds one normally associates with one’s own engine.

He then brought up the subject of zincs. These are present in the blocks and/or heads of raw-water cooled engines and in the heat exchangers of most fresh-water cooled machines, and he stressed the importance of replacing them when they have decreased in size by half at most. The use of the proper permanent anti-freeze (as in your car) is an important point to remember if you have a fresh-water cooled engine. Not only do you need to know the proper type, but it should be present in a 50/50 mix in order to circulate properly and do its job. A question was raised regarding lay-up: is it a good idea to use Salt-Away® in a raw-water cooled engine or a fresh water cooled heat exchanger? His answer was that, while he has no personal experience with it, it certainly can’t hurt. Personally, I swear by it for both my diesel and for the 4-stroke outboard on my skiff.

The discussion then moved on to the importance of maintaining a clean fuel supply and a clean air supply. One is well advised to fuel up at a dock which sees a lot of traffic, as the fuel is much more likely to be fresh. Emphasis was on keeping fresh fuel in the tank(s), keeping the tank full (especially in cooler

weather to minimize condensation), and making use of the various additives to keep fuel fresh and prevent gelling and microbe formation. Also, Mr. McGovern recommended smelling the nozzle (keep that finger off the trigger!) to ensure you aren’t inadvertently introducing gasoline into your tank. It wouldn’t take much, added to diesel, to create a potentially explosive mixture in the tank.

On the issue of filters, questions were raised regarding the micron capabilities. Mr. McGovern believes that two microns is too fine, and will result in unnecessary downtime. Ten to thirty is the proper range, and mostly one finds thirty to be most common. Some stories were shared resulting from bad fuel, and a few were the results of having run out of fuel. You don’t want to have to bleed the engine’s fuel system in the middle of Nantucket Sound when it’s blowing thirty knots!

Questions were asked about a timely topic – bio-fuels. Currently, Yanmar authorizes five percent bio-fuel, perhaps ten percent in the future. He reported that Old Port Marine, however, ran their launches on 100 percent bio with no trouble. The problem with bio is its higher cloud point, which translates to gelling at warmer temperatures.

Last but not least, Mr. McGovern got into the topic of exhaust systems and the importance of annually checking the mixing elbow and/or riser, which has a tendency to clog with soot and scale, and also to corrode through. To illustrate his point he passed around an elbow which had been destroyed by corrosion. He also passed around a set of engine mounts, while explaining the importance of periodically checking them for sagging.

Mr. McGovern produced a most enjoyable, well-planned session, and he deserves to be invited back next year!

Marine Art with Kurt Peterson

— Bill McKay

Watching Kurt paint a catboat scene is like being his passenger on a perfect day sail.

This morning’s workshop, joined Captain Kurt and 100 crew (large Catboat!!!) together for a terrific hour and a half of sailing ... on canvas.

A good day sail often has no destination; no plan set in stone. So too, Kurt's painting: Where is this cat going? Would it be a good day – a storm? How should the water look? Should the cat be heading out or home? Kurt created conditions... decided depth, color, weather conditions, - all captured on canvas in the time it takes for a very short voyage.

"Relax, enjoy this hour and maybe pick up some pointers."

Tack with the winds and the conditions presented. With quick drying acrylics, Kurt began to fill the canvas with two major shades for the water and the sky, leaving a rough sketch of the catboat and sail. Questions from the crew were spontaneous and many: "Could you tune down your music? Do you ever use pictures? When did you study painting? Is the cat coming or going?"



Kurt Peterson has a steady hand for this catboat. Photo: Bill McKay

"I always use music. There's nothing scientific about art. Just close your eyes; image yourself in a scene; open your eyes and just paint. I always painted and did music; studied both in college." In a relaxed conversation, Captain Kurt thought about and answered every question from . He even offered advice on green building, offered to paint anyone's house and even got in a few plugs for his website: kurtpetersonmusic.com

Silences... **A good day sail is filled with silences.** As Kurt painted, the quiet atmosphere inspired the same with the crew. All watched the horizon together and thought about a 100 things. Kurt layered on lighter colors with decreasing sized brushes. Waves, wind patterns and cloud formations appeared on canvas.

A good day sail has an open timeframe. When

do I eat lunch? Should I anchor and read my book? Should I take a few more tacks before I head in? The artist thinks about: when should I take a break? Where should the sun be; how will this affect the shadow on the sail? Clouds: how many, where, how big, what type?



Captain Kurt works on the coaming.

Photo: Bill McKay

How do I vary the colors to show the time of day?

"Kurt, why is the water so dark?"

"Deep water, even though it's a catboat."

"Kurt, do you usually put your work aside and come back later?"

"Depends... is that a suggestion?"

After an hour, the sail is done; Kurt is detailing the hull. The stern is taking shape; the rudder is creating its rippled wake. The coaming from the port-quarter is done and it is time to head for home. We leave for lunch; the captain/artist remains and stubbornly says that he likes the way this is going and intends to finish. "It needs a sailor; and how big should he be? That will determine how big the cat looks. How about the sail; there should be some details, maybe reefing points? And maybe the cat needs to be heading to shore – the end of the day sail. There, a tree line on both sides. Perhaps there is another cat ahead of her?"



Heading Home.

Photo: Bill McKay

Yes... perfect.

The crew learned many things from Captain Kurt: about sailing, thinking, painting, creating. Many have watched a captain sail his boat... few have ever seen an artist do his work, pretty much start to finish. Like the perfect day sail, the painting is once in a lifetime; the same conditions and results are never repeated. Is the day sail or the painting a good one? If the captain/the artist has done his job well the answer comes from the crew: "I want to try that. I can do that."

Thank you, Captain Kurt, for your lessons!



Builders' Seminar: Arey's Pond Boat Yard

—Mat Leupold

Editor's Note: Arey's Pond Boat Yard is known for catboats. — The first Arey's Pond cat was launched in 1972. Since then, they've built 270 of their 14 ft. catboats. Tony Davis has owned the boat yard since 1990. He learned the trade in Deer Isle, Maine, in the late 1970s and early 1980's, later settling in Cape Cod. Since 1990, Arey's Pond has built 170 14-footers, 48 16 ft. Lynx's, and a number of custom one-design wooden boats -- small power boats, daysailers, and 2 catboats.



Tony Davis of Arey's Pond Boat Yard.

Photo: Tony Davis

Deja vu! Having been through the design and construction of a 21 ft. planing daysailer nearly a half-century ago, I knew exactly what Tony Davis was saying. He spoke about drawing lines, analyzing them for the hydrostatics, and choosing composite construction both for structural efficiency given the required lightness, and for ease of execution.

Arey's Pond has made composite construction its specialty. Tony started by telling how for millennia boats have been built of wood, with the basic construction having changed little. Discrete members, frames and planks, were joined mechanically with fasteners or lashings. Wood's inherent properties made it suitable for the construction of the beautiful shapes that boats must have to go through the water as they should. Wood's inherent properties have also caused

problems for boatbuilders. Wood is designed for trees with grain and growth rings. Hence, its mechanical properties differ in three dimensions, it shrinks and swells differently in three directions and, being biodegradable, it's susceptible to being consumed by organisms.

Another of nature's inventions, the eggshell, suggests a good way to build boats. Modern chemistry has made it possible to construct boat hulls as shells out of fiberglass-reinforced plastic (FRP) and out of composites of wood and adhesives.

Arey's Pond's composite consists of creating a shell of strip planking over molds that is then sheathed with layers of veneer whose grains run diagonally. All are bonded with epoxy. The resulting shell, or monocoque in engineering parlance, is strong in all directions, and the resin encapsulation keeps water out of the wood. A Dynel skin on the outside provides abrasion resistance.

One-off designs are feasible with wood composite construction. This approach avoids the discontinuities that occur between frames and planks, and equally important, it's easier to bring off. Without planks to splice and rabbets to cut, both exacting and time-consuming operations, there is not the need for highly-skilled craftsmen whom Tony says are becoming increasingly scarce.

Arey's Pond has found a niche for its skill with composite construction techniques. They can produce one-off designs that rival what can be achieved with FRP in terms of smoothness and maintainability but avoid the capital investment in FRP molds that precludes using it for one-offs. Tony also claims that, being wood, his boats have sound-deadening qualities superior to those made of the other material.

Overall, it was an interesting presentation with pictures of some of his shop's handiwork. Thanks, Tony.

Basic Knots with Vince Brennan

— Bill McKay

In no time at all, Vince Brennan had his audience thinking very seriously about the knots they use on their catboats. "How many use this knot? ... Well, DON'T ever again." For a solid hour, Mr. Brennan

taught his audience not only some basic knots but even more about what NOT to do with their catboat lines.



Vince demonstrates a bowline on a bight.

Photo: Bill McKay

Woven into his demonstrations of the more important sailing knots were some common principles that applied to all:

1. Think about the strain on your knot; some are much better under strain than others. If in doubt, whip the running end of the line to the standing part to increase your knot's strength.
2. Type of line is important; there is much less friction in knots tied with nylon lines. Adding whipping will help these knots. For example, a bowline can become 100% secure if it is whipped.
3. Whipping has many uses and should be one of the skills every sailor has.
4. Under strain, when you hear nylon "sing," GET OUT OF THERE.
5. Just about every knot can be stronger with a half hitch added last. For example, a clove hitch is much stronger when you add a half hitch to it.
6. In a monkey's fist, NEVER use a metal, especially lead, weight; using a rubber ball will be the safest way to prepare this "throwing" knot.



There are a few ways to strengthen most knots.

Photo: Bill McKay

Fancy knots and artwork are best learned from written materials and practice. The history and sources of these skills are collected on the World Wide Web. After 50 years experience, Vince has collected a huge and informative number of sources, tutorials and photos on his excellent website, frayedknotarts.com, and he urged anyone with any questions or comments to e-mail him anytime.

Herreshoff Marine Museum

—Paul Cook

Curator John Palmieri of the Herreshoff Marine Museum / America's Cup Hall of Fame opened his presentation with three photos of the Herreshoffs and a brief history of how the family came to settle in Bristol, Rhode Island.

The first photo of the group was of Charles Frederick Herreshoff (CFH). He was the son of Carl Friederich Herrschoff (1763-1819) whose name was later changed to Herreshoff.

Carl came to the United States in 1787 and started an import business in New York City. In 1793, he had moved to Providence, Rhode Island, and by 1802, had settled at Point Pleasant Farm on Popasquash Neck in Bristol.



Curator John Palmieri and his subjects, the Herreshoffs.

Photo: Paul Cook

It was Charles, along with his oldest son, James Brown Herreshoff (JBH, second in photo), who built the catboat, *Sprite*, in the winter of 1859-1860. Charles was a graduate of Brown University who married Julia Ann Lewis of Boston. Julia and Charles raised their nine children on Point Pleasant Farm, Bristol, Rhode Island. Charles was a gentleman farmer, skilled mechanic, woodworker and boat builder for himself.

Charles built four boats, all of them named *Julia* (I, II, III, IV). The first *Julia* was built in 1833 and was 23 feet long with a large cockpit. *Julia II* was built in 1855, for racing. In 1864, she was fitted with a shifting ballast box running athwart ships and carrying 550 pounds. According to Nathaniel G. Herreshoff, James's brother (NGH, on right in photo), "The box was amidships in light weather, but always used in heeling weather. A sudden luff into the wind released the trigger so the box rolled to windward." All *Julias*, according to Nat's recollection, required all boots and shoes to be checked for protruding nails or any blacking that would rub on the boat before boarding. Sails were clean and white. Only washed hands were used in furling. Every new full moon, the *Julias* were laid ashore and the bottom scrubbed. There were afternoon races with four to five other Bristol boats that were kept in the same condition.

JBH was born blind in one eye. Despite his handicap, he was able to set up a rope walk and machine shop with a lathe before the age of 14, when he lost the sight in his other eye in an accident. The catastrophe slowed him down for only a few months before his courage came back and while still a teenager, he built several small boats.

At that time when his younger brother Nat became his constant companion. JBH, he had a well-built sailboat almost completed, named *Meteor*. The boat was a 12 foot by 5 foot design called a Skipjack, now called a V-Bottom. The boat had bottom planking laid crosswise with a large sail plan and was later used as a cat with a jib and a mainsail. In spite of blindness, by age 18 he was building boats for trade. JBH had a strong inclination to experiment and invent throughout his life.

He graduated from Brown University in 1853, and became a manufacturing chemist with Rumford Chemical Company, near Providence, Rhode Island. There he developed cream of tartar powder (later baking powder), that set him up financially. He continued to invent, but once he found that an invention worked, he lost interest and failed to commercialize it. One of his most spectacular inventions, in 1872, was a bicycle powered by a hot-air engine. A fire box mounted on the frame drove the rear wheel. There was no means to change speed or stop until the charcoal fire burned out. On one run, JBH reportedly wrapped the cylinder with newspaper to hold the heat; at high speed they caught fire and he was badly burned.

As a child, he saw the necessity of money for any undertaking, and that guided his life. He was a man of great ambition and determination, who had a great capacity for business and at age 22, he started the Herreshoff Manufacturing Company that built and powered some 2,500 sailing and power craft over a span of 82 years. His father or younger brother Nat drew the plans.

At an early age, Nathaniel Greene Herreshoff, taught by his father and marine craftsmen in his brother's boat building business, became very adept at using light shipbuilding tools. It was at this point in the presentation that the focus turned to the catboat *Sprite*. He quotes Nat from *Reflections*, written in 1934, "I was given the first step toward the construction of the boat – that of fitting templates over the model where molds were to be ... I thus began my instruction in naval architecture at age of eleven and one-half years." This was when JBH was only 18 years-old and he had a desire for a larger sailboat, so in 1859, he with his father's help built *Sprite* which was launched June 28, 1860.

Nat went on to study at MIT where he received a degree in mechanical engineering, the nearest subject

to naval architecture at that time. He spent the next nine years with the Corliss Steam Engine Company at Providence, largely on the design side. He is best known for his string of successful defenders of the America's Cup: *Vigilant* (1893), *Defender* (1895), *Columbia* (1899 and 1901), *Reliance* (1903), and *Resolute* (1920).

No original documentation has ever been found for the catboat *Sprite*. What is available are handwritten and typed letters by NGH to the Henry Ford Museum to which *Sprite* was donated by James B. Herreshoff in 1930. NGH describes *Sprite* as originally ballasted with about a half-ton of scrap iron stowed under cabin and cockpit floors and 400 pounds to shift to windward when tacking, which was the custom in those days. The shifting ballast was 56-pound weights of iron and lead. These were covered in canvas with painted strap handles. In one of the letters to the museum NGH wrote, "I remember well how my back and arms would ache in steering her, and often in reaching, my brother John had to assist me. In sailing to windward, my brother John could sail her as well as anyone, even without sight."

Sprite was raced extensively in the Bristol Regattas of the 1860s with recorded first place finishes in races in August and September of 1862. A typical race course would be sixteen miles. At this point an audience member asked if the museum had her race records. Palmieri said that they did not, but that more information on her race history could be researched in the local newspapers of the day.

Sprite's dimensions are 20 ft. 6 in. LOA, with a beam of 9 ft. and a draft of 2 ft. 9 in. She carries 450 sq. ft. of sail and an attachable bowsprite with a sail for cruising. "The outside lead ballast, that is now on the keel, was put on in 1891 as an experiment" noted NGH in a letter to the Henry Ford Museum.

Sprite was returned to Bristol in 1979, in remarkably good shape and the Herreshoff Museum plans to spruce her up for a 150 year birthday party on June 28. This prompted the question, "Will she be refloated for the event?" She will not be, but will get a new set of rigging. Another one of the questions, as John was wrapping up was, "How is she fastened?" Originally she was iron-nailed but currently she is bronze-screwed. He reminded all in attendance to visit the museum this summer for *Sprite's* 150 year celebration and the Herreshoff Classic Regatta that is featuring a catboat class again this year. Updated information can be found at herreshoff.org.



The 2010 All Catboat Resource Show

— Lou Abbey

The All Catboat Resource Show was well attended by both members and exhibitors. For many, this show represents a catboat enthusiast's candy shop. Many thanks to Chris and John Parker for organizing

this event. Here are the exhibitors and some of the participants. Where possible, we have included the e-mail/phone contact information.



Capt. Henry E. Marx with Landfall Navigation and safety equipment. Contact: landfallnav.com.



Steve McGovern with Mack Boring and Parts Co. Contact: smcgovern@mackboring.com.



Geoff and Kristin Marshall of Marshall Marine Corp. Contact: marshallcat.com.



Debora Macrino of LBI Fiberglass and Materials Corp. Contact: dmacrino@LBIcorp.com.



S.N. Smith and Son, boatright, timber framer, maintenance, repair, restoration, custom building. Contact: 978-290-3957.



Steve Flesner of the Chesapeake Catboat Association compiling a registry for the Mystic 20. Contact: flesner00@comcast.net.



Heidi and MacKenzie Reid of Stur-Dee Boat Co. Contact: stur-deeboat.com.



Mark Williams, Michelle Buoniconto and Bill Womack of Beetle, Inc., sole builders of the Beetle Cat. Contact: beetlecat.com.



Tony Davis and Dan Gould of Arey's Pond Boat Yard. Contact: areyspondboatyard.com; email: catboat@cape.com.

All photos: Lou and Chris Abbey



Suzanne Leahy of Pleasant Bay Boat and Spar Co. Contact: pleasantbayboatandspar.com.



Louis Ducharme of Atelier Nautique Richelieu, makers of catboats in St-Charles-sur-le-Richelieu, Quebec, Canada. Contact: ateliernautiquerichelieu.com.



Model builder, repair and restoration artist, Mark Sutherland. Contact: 978-371-2088.



Vince Brennan, chief artisan of Frayed Knot Arts, makers of nautical arts, lanyards, jewelry, belts and wheels. Contacts: artisan@frayedknotarts.com.



Mark Daniels and Julia Doyle-Kingsbury of Squeteague Sailmakers. Contact: capecodsailmakers.com.



Ken Clift of Teakflex Products, makers of teak boat products, fittings and accessories. Contact: teakflex.com, teakflex@aol.com.



Tom Janke of UNSCREW-UMS, tools for backing out damaged fasteners with minimal damage. Contact: titools.com.



The Beveled Edge, purveyors of antique tools, fishing tackle, marine antiques, hardware and publications. Contact: 860-535-1337.



Bristol Bronze, purveyors of bronze hardware, fixtures, fasteners and accessories. Contact: bristolbronze.com.



Jason Lindsey and Dave Wiggins of Pert Lowell, custom wooden boats, mast hoops and authentic nautical furnishings. Contact: 978-462-7409.



Markham Starr, photographer and dealer in fine nautical photographic books. Contact: 860-535-4413.



Ed Haley deals in non-skid treatments for walking surfaces of boats.



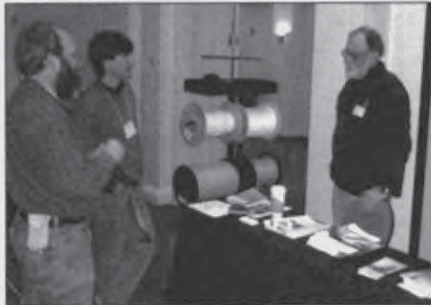
Joyce Halliday Smith paints a wide variety of marine subjects. Contact: hallidaysmithstudio.com.



Jim O'Connor presents the Catboat Calendar. Contact: joconnor@vineyard.net.



Richard and Gail with Bete-Fleming Inc. deal in a series of distinctive flagpoles. Contact: 508-758-4996.



Bob Dollar represents the Rope Wearhouse. Contact: Rwrope.com.



Paul White has been carving various items in wood since 1965. Contact: paulwhitewoodcarving.com.



Jerry Thompson of Thompson Boatworks deals in the Menger Cat. Contact: thompsonboatworks.com.



Robert Sebastianelli is surrounded by nautical outerwear, hats and canvas bags from U.S. Sportswear. Contact: u-s-sportswear.com.



Penny Brewer has a large collection of banners and flags of all sizes and patterns. Contact: brewerbanner.com.



Orville Haberman and Rick Upson of Connecticut River Books are purveyors of historic books, maps and nautical charts, many of which are antiques. Contact: owhaberman@snet.net.



John and Chris Parker, the people who organized the All Catboat Resource Show, also offer The Perfect Sailing Knife. Contact: catboatjohn@verizon.net.

All photos: Lou and Chris Abbey



Featured speaker: Roland Barth, “Tales of the Intracoastal Waterway”

– John Wolf, Editor



*Editor's Note: Copies of Roland Barth's book, **Tales of the Intracoastal Waterway** are available through the Catboat Association Publications at the end of this Bulletin.*

GROTON, CT – Roland Barth, a Maine native, undertook a voyage which most of us dream of, a modern-day version of *Me, the Boy and the Cat*. After helping the aging owner of a Cape Cod cat enjoy his final sailing days aboard his boat, the man's widow gave the vessel to Barth, marking the beginning of his remarkable saga. He in fact read Henry Plummer's book. Barth concluded that if Plummer could do it in the days before the Intracoastal, GPS, auxiliary engines, and radio, so could he. In addition, he had sailed the waters of Maine, and had sailed in Florida, but never the waters in between.

Barth's plan was to sail from Florida's East Coast to Cape Cod via the Intracoastal Waterway. Since it was a large time commitment and he had numerous offers from friends who wanted to accompany him, and because he wanted to sail some of the distance solo, Barth decided to schedule individuals as crew for specific legs of the journey. Generally this plan worked well. After detailing some of the thoughts and actions which went into preparing for this adventure, he

introduced his lovely wife, Penelope. She supervised the final preparations, cast off and sailed with Barth the first week of the trip. Penelope shared valuable insights into what can make the difference between just a voyage and a real, quality and safe experience. Much of her insight and organization grew out of her experience as a practicing nurse. One of the nursing profession's key tools, the checklist, helped Penelope organize regular meals, safety and cleanliness. Unfortunately, according to Barth, after Penelope left, her week aboard over, cleanliness and meals were less regular. The concern for safety, however, remained primary. This difference in outlook became the subject of some humorous banter and serious business during the trip.

Some of the highlights of the voyage Mr. Barth shared with us included the huge variety of wildlife — herons, ducks, dolphins, and the range of settings from rural and wild to extreme urban, and diverse scenes like antebellum South Carolina plantations and the Throgs Neck Bridge. All this and more figured into the narrative, accompanied by some stunning photography. Hazards ranged from heedless powerboat operators to consuming turkey of uncertain vintage (“Neptune's Revenge”), as well as the usual navigational and weather concerns.

“White knuckle” experiences included dealing with an incoming tide during a norther, and waiting out tropical storms. It was during the final leg of the journey, however, from Stonington to Cuttyhunk, that Barth and his crew for that leg experienced the greatest peril of the voyage. They began sailing from Stonington with a good wind on a fine gentle day. The weather quickly deteriorated, squalls descended on them and soon they were in the throes of a six-foot swell and perilously close to broaching. During that experience, Barth said, he was forced to confront some of the existential issues involving age and taking on such a voyage. He told this part of the tale with openness and honesty. His relief and excitement upon docking at the Cape Cod Shipbuilding wharf was so palpable it was shared by all who were blessed to hear his excellently delivered narrative.



Boat Building and Maintenance

— Bob Reddington, Editor



Hello Shipmates:

Thank you, Roger Klein, for your contribution to the Bulletin. It seems you are the only one of our members who got around to taking the time to let us know of your problem with your hinged mast and your solution. Shipmates, you have let me down and forced me to go back 30 years for a few reprints. Sorry about that. I'll bet to most of the new members it's all new anyhow, with the times being tight with the buck "\$". We used to have and still do have members who are thrifty. Try these buck savers if you dare. Peter Jenkin "Careening Your Catboat," *Bulletin* 60, page 43; John Church, "Stepping Mast on Marshall 22," *Bulletin* 64, pages 44 and 45; Phil Carling, "'Surgical' plan heals Tabby – Dry Rot Repair by Epoxy Lamination with Luan Mahogany," *Bulletin* 68 page 9; and last but not least, our get down and do it guy, Roger Klein, who sails an 18 ft. Marshall Sanderling (Owl) with a hinged mast. If I might ask the membership to please send your input for Boat Building and Maintenance to Bob Reddington, 235 Lake Ave., Bay Head, N.J. 08742, not to Yarns & Adventure, History, or Cruising. That's how things get lost and misplaced. So whatever you send, send it to the contributing editor in that category. You'll find their names and addresses on page 2 of your Bulletin. So let's get ready for spring and summer, water, wind, sand, sun, and sailing.

Your sinking shipmate,
— Bob Reddington

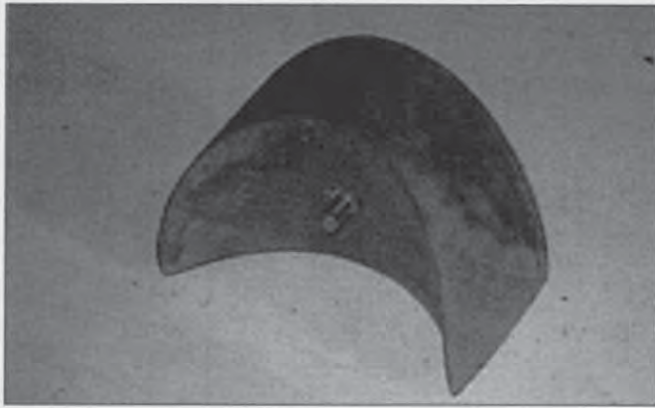
Hinged Mast Improvements on a Marshall 18

-- Roger Klein

I have a Marshall Sanderling, and have found a number of shortcomings in a few of its features. I have tried to improvise some fixes to various problems and, although not an engineer, worked out a few things that seem to work on my boat. A couple of these are described below.

1. The first is a simple fix for smoother hoisting of the mainsail on Marshall's hinged mast, which although convenient and well designed, has given me some problems raising the main. The folding mast has an open space in the front of the hinge to accommodate the upright locking mechanism while lowering the mast. When raising the sail, the parrel balls on the gaff retention bail and the mast hoops catch on the upper edge of the opening as the sail is hoisted. I have broken many parrels while setting sail. I don't know if others have had this problem or if there is a manufactured fix available. However, to fill the gap I have made a removable, shaped plug to fit in the void so the parrels and mast hoops pass smoothly over the opening.

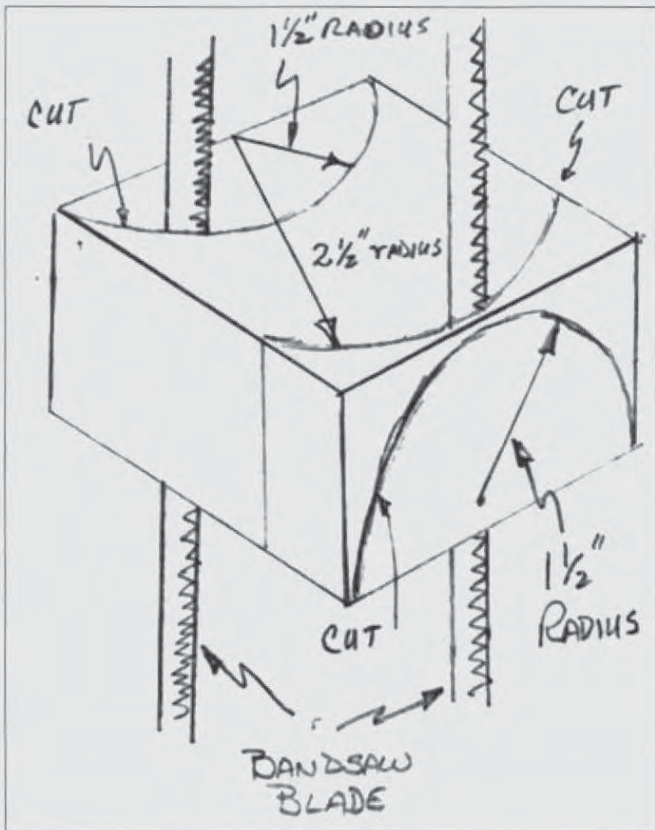
The outside diameter of the mast is 5 in., while the outside diameter of the internal structural member is 3 in. Starting with a block of wood (or other appropriate material) 3 in. x 3 in. x 2 in., make 2 circular cuts with a band saw through the vertical axis, the first with a 1 in. radius and the next 2 in.. Tape the parts back together and make a third cut with a 1 in. radius on the horizontal axis through the entire reassembled block. (See illustrations below) A little trimming of the resulting "plug" may be necessary for a tight fit in the open space. A hole is then drilled horizontally through the block to accommodate a stainless steel sleeve and a small bolt to attach the plug to the internal structural part of the folding hinge. With the mast up and the plug in place, drill through the sleeve in the plug into the aluminum member of the locking mechanism with an appropriate-sized drill. Tap the hole to receive a small stainless bolt and attach the plug to the mast hinge for a smooth hoist.



Plug - front.



Plug - back.



Bandsaw cuts for plug.

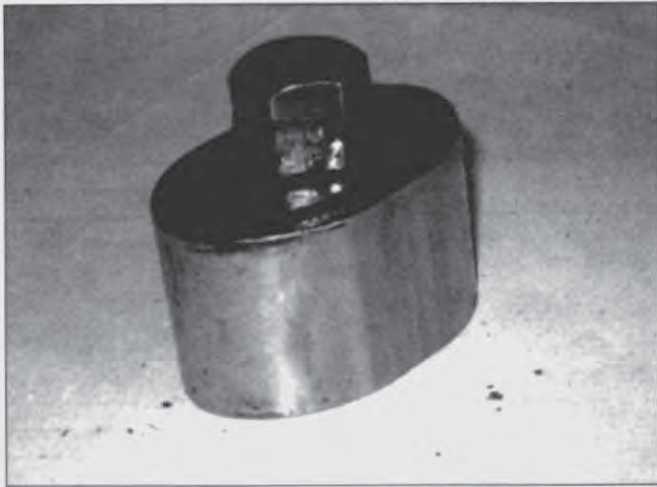


Plug seated where it attaches to mast.



Plug in position, but would be attached to mast.

2. Another problem with the folding mast, is a great deal of difficulty raising the upper folding section of the mast vertically from its normal locked sailing position, so it can be folded aft. The vertical upper part of the mast must be lifted straight up about 4 in. before it can be hinged aft to its stowed horizontal position. During the sailing season with the mast vertical, there is just enough corrosion between the upper and lower parts of the mast hinge to bond the parts together. To fold the mast, there is no easy way to grasp the upper part of the mast, lift it in its socket, and break the bond with the lower section at the hinge joint. A short section of 2 in. (OD) pipe or tubing (I used stainless) squeezed in a vise to form an oval, and provided with some sort of a lever attachment (notches, through holes, bolt head and wrench), provides a convenient cam to insert in the semi-circular opening in the front of the mast. A light pressure on the lever separates the upper and lower sections of the hinge.



Breaker cam.



Cam position for use – mast already lowered.

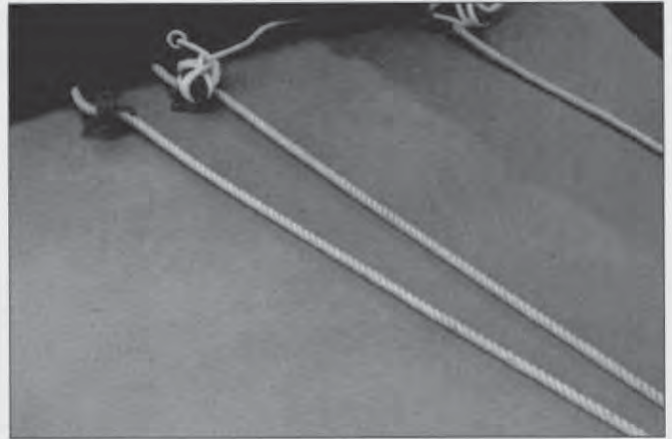
Non-Skid Treatment Project

– *Ed Haley*

For years, I have purchased different materials and substances – waxes, cleaners, etc. – to apply on the non-skid surfaces of my sailboats to increase the friction of footing while sailing and at the same time to produce a lasting, nice-looking surface. Waxes tend to whiten within the pores of the surfaces and cleaners lose their “stickiness” in a short time.

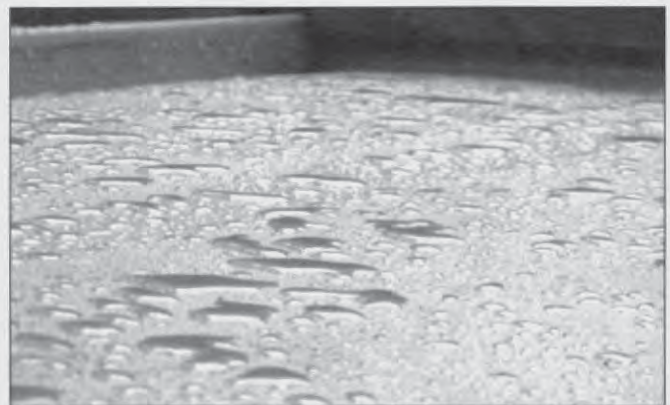
While restoring some teak on my boat, I was using a tack cloth (Crystal Tack Cloth) to pick up any remaining dust particles after sanding. I used the cloth to remove some wood dust from nearby gelcoat and non-skid areas. Before I could apply the first layer of varnish, it rained. I noticed that water beaded up quite well on all surfaces that were wiped by the tack

cloth and the surface looked as if it had been waxed, including the teak toerail. So I wondered if I could use the substance in the tack cloth to restore my whole deck. It was worth a try.



To prepare the test surface, I cleaned the deck with soap and water and then used a 20% Clorox and water solution to remove any algae, mold or stain. After drying the deck, I dampened the Crystal Tack Cloth with a small amount of paint thinner that I dribbled out of a small plastic water bottle with a tiny hole drilled in the cap. Then I rubbed all the non-skid surfaces (on my Marshall Sandpiper the non-skid is gelcoat) with the tack cloth until I could see that the deck was a uniform color. The surface became slightly tacky but the tackiness was reduced as time passed. I let the usual suspects (sun, rain, foot traffic) take their toll on the non-skid.

After 6 months, the surfaces were still beading water well and had the same gloss as when it was first applied. It looked good. There were areas where you could see dirt from foot traffic but that washed off with soap and water. I have reasons to believe the treatment will last a full sailing season with normal traffic on the deck.



Non-skid surface after 1 month of outside weathering.

I presented these results to several boating organizations to which I belong to see if others can repeat these results. Geoff Marshall, from Marshall Marine, gave me a section of non-skid deck from a derelict boat to use as a test surface. I marked the deck piece into three equal sections. On one section, I left the surface in its original condition. On a second section, I cleaned the surface with a 20% Clorox/water solution only. On the third section, I cleaned with the Clorox/water solution and then rubbed a Crystal Tack Cloth dampened with paint thinner over the entire surface. In late August, 2009, I placed the deck sample in a spot outside where it could sustain the weathering effects of sunlight and rain. After 6 months, the treated non-skid still has not faded nor lost its water repellency.

A phone call to Bond Corporation in Chicago allowed me to determine that the Crystal Tack Cloth is impregnated with a "natural resin" without any wax, silicone or petroleum product. No additional information was given to me by the owner of the corporation.

A caution when using this method is to keep the tack cloth in an open area after saturation with paint thinner to reduce the possibility of spontaneous combustion. Use of non-flammable paint thinner would reduce the likelihood of this problem even more.

How to (\$ave money) – Careening a Catboat CBA *Bulletin* 60, page 43

– Peter C. Jenkins

In reading various books on cruising and sailing, one occasionally runs across references to the practice of careening. Everyone seems to know about it, but few have actually made an attempt to use it. It appears to be a common practice in the West Indies; but in Southern New England, one seldom sees a vessel careened on the beach while her owner works frantically to finish his job ahead of the tide.

The frugal sailor, when faced with an underwater problem, has a choice to make. He can enhance the return on investment (ROI) of the local travelift

operation, or careen his boat and use the savings to finance a season of cruising. This is fine with a narrow, rounded-bilged boat; but the prospect of careening a fat catboat presents added restrictions.

The catboat, most importantly, does not like to lay over on her topsides in the manner of less beamy boats. This problem can be overcome in one of two ways: dig a large hole under the shoreward bilge and drag the reluctant beast over into it, or select a steeply sloped beach for the operation (much less physical effort involved). This sounds like a fine theory, but does it work? Lady Luck smiled upon your author, giving him the unprecedented opportunity to test his careening theory and do it within five cables of the crane operator and his marina full of potential customers. This rare occasion materialized in the form of a catboat bilge that had a flow of water through it roughly equivalent to that of a lobster pond in a fish market. Clearly the battery could not last more than three days between re-charges, pumps being rather demanding little devils, and something had to be done.

The boat, *Mabel C*, is a 17 ft. hard chine plywood cruising cat built by Russ Marston. She had developed a leak in what could be described as the garboard area on the port side, beginning about 18 in. aft of the stem and extending to the forward edge of the centerboard trunk. Frugality had done the deed; last year, that area had been caulked with a rubber caulking compound



that was 30 cents cheaper than Life Caulk. Experience had shown that Life Caulk lasted two years in that application, but this stuff had already become embrittled and lost its grip.

Mabel C was angled up to a steeply sloping beach, about 60 degrees, at high tide. The throat halyard is a three-part tackle. So the lower block was detached from the gaff and shackled to a 100' anchor rode, the other end of which was shackled to the storm anchor



and dug into the beach inland. When hauled onto her starboard chine by the throat halyard, her stern tended to spin out from the beach. So another anchor was set into the beach to hold the stern in. Once the tide had receded, there was space enough under her port bow to rout out the old caulking and pump in a fresh bead of Life Caulk. When the caulking had skinned over, a touchup coat of bottom paint was applied. The rest of the day was spent getting a tan, talking to curious spectators, and letting the tide gently lift *Mabel C* off the sand. She was then motored back to her slip and her ballast was re-installed. It seems advisable to remove ballast when careening to avoid placing an unnecessary, extreme strain on the hull while out of water.

The repair stopped all the leaking in the problem area. So the careening experiment was declared successful. Those of us who sail those plastic boats that smell funny inside may never have the chance to try careening (unless they get an infestation of polyestermite); but the more fortunate among our number may very well have need of this ability at some time. Saving one's self a yard bill is really only secondary. The real benefit is to one's sense of pride in one's seamanship. Of course, if one does this sort of thing in public, he may get a reputation as a nut who

runs his boat aground on purpose; but who cares? It just reinforces the stereotype of the catboater as an eccentric who eschews spinnakers, jibs, Bermudian rigs, backstays, shrouds, cunninghams, boom vang, "slot effects" and all those other gadgets and theories so dear to the "modern" sailor. That's not so bad at all. So why bother with cranes or travelifts when the tide will haul one out for free?

"Surgical" plan heals *Tabby* *Bulletin 18, page 7*

—Phil Carling

Dry Rot Repair by Epoxy Lamination with Luan Mahogany

Phil Carling of Hingham, Mass. showed a series of slides on the work he did to resurrect his 35 year old *Tabby* from rot, especially behind the half-round Honduras mahogany molding around the coach roof edge of the cabin. Carling told the workshop session at the annual meeting that the cabin sides were made of a single piece of steam-bent one-inch white oak; the roof, three-quarter inch cedar, tongue and groove. But in the 1950s, somebody fiberglassed the cabin top and left on the canvas and the half-round; rot moved in behind it.

Carling said he began cutting out the rot. "After chopping everything out, all I did was use a router to make a geometric bed for thin battens of Luan mahogany, which were fitted in."

He said he filled any voids with a filler made from epoxy glue and micro-balloons, using masking tape to keep it from sagging. Carling said the procedure was adapted from a series of articles by Robert L. Kocher in *National Fisherman* from 1977 to 1981. "These articles contain detailed practical dissertations on wood rot and its causes, epoxy technology, hull sheathing, and many other subjects of importance to wooden boat owners."

CARLING'S PROCEDURE:

1. Remove all rotted wood while preserving as much of the basic structure as possible using gauges, chisel, and a router as necessary. Water-damaged but sound wood can remain.
2. Using the router with ¼ inch or ½ inch carbide tipped cylinder bit, remove sections of the structure in a manner which will allow easy fitting of the Luan mahogany battens. In routing

the area at various depths, attempt to standardize both the thickness and width of your cuts.

3. Soak the involved area two or three times liberally with N.J.-8¹ wood preservative allowing one day between coats and ten days or more for the volatile hydrocarbons to evaporate before applying epoxy glue.
4. Seal and prime the area with Cold Cure Epoxy² mixed with 50:50 Methylene chloride³.
5. Rip-saw battens from the Luan mahogany using a cabinet saw blade on a table or radial-arm saw to serve as graving pieces. These should be ¼ inch thick for flat or slightly curved areas and 1/8 inch thick for areas with smaller radius curves. Some repairs may require blocks of wood rather than battens.
6. Glue up the first layer of battens using ½ inch #4 brass wood screws to hold the batten in place while the glue sets. T-88 epoxy⁴ works well for this part of the job. After the glue sets, the screws are easily removed.
7. Restore the structure to its original thickness using various layers of batten as needed.
8. Fill voids and any areas where the seams between the battens are open with epoxy filler made from the epoxy glue and micro-balloons⁵. Using masking tape to keep the filler from sagging as it sets works quite well.
9. Using a flat wide chisel, fair up the filler when it has set for 8-24 hours. (It's the consistency of hard cheese at this point and very easy to cut.)
10. Wait 24 hours and sand with #80 grit paper to finish fairing the area.
11. The repaired area may then be primed and painted or first covered with polypropylene L-26 epoxy or paper towel/L-26 sheathing if necessary for strength or to build up the area as needed.
12. A thin mixture of epoxy and micro balloons is used to finish up fairing the area if necessary.

REFERENCES (Endnotes)

1. Flexibar Co., 140 Walnut St., Northwale, N.J. 07647, (201) 768-5570. The manufacturer of N.J.-8 wood preservative is recommended highly by Robert L. Kocher following careful tests. (\$13.00/gallon)
2. Cold Cure Epoxy available from the manufacturer or from the Wood Boat Shop, 1007 Northeast Boat Street, Seattle, Washington, 98105. This company is the best mail order chandlery I know of with a fine catalogue (\$2.00).
3. Methylene chloride – This is a highly volatile solvent used in many paint removers. It allows the epoxy to

penetrate relatively deeply into sound and slightly damaged wood, thereby sealing it and priming it for gluing. It is available through various distributors of laboratory chemicals. It is flammable and its vapors should not be inhaled.

4. Chem Tech Inc., 4669 Lander Road, Chagrin Falls, Ohio 44022. Producers of T-88 Epoxy System and L-26 Epoxy System for sheathing. Send \$2.50 for an excellent 32 page manual.
5. Micro-Balloons are dust-like spheres of polyethylene plastic. They may be mixed in various proportions with any epoxy glue to make a putty-like filler with great adhesion, no shrinkage, some flexibility and easy shaping. Available from Allied Resin Corporation, Pleasant Street, Weymouth, MA, (617) 337-6070. Order one pound for about \$6.00 plus shipping. It will last for a few years worth of projects.

Please feel free to write or call me regarding this method of repair if I can be of further help –

Phil Carling (*Tabby*)
53 Tower Road
Hingham, MA 02043
(617) 749-3637

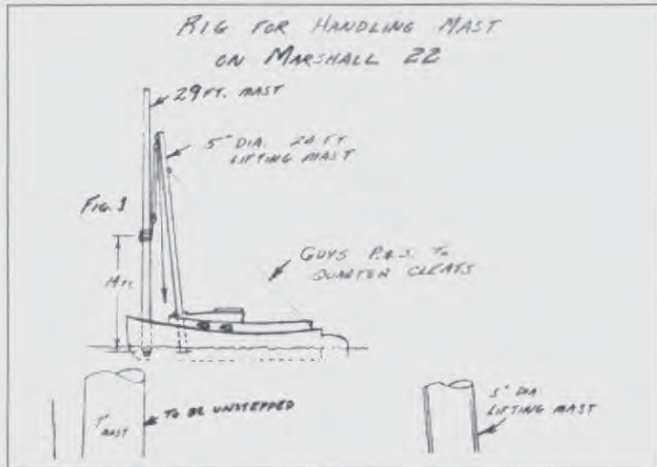
Easy Stepping a Marshall 22 *CBA Bulletin 64,* pages 44 and 45

-- *John Church*

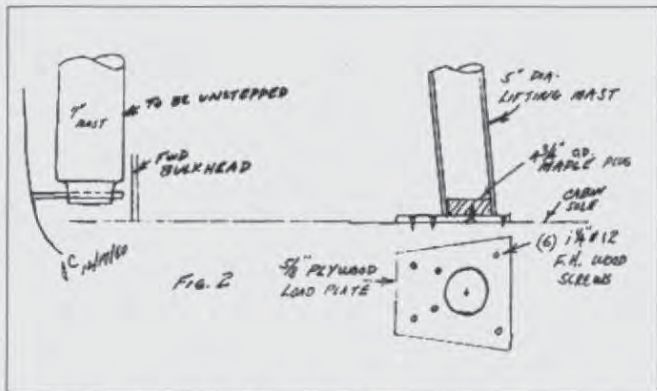
While planning spring/fall launching and winter lay-up for our recently acquired Marshall 22, the forward hatch opening suggested to me a handy feature that could provide just the support required by an auxiliary spar with which to lift the 29 foot mast. Using a surplus 24 foot mast which we had saved from our previous boat, a Marshall 18, a rough sketch indicated that a block and tackle from the head of the 24 foot mast would let us handle the Marshall 22's 29 foot mast from a point above its center of gravity and provide ample lift for the heel to clear the deck house opening. We had handled the Marshall 18's mast for two seasons with 16 foot shear legs of 2x4s set on the catwalk. Stability was provided by back stays and firmly securing the shear legs to the deck house. That

was a workable rig, but having a lifting spar with its heel on the cabin sole, and additional support at the 4 foot height of the forward hatch seemed an even better arrangement for the Marshall 22.

The accompanying sketches give most of the details of the gear used last November to unstep the *Cat's* mast. With very much appreciated assistance from Dave and Barbara Crosby, Sam Barrett and Carol Horgan, we were able to unstep and then carry the mast and rigging from dockside to loading on our truck.



Overall view of *Cat* at dockside, with lifting mast in place, guys to the quarter cleats, and block and tackle hitched to the main mast.



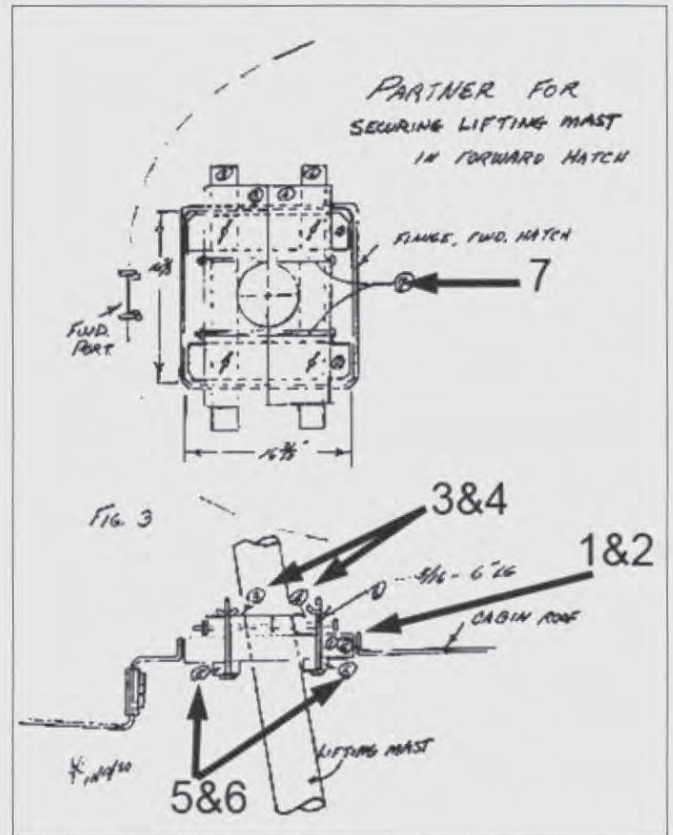
Wood heel plug attached to its load-bearing plate, that, in turn, is screwed to the cabin sole.

The several components in Figure 3 are:

(1) and (2) – 2 in.x4 in. -- 16 3/8 in. pine, fitted snugly within the forward and aft flanges of the opening.

(3) and (4) – 2 in.x6 in. -- 20 in. red oak, forming the split yoke around the 5 in. lifting mast. The two halves are tied together with 1/4-20 – 13 in. long bolts (parts (7)). The 20 in. length of the yoke allows it

to overhang the port and starboard flanges, thereby preventing the partner assembly from falling down through the hatch opening.



Details of the six-piece partner assembly devised for securely positioning the lifting mast as it passes through the forward hatch opening.

(5) and (6) – 1 in.x4 in. – 20 in. oak. These two members also extend port and starboard beyond the hatch opening, thereby preventing the partner assembly from rising up and out of the hatch. Although all forces at play during assembly of the partner and forces during the lifting operation seem to preclude any chance of the partner rising up, the author's experience has been to respect Murphy's Law – when a lifting system is experiencing tension, compression, and torques, failure of any one component can upset orderliness and someone may be hurt. So, when this six piece partner is set up properly, and the four 5/16 steel bolts (8) have the hatch opening flange tightly gripped between members (3)/(4) and (5)/(6), the partner becomes a very firm part of *Cat's* cabin roof.

The lift is made with a simple three-part block and tackle hung from a 3/8 in. eyebolt and the head of the lifting mast. The 3/8 in. guy lines run aft to the quarter cleats. Hitching to the 29 foot main mast is by

several round turns of 3/8 in. manila at the 14 foot point. To prevent this hitch from riding up the mast, a snubbing line down to the gooseneck is satisfactory.

Needless to say, these sketches do not give the complete picture of the unstepping operation – which even for a catboat, is complicated by a rat's nest of rigging lashed to the mast. Professional riggers and yardmen probably have neat schemes for coiling and keeping lines orderly, but this semi-annual owner-rigger has a bit of a problem with peak and throat halyards, double topping lifts, lazy jacks, forestay and Catboat Association burgee halyard all in one armful around the mast.

Here is the procedure we followed last fall for unstepping *Cat's* mast:

Bring craft to dock at low tide, bow on, so crew No. 1 can pass the 5 in. lifting mast down through the forward hatch to crew No. 2 below deck who guides the heel down to the cabin sole.

Crew No. 1 lets the hatch flange take the weight of the lifting mast, comes aboard, and from the deck raises the lifting mast to the vertical, crew No. 2 providing pressure on heel of mast on cabin sole.

With lifting mast vertical, crew No. 1 lifts mast about 2 in. so crew No. 2 can guide heel over heel plug.

Crew No. 2 comes topside and holds lifting mast in vertical position while crew No. 1 assembles the six-piece partner assembly around the lifting mast and inside the hatch opening. At this point, all hands conclude “there must be a better way” – i.e., six wood members, six bolts, six nuts and twelve washers seem to have minds of their own and resist being assembled as shown in Figure 3. Crew No. 1 and No. 2 were most fortunate to have Dave Crosby helping hold the

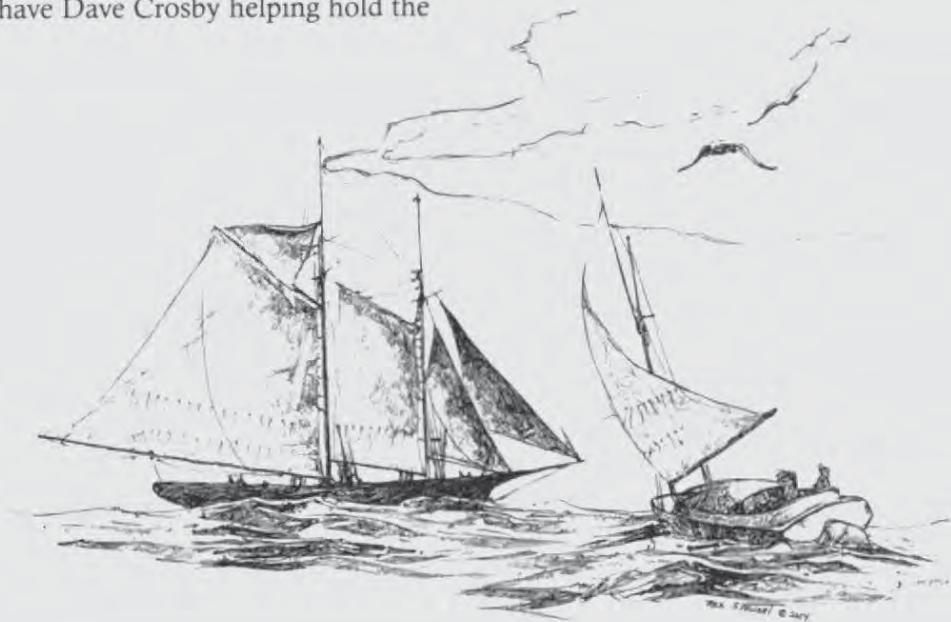
wood pieces while crew No. 1 inserted bolts and crew No. 2 kept inquiring, “how much longer do I have to hold this *\$#@% mast?” However, once all pieces were in proper position and the bolts (8) snugged up, the lifting mast was true and stable – the back guys may not have been necessary.

Lifting the main mast at the 14 foot height was satisfactory for clearing the deck opening. Once the heel cleared the deck, we took the heel on to the dock and walked it away as we slacked off on the tackle. Unstepping complete.

The 5 in. diameter – 24 foot long aluminum mast we used as the lifting mast appeared to handle the 180 lb. lift with no noticeable deflection. I expect a wood lifting mast could be constructed from 2 x 6 in. – 2 x 4s in a cruciform arrangement, but it would be much heavier than the relatively light aluminum mast from the Marshall 18. In discussing this scheme with John Garfield at Marshall Marine, I learned that there are several surplus 24 foot aluminum masts at attractive prices – call Marshall Marine at (508) 994-0414 if you are interested in purchasing one.

The unstepping of last fall is, of course, only one half of the story. The second half will come next spring when we have *Cat* in the water and the mast and rigging on the dock. With Dave and Barbara Crosby and Carol Horgan nearby, I expect Church and Barrett will have easy stepping.

Editor's Note: Geoff Marshall is now the owner of Marshall Marine 508-994-0414.



Cruising

– Charles Ladoulis, Editor

Editor's Note: This is part three of a three part series. Part II (see Bulletin 151) left the author in Orcutt Harbor on Cape Rosier, Maine in a torrential rain and a very active mosquito population. This final cruise narrative begins with the dawning of - for once - a clear and sparkling day....

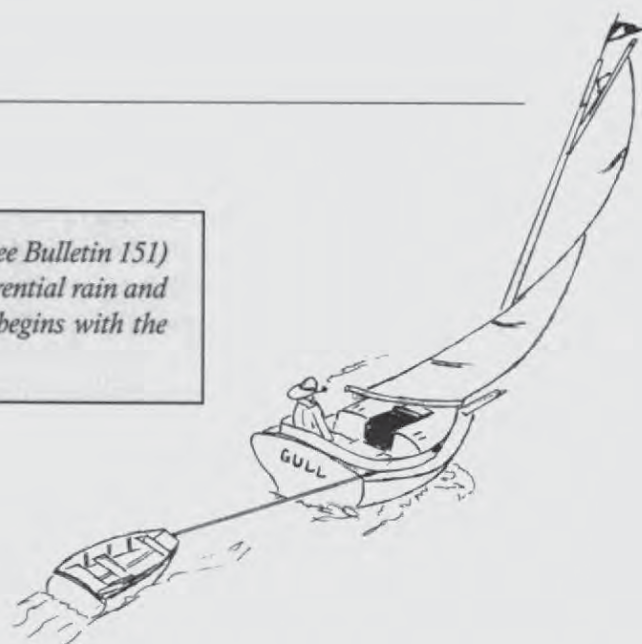
Midsummer Cruise - Part III

– W. R. Cheney

Wednesday, 13 August.

Contrary to any reasonable expectation, this day dawns clear and bright. The first thing I notice is that the wooden ketch from two days ago (the old boy and the comely young women) has mysteriously appeared overnight and is now lying on a mooring nearby. Seems like they must have come in sometime after dark in the pouring rain....

The old boy can be seen puttering around with various tasks on deck but his lovely companions are nowhere to be seen. We hope that he hasn't dealt with them Blackbeard-fashion (or was it Bluebeard?). However that may be, he now starts up his engine and departs as mysteriously as he had come. Curiously, I note that the ball from the mooring he was using has disappeared along with him. So to his rap sheet - a long list of suspected crimes and misdemeanors - must be added the charge of buoy theft.



There is no wind as yet so I laze around on deck with coffee and a book. I'm reading a collection of Lincoln Colcord's stories. Descendant of a long line of Searsport sea captains, Colcord grew up on sailing ships in the China trade, but came up just too late to become a mariner in sail himself so turned to journalism and fiction. His tales of monsoons, piracy, shipwreck and wily, pigtailed Chinamen are worth more than a look. My great hero Sterling Hayden, author and topmast man on the *Gertrude M. Thebault*, among other accomplishments, was a great fan of his, so how could I be otherwise?

It's hot in the cockpit and I am slowly baking. Just when I think I will have to take a swim or indulge in some other form of basting, a nice little breeze springs up, providentially out of the NW. We will not have to tack all the way out of this narrow mile-long gut after all, not that doing so would be any terrible ordeal. Particularly since she shed her propeller, Penelope is very close-winded and easy to sail to weather. No sheets to bother with and, in all the years I have had her, she has never missed stays even once.

But reaching is easier still and it is fine to be ghosting silently along in the morning sun, quiet and serene as a milkweed seed floating on the August breeze. We clear Orcutt Harbor and make our way along the Cape Rosier shore. We are headed SW at what seems to be a safe distance from shore and approaching a point off the mouth of Horseshoe Cove (another deep gut into the Cape) when I happen to look overside and see rock bottom only a few feet down. Noting that it is all too easy to become relaxed



Penelope at Anchor.

and stupid while enjoying a sunny summer morning, I quickly swing the wheel to port, steering for more sea room and deep water.

A little further on we pass a five foot spot shown on the chart as "Barney's Mistake". Poor Barney. I wonder what the full story of his adventure was. Did he too become overly relaxed on a soft summer morning? Or was the wind howling and the fog swirling? Did his first hint that something was wrong come as a sickening shock and a horrible grinding as his hull went up on unyielding granite? Poor Barney. The coast is littered with landmarks like this – Barneys Mistake, Drunkard Ledge, so and so's Folly, somebody else's Despair..., reminders that it is not always fun and games out here.

Along shore as we pass outside Buck Island and inside Spectacle, I can see bits and pieces of a couple of monumental, gray shingle cottages on a hillside, largely hidden by spruces all around. These are the classic old-time kind, all weathered wood, forest green trim and small pane windows showing black. Vast yet comfortable looking, they look like they have taken care of generations of large families in a rambling space of wandering corridors, forgotten rooms, and maybe a ghost or two.

Spectacle Island to port is a smallish uninhabited place with sandy beaches and a small tuft of spruce at one end which almost qualifies as woods. Someone has placed a couple off serious looking moorings in the lee as tie-up for picnic visits no doubt. This looks like a spot where you could pick up one of those moorings for a day or two and have a really nice time just laying back. I know I will have this in mind next time *Penelope* and I pass this way.

We round Blake Point now, the NE corner of Cape Rosier and head in a northwesterly direction toward Head of The Cape. Reaching slowly along close to shore (the wind, what there is of it, has come around to south), we pass a minor headland and come very near to a house with a large deck overlooking the water. Here I find that I have become unintentional party to an interesting domestic scene. Two young men and girl are enjoying breakfast on the deck and, as a special treat to ancient mariners, the girl is topless. Not knowing quite what to do, I wave and they all wave back languidly, obviously unconcerned by my sudden appearance. (note: In order to prevent undue embarrassment on any quarter, I have changed the description of this place enough to make it unrecognizable.)

I am reminded of an account by the English author and editor F. B. Cooke in his book *Pocket*

Cruisers published by Edward Arnold and Co., London, in 1938. Cooke is describing a cruise he made in his first boat, *Wave*, "way back in the nineties." He is tacking along shore near Clacton, a beach resort, when he finds himself so close in that he and his boat are "mixed up with the bathers". The result is that several bathing machine doors are "hastily and violently slammed". Times change.

Borne away from this modern 'Dejeuner Sur L'herbe' by wind and tide, we soon find ourselves rounding Head of the Cape. Coming in our direction from out in East Penobscot Bay is a rather unusual looking yawl built along more-or-less sharpie lines. She is unmistakable as a Phil Bolger creation. Looking farther out into the bay, I see that there is a whole procession of Bolger boats coming along. They come in varying degrees of originality from nearly normal-looking to one in the distance which looks like a wedge of pie with a sail. You have to hand it to America's (the world's?) boldest and most original boat designer though. All these strange creations seem to work quite well. A lot of friendly waves are exchanged and then we and the Bolger flotilla go our separate ways.

I am reminded that I almost owned a Bolger catboat myself at one time. A few years after getting back from Viet Nam I was in the market for my first boat since boyhood and became enamored of a diminutive 14 ft. Bolger-designed cruising catboat named *Lynx*. Of traditional plank on frame construction, she was the smallest boat to ever come off the ways at the famed Story Shipyard. In the end I wound up with a 21 ft. French pocket cruiser, sistership to the smallest finisher in one of the OSTAR races. That bulletproof little craft was a good choice and a great success, but I have always wondered what *Lynx* would have been like. I'd still like to try her.

Penelope runs northward now along the western shore of the Cape. We stay close inshore enjoying the unrolling landscape and the diverse but uniformly opulent architecture along the way. Soon enough we are off the southernmost of the two entrances into Holbrook Island Harbor. We head in, broad reaching, and pass a 27 or 28 ft. modern sloop along the way. I drink in their looks of surprise and irritation as we surge by, and derive the usual immoderate, unseemly, and probably unwholesome satisfaction. I know it's not nice, but I just can't help it.

Somebody yells something indistinct from the dock as we race by the anchorage at the Holbrook Island Sanctuary. I can't make it out, but I think they are telling me I am headed for submerged rocks which make way out from Ram Island, almost closing the

way to the northern end of the harbor. I know the way though, having scoped it out a couple of years ago (see *Bulletin 144*). Past the rocks we take a look at our old anchorage off the beach and find it attractive as ever.

It's still early though, and we want to check out Smith Cove, across the isthmus, which looked good on our earlier visit. This means sailing out into the Bagaduce River, going upstream a ways past the town of Castine on the north shore and then hanging a right past Hospital Island and going into the cove. All this we do, but when we finally get there it is not to our liking, so we reverse direction and sail all the way back to our old anchorage off the beach. I soon realize that tonight the anchorage will not be mine alone as it was on the last visit. One after another the usual 35 and 40 ft. cruising boats arrive. They are uniformly large, and I wonder again, as I have so many times before, where all the small boats are.



Windjammers Under Sail.

One of the arriving boats is a very shippy pocket schooner of a little over 30 ft. which I had encountered earlier in the summer. We had sighted each other coming out of the fog off Northhaven Island and apparently attracted by each others' good looks, had both altered course for a closer look and a word or two. Now I was anxious for an even closer look. This was a fascinating little craft with 19th or even 18th century details like oaken water casks on deck. She lacked only gun ports and, of course, a little extra size to be something you might expect to find lying off Treasure Island. I waited until she was anchored and otherwise squared away and then rowed over to say hello to the couple on board. I mentioned the date and circumstances of our first encounter and they remembered *Penelope* or said they did. There followed

a pleasant enough conversation, but my hints that I would like to see more of their fascinating craft fell on deaf ears. Murmuring something about dinner being ready, they soon disappeared below. This was in such contrast to our mutually enthusiastic exchanges in the fog off North Haven that I wondered if it was the same crew.

Thursday, 14 August.

Dawns foggy, but at least it is not raining. Breakfast of eggs, bread and a very dubious pork chop. Liberal lacings of soy and Louisiana Hot Sauce cannot hide the fact that this one was well on it's way. Eating it at all may not be the best of ideas, but I survive. I am finding that my soy-soaked, bilge-cooled meats are not lasting as long as they used to. Can this be a function of global warming?

Eleven thirty AM brings zephyrs from SE. The fog inside the harbor has lifted too, so we get underway and drift/sail out toward Nautilus Island and the open bay. Outside it is clear to the north toward Searsport, but I can see dense fog coming our way up the bay from seaward. The plan today is to go north around the tip of Islesboro and then south down West Penobscot Bay with perhaps Gilkey Harbor as destination.

With the fog coming I heave-to and spend a few minutes punching some new way points into the GPS: the N tip of Islesboro, the buoy off Belfast, a point off Gilkey Harbor and another one off Camden. We should be well prepared if it is necessary to play "blind man's bluff" in West Penobscot Bay. My only real concern about the day ahead is the possibility of meeting one of the occasional oil tankers which make their way up and down the bay on route to or from Searsport. This is the only serious commercial shipping in the area and I wouldn't care to encounter it in the fog in an engineless boat. If it is thick, I plan to hug one shore or another, where the big boys can't go.

The northern tip of Islesboro Island is called Turtle Head, and a glance at the chart shows you why. The whole northern end of the island is shaped like a turtle. It's not certain what kind because it has flippers to port and legs to starboard, but turtle it is, with a perfect head right to the north.

The fog has stalled somewhere down the bay and we approach Turtle Head in misty sunlight. We are moving at an appropriate turtle-like crawl with only enough wind to keep way on. It is not enough for a bulky thirty-five footer close by and headed in the same direction. Her sails can't seem to catch anything at all and she is pretty much dead in the water. This is a very

unusual sight because most of these craft abandon sail and hit the starter button as soon as trying to sail is remotely inconvenient. Real sailors aboard this boat, I decide, and wave as we slowly pass. The crew is four very pleasant looking ladies in their fifties. They are well-groomed and, really, rather fragile looking. If I saw them in town, I would guess they were going to a tea party. I ask them where they are headed, and they say they are on their way back home to Portsmouth, New Hampshire. I guess real sailors come in all sizes and shapes.

Passing close by Turtle Head and its distinctive vertical rock formations, I notice a young couple sitting very close together in a small niche in the rock right at the uttermost tip of the island. I feel a sharp pang of envy. I wish that I could be a young lover again. Probably they are wishing they had a beautiful little sailboat out on the bay....

Out in the middle of West Penobscot Bay the wind has picked up now. It is ten to fifteen knots from the SW, right on our nose. The tide is coming in, too, so it is going to be a hard slog to get anywhere I want to go. Behind us the ladies from Portsmouth are sailing fast now, and I work hard, trying to stay ahead. We are separated by a mile or so and it is hard to tell if they are gaining.

The bay looks infinitely huge ahead, my possible objectives far away. The bloom has gone off the day, too, sunlight and color replaced by a uniform unpromising gray. Concentrating on sail trim and trying to get the best out of her while making so little tangible progress on this featureless gray expanse is turning into hard, not very pleasant work.



Heron in Crow Cove.

I consult the chart and see that we are off a couple of small islands, Seal and Flat, which themselves lie off a place called Seal Harbor. A look in *Taft and Rindlaub* reveals that Seal Harbor is adjacent to Crow Cove, described therein as "a little gunk hole where the crows are still there to greet you in the morning, and so are the seagulls and ospreys". Well, gunk holes with crows, seagulls and ospreys are what I'm all about so, without further ado, I cut in between Seal and Flat and make my way toward the cove. As I approach land the sun comes out again and the wind becomes fluky, fitful gusts out of the east, again right on our nose. We get into the cove after some fits and starts in the narrow entrance, and find that it is indeed a sweet place.

The couple of houses in the area are set far enough back behind trees so you can't see them, and for the rest it is sandy shores, a rich green marsh, the crows, seagulls and ospreys along with a large population of friendly ducks which *Taft and Rindlaub* forgot to mention.

Friday, 15 August.

Another bright morning finds me out in the dinghy exploring the shallows around the marsh in a sunny golden mist. Islesboro is only about a hundred yards wide here in this narrow area which connects the north and south parts of the island, and I realize that across this narrow isthmus lies Islesboro Harbor where I had such a pleasant night and morning a couple of years back (see *Bulletin 144*). I find it interesting that while I am so close to the harbor I could just about throw a rock over there, it would take a whole day, and probably more, to sail there.

Girls, voices and the thwunk of hard-hit tennis balls follow us as *Penelope* and I take our leave and head toward the bay. By 11:40 we are moving nicely southward along shore. The log reads: "This is sweet! We have SW about seven knots but the bay is flat, showing only the tiniest of ripples. The land is a lush enticing green with splashes of gold. Everything else is shades of blue. Smooth sailing like on the banks in the Bahamas".

Off Gilkey Harbor at the south end of Islesboro we head in and pass close behind the ferry boat which is loading, nuzzling against its slip with the engine running ahead. I am surprised at the force of the wash coming off her stern. *Penelope* is pushed violently sideward but shakes herself and continues to the east. Then it is south up between Islesboro and Seven Hundred Acre Island. I don't care much for Gilkey

Harbor and this end of the island. The feeling is more Westchester Country Club than Maine.

Onward to the south we go and find that we are caught in another almost endless beat. At last we reach the vicinity of Lime Island where it is possible to carry four feet between Lime and Lasell, and over into East Penobscot Bay. We gratefully cut through here and now head a little north of east passing between Great and Little Spruce Head Islands, summer home of the Porter family, the accomplished photographer and his equally accomplished brother the painter. We are reaching along at nearly hull speed and life is good again.



Underway to Pickering Island.

Late afternoon finds us off Pickering Island, a few miles from the west end of the Eggemoggin Reach. We have begun to think fond thoughts of home, and this will be a good jumping off place for a run back east tomorrow. Pickering is uninhabited now but it was not always so, and there are some strange stories concerning days gone by. A picture in Charles B. McLane's *Islands Of The Mid Maine Coast* shows an odd fortress-like building which stood here from some time in the 1890's until shortly after World War II. Looking like it might have made a good keep for Cedric the Saxon, it had a turret and barred windows on the second floor with no windows at all on the first. Protected in summer by a pack of ferocious dogs, this was the vacation home of a certain Dr. Collins. Some said that the good doctor kept mental patients here for arcane experiments, others that he kidnapped bar girls in Boston and bought them out to the island for purposes too awful to contemplate. Still others said

that the doctor was a perfectly nice fellow and all the evil rumors had been spread by a disgruntled clam digger.

On this night we share the western anchorage at Pickering with an older and somewhat worn-looking sloop which is anchored quite far out from the anchorage proper. She shows no lights and no signs of life. Vaguely, I wonder if there is a problem there, but assume the crew are early sleepers.

Saturday, 16 August.

A gray windless morning. There are still no signs of life on the sloop but I figure they may be not only early sleepers, but late ones too. I go for a long row along the shore, around to the eastern anchorage which is off a beautiful curving sandy beach. This place, which is one of the loveliest on the coast, is unoccupied as usual, the reason being a more or less treacherous rock-lined entrance and considerable ambiguity as to where the good bottom lies.

Back on *Penelope* I fry up some eggs and Spam and wonder about the old sloop which still shows no sign of life. It's warm and with no company but the distant, lifeless sloop, I crouch low in the cockpit and take a seawater sponge bath. Other people say they still feel dirty after a seawater bath, but I have never felt that way; I like a little salt on my skin.

Light breezes stir and the day is getting along so I haul anchor and get under way. We pass close under the stern of the mystery sloop and hail her by name. I have no desire to find a dead man aboard, but feel duty-bound to check her out. To my great relief a gray head emerges from the hatch. I ask how he is doing and in a quavery old voice the old gent says that he is "just enjoying the peace". I apologize for disturbing that peace and wish him well. He opines that there is not likely to be much wind this afternoon, and I'm afraid he is right.

For an uncomfortable length of time, he is very right. We lay becalmed and drift slowly toward a rock off Scott Island. Things pick up at last and we are able to sail inside Pumpkin Island with its abandoned lighthouse and out into the Reach. All is well as we proceed eastward until we get to a point off the Benjamin River. Then we see thunderheads coming up behind us and it is a race to see if we can get to the *Wooden Boat* anchorage before the storm hits. Looking back toward the bridge, the sky is spectacular with flashes of blue, purple and orange in the charcoal clouds.

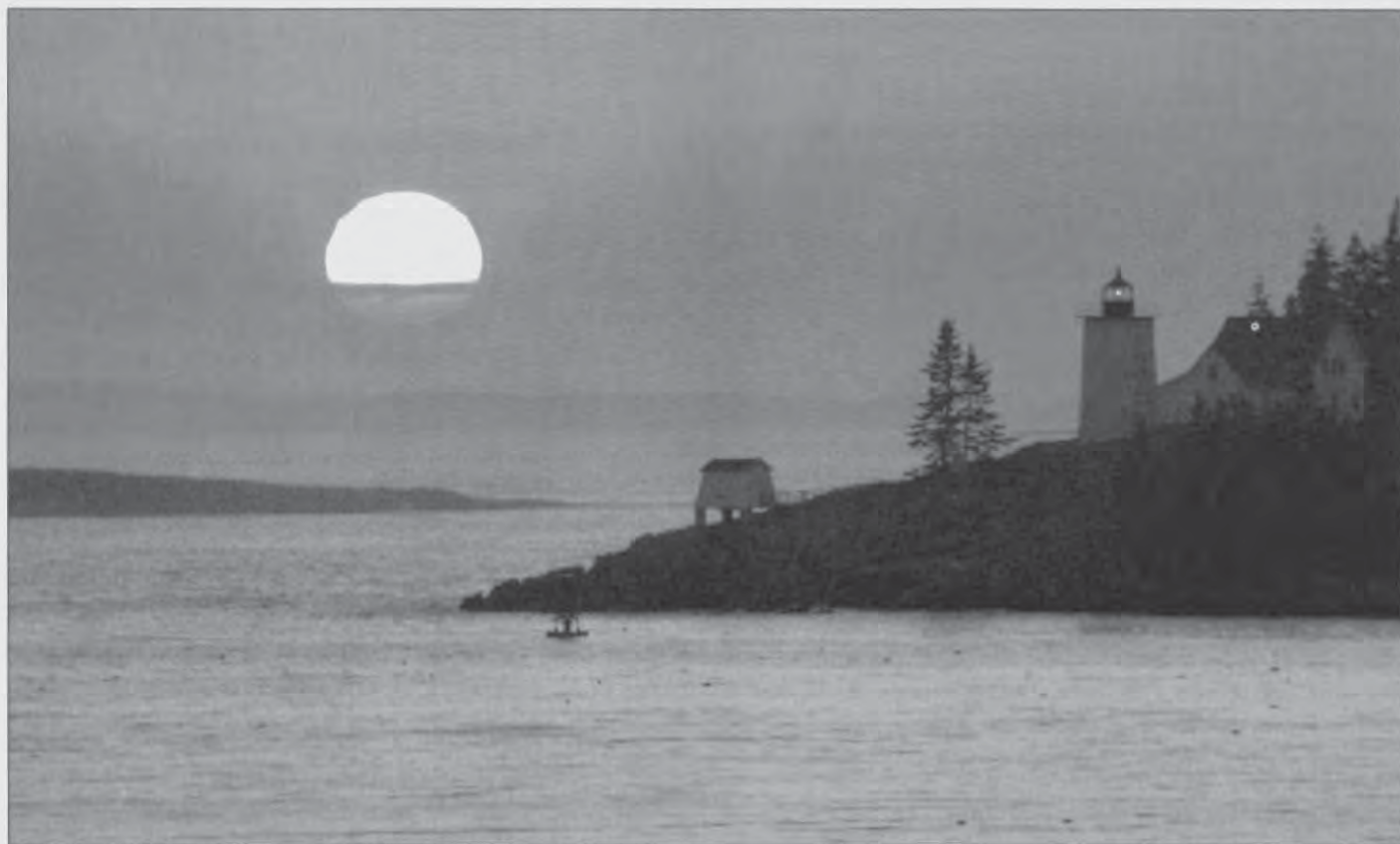
It is "I think I can, I think I can" all the way up past Torrey Island and then we are in the anchorage. We drop anchor off the mooring field with a windjammer and a mixed bag of cruisers for company. We heave a big sigh of relief then note that what looked like a really major thunderstorm has dissipated and disappeared while we were anchoring. It is time for a drink and a read in the cockpit.

I have been reading about Captain Nat Herreshoff and his last cup defender. I come to a part which tells how he spent long days working at the Herreshoff Manufacturing Co. which he owned along with his brother. Coming home for dinner, he would preside over a table where his wife and children were discouraged from speaking because the great man preferred thinking about boats and boating undisturbed. After dinner, Captain Nat would retire to his study alone where he thought about boats and boating some more. We gather Captain Nat. was not a lot of fun as a husband and a father. Like so many great men and women, he was a bit selfish and difficult (Frank Lloyd Wright, N.C. Wyeth, Robert Frost, Ayn Rand and Picasso come to mind, to name just a few.)

Suddenly it comes to me that my own days will end in obscurity because I have been too nice all my life.... I can't suppress a sudden screech of laughter as I think about how my wife would react to this last idea. People in neighboring boats cast nervous glances in my direction. Clearly the old coot in the catboat is demented and may be dangerous.

Sunday, 17 August.

It is sunny and clear again as we beat out of the *Wooden Boat* anchorage accompanied by a whole flotilla of wooden craft of all sizes. They seem to be headed for some kind of event on the other side of the Reach. We part company off White Island as I head SW for Jericho Bay and a clean shot for Hat Island, Toothacher Bay and home. It's one tack with the sheet just slightly eased, and *Penelope* is doing five and a half to just under six knots. A converted sardine carrier passes slowly headed slightly more to the west. Her skipper takes the trouble to step out of his wheel house and give the kind of exaggerated wave which indicates he really likes what he is seeing. It makes my day and tops off what has been a really fine cruise.



Sunset in Burnt Coat Harbor.



CBA Discussion Group

— C. Henry Depew, Editor

Q: For Christmas my son gave me a reproduction of Claude Monet's 1874 painting, "The Bridge at Argenteuil." In the foreground is a smallish cat-rigged sailboat similar to a Sandpiper or a Woodpussy. The painting can be easily viewed on Google. Can anyone enlighten me on catboats in 19th century France?

A: A good deal of commentary followed the question as a number of members looked at the painting and responded. "So much for New England being the home of the catboat!" Some thought that the boats in the pictures looked more like a racing sandbagger. (Sandbagger in France?) It was noted that Renoir also painted sailboats and some of his looked like catboats.

It was noted by some that a boat's design was based on its use, available material, and the wood working ability of the builders. Thus, over the ages people have built boats based on precedent, that is, what they knew of boat design(s) and construction from their locale and heritage, based on practical needs and intended uses, based on available materials, and based on the availability of people with the skills and tools to do the construction. On this basis, it is not surprising to me that sailboats with catboat attributes have been built and used over an extensive geographic area for far longer than the historical record may confirm, and far longer than "Cape Cod Catboat aficionados and Cat Association" members might commonly think.

One respondent noted that he "cannot tell for certain from the paintings, but the boats, while cat-rigged, appear to lack the broad beam and high prismatic coefficient of working Cape Cod cats. Could those be the defining characteristics of the American version?"

Q: My Marshall 22 has been improperly chocked in the boat yard. There is water/ice forward, probably under the mast step. Could I use some kind of antifreeze? I was told rock salt, but some of the area is inaccessible.

A: One suggestion was flooding the area with anti-freeze used for potable water systems. After a bit use a vacuum-type oil changer to extract the mixture. These come with tubes that fit together giving you a flexible reach of about 6 ft. Any residue will not freeze.



Another idea was a a straight dose of salt water. It will be easier to clean up in the Spring.

Q: My Menger has a tabernacle mast. I trailer it but only to launch in the spring, haul in the fall and store in the winter. The worst part of the launch/haul job (which I do by myself) is bending on and taking off the sail, which uses boltropes for both gaff and boom. I hope to trailer-sail to far waters, but the prospect of spending hours putting the sail on and taking it off is discouraging.

1. The Menger manual says you can trailer with the sail on just by unhooking the gaff and laying it to one side of the lowered mast. Has anybody actually done this? Seems to me that even if there were room for the sail somewhere along the three lowered spars it would take one big canvas cover to protect it on the highway.

2. Alternative is to install grommets along the foot and then lace the sail on or, another alternative, attach slides, both of which would be easier to deal with than boltropes. Again, anybody done this? Does the sail have to be recut at the tack to adjust for the foot standing a few inches above the boom (or can a long shackle be used at the

tack)? *Is punching holes in a sail for grommets basically a rotten idea?*

3. *Should I just face up to the job and treat bending the sail on and taking it off as a moral exercise bound to make me a better person?*

A: For the first question, it was agreed that untying the parrel bead line will allow you to do exactly as Bill Menger described. If you used a bunch of sail ties you can get the sail to bundle pretty tightly (hence less chafe).

For the second question, installing grommets along the foot and using plastic sail slides to hold the foot to the boom, hang the sail ties on the boom, loop them under, and then pass them under the bolt rope before tying them on the top of the gaff--makes for a real tightly rolled sail and should reduce chafe.

The only deal with punching holes is to ensure you get quality grommets, and the use of a doubled slide with nylon webbing at the clew as opposed to the plastic shackles was recommended.

The answer to the last question depended on how far one is towing the boat and the cost of failure if the sail comes loose along the way. It was recommended that the boat be trailered with the sail and sail cover on. Further, one should take some short lengths of line and secure the three spars at three to five points along the length of the spars. This helps to keep the lines in order and out of the way. And, yes, you can simply remove the gaff saddle and leave it to "fall" along the boom/mast with the sail cover on. The highway wind speeds will work to loosen and get into the sail cover, that is why you should take some extra effort to secure it further. Lowering the mast does not affect the sail at all as long as you disconnect the gaff saddle. The mast then lies next to the gaff and boom that are inside the sail cover. Just make sure you disconnect the gaff saddle. Additionally, secure the mast down to the rear cleats, as well as the entire boat hull to the trailer with ratcheting type of nylon strap.

The use of a heavy-duty sail cover that ties down tightly to the boat was highly recommended to protect the sail and the spars while on the road. One respondent has a special sail cover built with a full zipper that is closed when the boat is trailered, otherwise the sail cover is open on the bottom in the traditional way to allow air circulation. It was also suggested that you keep the sail on the boom, when the mast is down.

Q: *How does one raise and lower the mast without making a major production of the task?*

A: One respondent has a dedicated tool kit just for lowering and raising the mast in a nylon tool wrap ready to go. It consists of the necessary nut drivers and flathead screwdriver to release/tighten both ends of the bolts on the tabernacle. He also has a rubber mallet for tapping the bolt through the tabernacle in/out, and most importantly, a very, very long screw driver or strong metal rod sized to position the mast upright through the bolt hole. This slides right through the bolt hole in the tabernacle, as a way of getting the mast in position until you are then able to install the forestay and then ultimately the proper bolt.

It was also noted that most must look pretty ridiculous on the small deck of a boat 6 feet off the ground on one bended knee holding a 20 foot aluminum mast in one hand and in the other a 2 foot long screw driver, all the while pushing and coaxing the thing into place! Isn't sailing fun?

It was also recommended to replace the tabernacle nuts with stainless steel nylon locking nuts. These allow you to leave the nuts on and keep them from getting loose when the mast is either up for sailing or down for trailering.

In addition to the hardware side of the process, it was suggested either to park on a slight slope or disconnect the trailer and lower the tongue to give some help in raising the mast and keeping it up until the forestay is secured. Then, there was the suggestion of an "A" frame (or gin pole) to help in getting the mast up. Both methods make use of the trailer winch to raise the mast. Or, if you trailer with a pick-up truck, you could install a mounting for a winch to provide the leverage at a more reasonable angle for the process. The advantage of using a winch with a "helper" on the ground is that you can move your mast fore and aft while you are lining up the bolt holes and bolts on the mast using the winch.

The "A" frame method consists of a line from the winch to the peak of a home-made A-frame, the legs of which are secured on the deck athwart the mast step. The forestay connects to the top of the A-frame. The line is rigged so that, when the mast is down, the A-frame is nearly vertical, thus providing needed leverage. The winch then pulls the A-frame forward and down and the mast comes up. A picture of the idea and a sketch can be found at the bottom of: catalina-capri-25s.com/tech/tech25/bearsad1.asp

Finally, it seems to be really helpful to use the gallows at the stern to catch the mast so it doesn't have to go all the way to horizontal. If your boat does not have a gallows, a 1x6 "crutch" mounted in the stern of the cockpit would do the job.

Q: It was noted that in raising the mast, half the battle is getting the halyards and lazy jacks not to catch on the tiller, cleats, throttle, engine stop lever – the list of potential problems seems endless. Is there a solution to that problem?

A: None yet.

Q: While doing some minor repair on my boat's heat exchanger, the "nut" that held one of the drain plugs came apart. I now have a nice hole in the raw water side of the exchanger. Do I plug the hole and drain from the end through the gasket or do I try and get a new "nut" brazed on the exchanger and use a bolt for a plug?

Ideas, experiences, thoughts appreciated.

A: The consensus was that the repair depends on what the heat exchanger is made of. If it's a casting, you probably cannot braze on a nut. If it's a stamped piece, why not do the brazing and use a short bolt with a washer for a plug? How about a thin nut brazed on the inside so that you have the mechanical advantage working for you? You're more likely to do the maintenance if you don't have to scrape the gasket and clean up the mess from opening the end every time you drain it.

One respondent noted that it is always a good idea to use two wrenches when loosening a nut on the

heat exchanger. One wrench holds that nut, the other loosens the zinc or bolt; even though the nut is brazed to the exchanger, the wrench keeps unnecessary torque from being transferred to the heat exchanger, causing nut to tear loose.

Also noted was that while the heat exchanger is a brass (of some sort), any patch on the raw water side could be putting two metals in warm sea water (it is very easy to make a battery!) as there are an incredible number of variables with regards to making a successful long term repair of a heat exchanger with brazing. One respondent (in the metal business) noted most of the variables do not favor a repair, especially on an older part. Many of the problems (and a good possibility the original problem/failure) were caused or contributed to by corrosion either of the substrate metal, the braze alloy or the boss as a distinct possibility.

A final note on the subject was to replace any plugs with a petcock, so one would no longer need to remove the drain nut to drain the heat exchanger.

Q: Any wooden boat owners out there have advice on cockpit paint - cockpit seriously peeling, will strip bare, but debating single polyurethane vs. marine enamel vs. acrylic latex?

A: Most of the respondents were in favor of Interlux Brightside paints with the proper primer. It was emphasized that you follow the directions on the can and you will be very happy with the results. Also mentioned was Pettit's Easyoxy.

One respondent was going to try the Ben Moore commercial acrylic latex porch paint



Yarns & Adventures

– Bill McKay, Editor

Editor's Note: Thanks to the members for your contributions over the last three issues. We received a variety of articles and some terrific photos. As we all go into our summer sailing break, remember to bring along your notebooks and cameras. We look forward to hearing from you in the fall.

A Dream and Two Reminders...

– Jed Lavoie

For years I have gone back and forth on the idea of a tattoo. I could simply never come up with anything that I felt strongly enough about to permanently scar my body. Recently, I was visiting a friend in Gorham, ME, and I noticed his tattoo on his ankle. It was a small green shamrock with the three birthdates of his kids under it. He is very passionate about his heritage and simply adores every minute he spends with his kids. The tattoo makes perfect sense.

This got my wheels turning. I wanted a tattoo of my kids' initials and birthdates. If nothing else, it'll keep me from missing those important days over the next 30-40 years. The letters and dates alone will look like a prison branding, so I had to come up with something to complement them. I designed a couple of suns and browsed through the tribal and Japanese lettering on the internet, but still nothing convinced me to go through with it.

My family and I spend our summer weekends on Cape Cod at my wife's family's house in West Yarmouth. This past summer, I can remember the day I got the idea for the tattoo. I was sitting on the porch. My two kids were playing nicely beside me. I had my flip-flop adorned feet kicked up on the porch rail and was sipping an ice-cold Guinness after a light jog to Seagull Beach. The large gray porch is about the height of the sandy dunes 50 yards away and has a beautiful view of Nantucket Sound. I remember it being one of those moments when I make it a point to stop and count my blessings. Life, at that moment, was perfection. I took another sip of my beer and glanced off to the left to see numerous sails emerging from around the line of houses on the beach. Upon closer inspection, they were all large, gaff-rig sails. I

remembered that the CBA was having a rendezvous/race that weekend on Bass River and figured this must be the fleet. I rose up out of my seat and stared off in the distance. I must have stood and stared quite deliberately because my 4-year-old daughter, Maggie, walked over next to me and pushing up on her toes to see over the porch rail railing asked, "What are you looking at, Daddy?" I remained silent for another moment. It was pure poetry to see the majestic sails all bobbing in unison off in the distance. Eventually I sat back down, took Maggie on my lap, and we sat there in the warm sunshine as I pointed out the sails on the horizon. The perfect moment in time got just a little better.

That night, lying in bed with the ocean breeze rolling in through the screen door, I put the tattoo wheels back in motion. What concepts come to mind when I think of my kids? Happiness, beauty, serenity, hopes of prosperity and longevity, adventure, excitement. What is the one other thing in my life that I can stare at with a similar adoration? The answer was simple. It is a catboat, and more specifically, a Marshall 22. I have sailed on a handful of similar sized cats, but for some reason, the Marshall 22 has captured my heart and has been my dreamboat for years. For now, with the kids so young and college educations looming in the future, it resides in one of three remote possibilities: If I win the lottery, if I find a fixer-upper and convince the wife, or when I retire (hopefully early). Nonetheless, I will stare at every one that passes by, wishing and imagining it was mine.

I mulled it over for another couple of months and well into the winter. Tattoos need to be kept dry, and I did not want to spoil any summer swim time with the kids. I eventually made the leap and started scouring the Internet for pictures of my 22ft. dream. I found some beauties, but nothing that appealed to me in tattoo form. So, I decided to go to the source. I got on the Marshall Marine website and after gazing at the various pictures of the 22, sent out the following

email to whomever was going to answer the "Contact Us" e-mail link:

Hello,

I am in the process of getting a tattoo. My goal is to incorporate a catboat as well as my kids' initials and birthdates. As far as the catboat goes, it has been a dream of mine to graduate from my current Sturdee Cat to a Sanderling and eventually a Marshall 22. Marshall cats simply capture the classic lines and beauty of what a catboat is and is supposed to be, and I have always loved seeing them out on Cape Cod where I sail.

So, my request to you is that I was wondering if you had any renditions of the 22 or Sanderling that you would be willing to email or mail to me. Maybe some simple lines sketches or something to that effect...

I received a reply from Kristen Marshall. How exciting! An actual "Marshall" family member replied to this odd request for tattoo art! She mentioned that she "loved the enthusiasm" and attached a whole album of beautiful photos including a simple line drawing of the Marshall 22. I knew as soon as I saw it that I had found my first Marshall and I would soon own it in the form of black ink on my shoulder and accompanied by my kids' initials and birthdates.



A dream and two reminders...

Photo: Jed Lavoie

I have since had numerous compliments on it and found myself explaining the significance of it to friends and family. My kids ask to see it every day and I tell them that someday Daddy will own one and that we can all sail to new adventures and sleep overnight on it. To that, Maggie always replies, "Maybe Santa will bring you one for Christmas, Daddy." As of the writing of this, Santa has not answered any of my letters, but I carry my 6 inch Marshall 22 everywhere I go and show it with pride.



Short Tacks

Downsizing

— *Lea E. Williams*

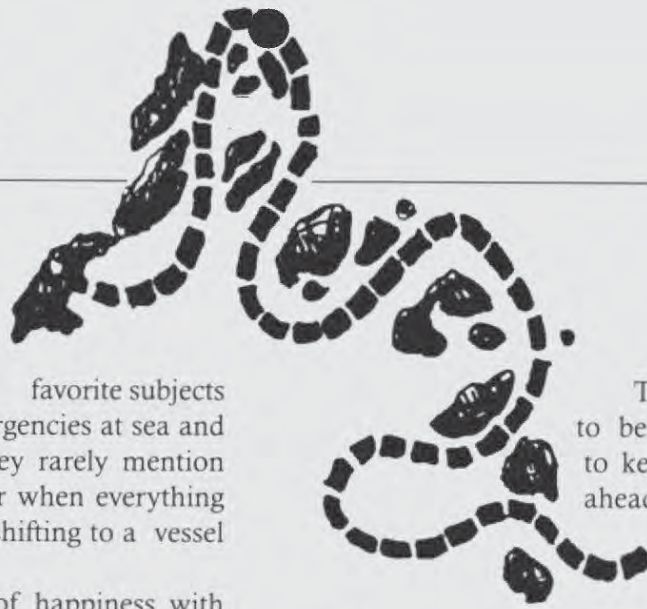
Boaters seem to have two favorite subjects of conversation: coping with emergencies at sea and moving up to a larger craft. They rarely mention tranquil, perfect days on the water when everything went beautifully; and, few talk of shifting to a vessel of more modest size.

After close to four decades of happiness with twenty-two foot catboats - *Tabitha & Tabitha II* - I have moved to a Marshall 15. The year before this change saw me spend only one night aboard and never racing. The skipper had slowed down and the boat had become a de facto daysailer. The pain of selling my second, well-beloved 22-footer was eased by learning how to enjoy her successor.

One cannot move around easily on a small boat. Work on the tiny foredeck must be done kneeling to avoid going over the side. It is necessary to duck when coming about to let the boom pass overhead. Human ballast has to be shifted to windward when the breeze freshens.

On the other hand, my shrunken catboat demands less muscle to handle the sail or cope with a determined weather helm. The cushioned cockpit is quite large enough for four people and there is storage space under the foredeck for an anchor, a pair of oars, fenders, a bilge pump and a multi-purpose bucket for bailing and other operations. It is comforting to know there is no electrical system to break down. Electronics merely consist of a hand-held radiophone in my pocket to receive weather reports and to summon the club launch for a pick-up when an outing is done. No longer are hurricane reports followed anxiously. Should a big blow be forecast, the boat can be carried to safety on its trailer.

A trailerable boat makes special demands. It is essential to have a proper trailer hitch professionally installed on your towing vehicle. Prices for this service vary widely. The dealer for your car may want far more than a shop specializing in trailers. The capacity of the trailer and its safety lighting system are vital concerns. Any mid-sized vehicle can probably pull a rig bearing a small boat. However, braking on downhill grades and in emergencies demands prudence.



The outboard motor ought to be equipped with a fitting large catboat rudder to keep the boat moving dead ahead under power while the controls the course. This is particularly useful when docking or picking up a mooring. There is no need to struggle with both the tiller and a handle on the motor at the same time.

My fifteen footer is equipped with three additions to the standard model. A drain plug was installed to facilitate emptying the bilge when the boat is hauled out. The sheet is now run to blocks and a jam cleat mounted in the bottom of the cockpit just abaft the centerboard trunk. The sheet is thus always visible, easy to reach and kept from snagging on the outboard motor or other obstructions. The third modification for my boat is a hinge on the mast to make stepping that spar and the attached gaff a simple task. When the spars are lowered they fit into a special boom crutch made of plywood. For winter storage, it is easy to throw a canvas over the spars to create a tent. There is no need to build a frame to support a tarpaulin.

The cockpit is covered with a canvas when the boat is moored but some rain always finds its way in to collect in a bilge compartment under the cockpit sole. When a prolonged nor'easter strikes for more than a day, expect as much as an inch of rain in the cockpit. That is why a good pump is aboard. In a grave emergency, built-in flotation prevents foundering.

The sail has two rows of reef points although only one has ever been used. When it blows over 20 knots, my custom is to drop sail and power to shelter. Sailing is for pleasure, not for testing endurance.

It is cheaper to own a daysailer. Yard bills for storage, maintenance and repairs are much reduced. Insurance premiums are easier on the budget. Moving down to fifteen feet in insurance terminology means that I now own a boat rather than a yacht. The humble designation lacks snob appeal but supports frugality.

Finally, it has been determined that a two-horsepower motor is too feeble to drive a fairly heavy boat into choppy seas and a stiff breeze. My new motor, rated a five horsepower, is more than adequate. However, it is a four-stroke model that weighs about twice as much as a simpler motor and requires a hefty pull on the starter rope. Lifting sixty pounds off the bracket is understandably demanding.

All in all, my daysailer meets my present needs and gets me out on the water for fun in the sun. That's all that's necessary. Even naming the boat was amusing. As it serves a time in my life after much racing in sloops and catboats and quite ambitious cruising, the name chosen suggests that the present boat is a postscript appended to an autobiography. Hence, the boat is called *Epilogue*.



CATFOOD

– Jane Walsh, Editor

“I’M GETTING HUNGRY!!!”

Dear Friends:

Well, it seems our membership has an abundance of recipes for alcohol and rum-inspired drinks. And, how much fun is that! Here’s yet another concoction submitted by Beau Schless of *Aria* (Marshall Sandpiper). Beau writes, “While ferrying a friend’s 50’ ft. Gulfstar from Abaco to Miami years ago (in July, no less!) we had the misfortune of running out of a key ingredient for pina coladas (light rum), necessitating the invention of the ‘Close Proximity’ aka CP. The CP has progressed over the years into a wonderful drink as follows (accuracy of measurements inversely proportional to number of rounds).”



Close Proximity (CP)

Into a large glass:
Ice cubes
Jigger dark rum
A bottle cap or two of
coconut rum
A little pineapple juice
(not too much or it will overpower)
¼ cup grapefruit juice
¼ cup orange juice
¼ cup sparkling water
Any available fruit, cut into strips for garnish



Thanks, Beau! As I try everything prior to submission in the Catfood Column, I would rank this one as a definite “It’s Five O’Clock Somewhere” drink!

Now that you have quenched my thirst with the CP, we need to get serious, fellow catboaters. Quite frankly “I’M GETTING HUNGRY” for your recipes and stories. To make it even easier for you to share your stories and favorite dishes with me, feel free to call me and we can chat at (617) 877-6719 or you can contact me at jane.walsh@catboats.org.

As you embark on your 2010 sail season, please keep your HUNGRY Catfood editor and Bulletin readers in mind as you enjoy an appetizer, entrée, breakfast treat, or okay, even another cocktail.

“Boat” Appetite,
Jane



Book Reviews

– Dolores Cole, Editor



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

While at the Catboat Association's Annual Meeting in Mystic, I picked up the charming little book *The Catboat: A Photographic Album* from the author, Markham Starr, who was exhibiting there. The book is a collection of images from the collection of Mystic Seaport. In all there are 56 images, some digitally enhanced, that show the varieties of shapes and sizes of catboats through the years. The photos are clear and sharp, making it possible for the connoisseur to appreciate the details of construction and rigging. There is, however little information about each vessel beyond its name, where known, and the type of photograph. It's a good photo album, and a nice addition to the literature of the catboat.

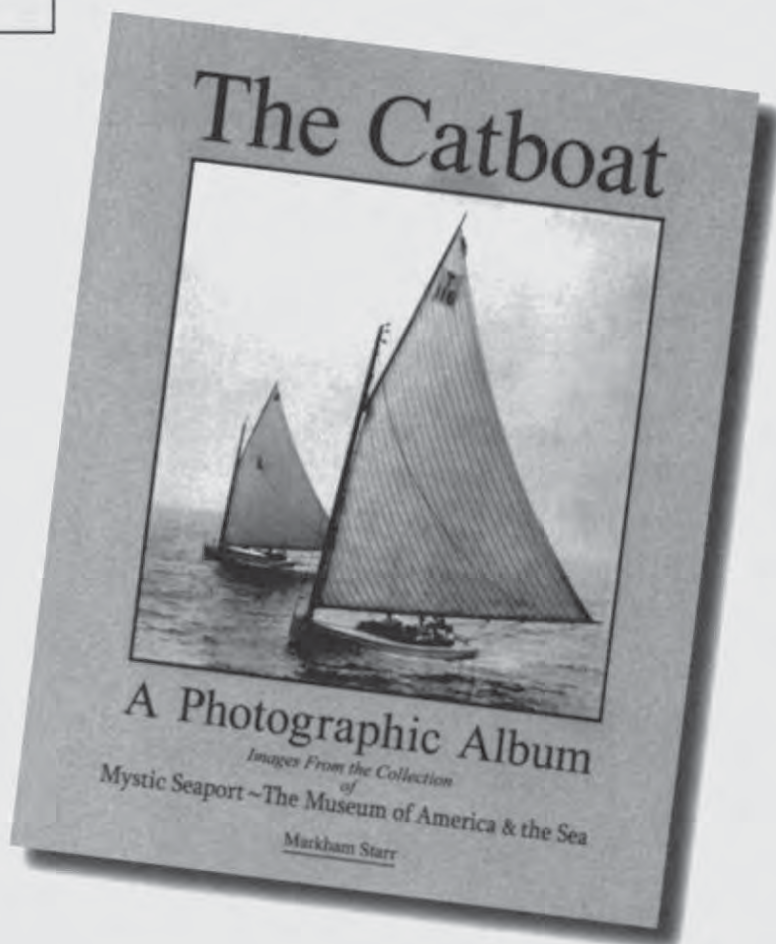
– Judy Lund
Red Squirrel

The Catboat: A Photographic Album

By Markham Starr

Fowler Road Press
49 Fowler Road
North Stonington, CT 06359
markhamstarrphotography.com

Price: \$16.50 plus \$3.15 for shipping and handling.



Editors Note: This book can be purchased from the following Website: catboatalbum.com.

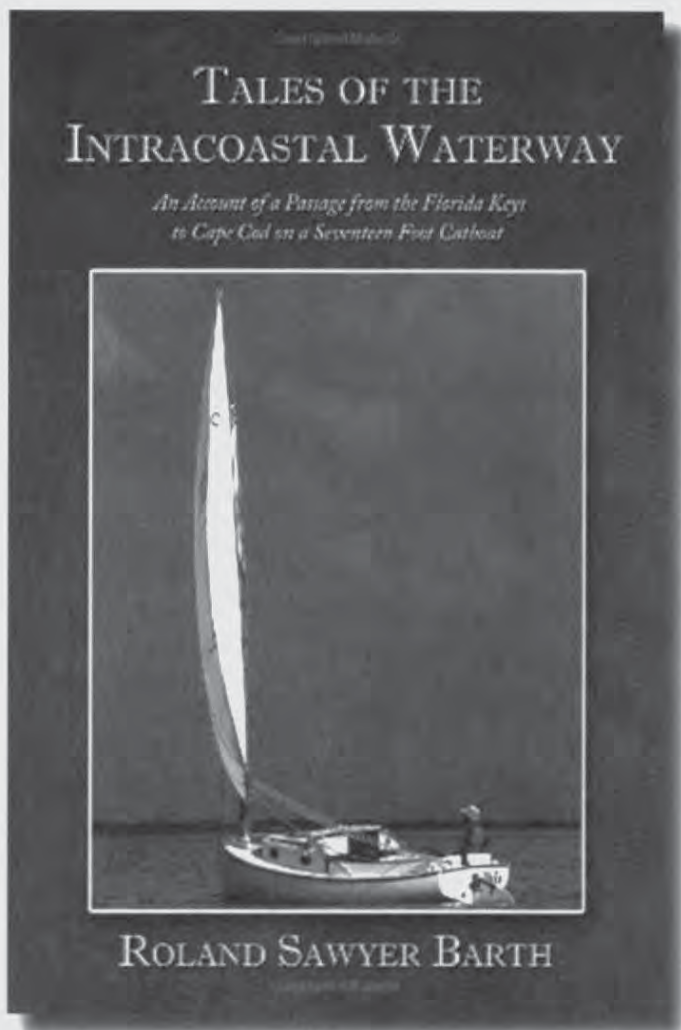
Tales of the Intracoastal Waterway

By Roland Sawyer Barth

Published by AuthorHouse and the Catboat Association Press, 112 pages.

Price: \$15.00

Available through catboats.org or amazon.com



Roland Barth was at a crossroads. Approaching his 70th birthday and intrigued by the recent reading of *The Boy, Me, and the Cat* by Henry Plummer, he embarks on the adventure of his life. This is a must read for anyone who day sails in local waters, looking out at the horizon and dreaming of venturing off to far away harbors.

The reader is treated to all the decision-making, planning and memories of what becomes a trip of a lifetime up the Intracoastal Waterway. Beginning in Key Largo, FL and ending in Cape Cod, MA, Roland never lets the reader forget *Ibis*, his 17 ft. catboat, is a small boat. He begins with his full disclosure statement of life aboard a small boat. His list of haves and have-nots prepares the reader, just as it prepared his crew members for cramped quarters and limited luxuries, yet infinite possibilities. Each chapter reads like a letter home, starting with "Dear family and friends...." It's not long before the reader feels like one of Roland's personal friends wondering what events will be happening around the next bend of the ICW. We rejoice with his descriptions of the surrounding beauty and gasp when U.S. Army boats approach *Ibis*, pointing machine guns and heavy armor. We learn, like all sailors, that daily routines seem mundane, but become hazards if left undone when the weather and water conditions change.

Barth muses along the way of his decision to make 70 individual day sails become a 2,200 mile journey. He balances the pros and cons of sailing solo with the days he is joined by friends from around the country. Crew members who joined Roland Barth along the journey add their perspective of the trip with photos and journal entries. Their humor and insights complement Barth's telling of the journey.

Almost one century ago, Henry Plummer embarked on the same path as Roland Barth. Their journeys were chronicled in well written books. Both tell of exciting adventures, both warm the winter-weary-hearts of catboaters planning their next season of sailing. *The Boy, Me, and the Cat* inspired Roland Barth to make his journey.

Possibly *Tales of the Intracoastal Waterway* will inspire you to follow Roland Barth's path.

– Carol Titcomb
Calynda



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 \$35.00 fee will be charged to all non-members.

Internet publication of your listing on The Catboat Association's website, 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. Editors are not responsible for accuracy of content.

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

152-1. FOR SALE: 1979 Withholtz 17' catboat. Fiberglass, Cape Cod Shipbuilding constructed, hull no. CAC00901M79J, keel version, 3 year old tanbark sail, aluminum mast, varnished spruce boom and gaff. Harken blocks, teak boom crutch, varnished teak seats, rails. Interior teak, Cedar and pine cladding. Honda 5 hp outboard. The hull below waterline has been treated with west system epoxy and above waterline has been awl-gripped kelly green. Deck, cabin are awl-gripped beige. Walking surfaces are covered with treadmaster. Fortress and Danforth steel anchors, lots of rode. Built in porta potti in a locker, area aft for galley. The craft is set up for jiffy reefing, 2 rows. Reefing and control lines color coded. Hardin double axle trailer ready to carry her. She is sailed on the Gulf of California and stored indoors. Asking \$11,900 USD. Contact Bob Marston at marstonbs@hotmail.com



sanded cetol and painted buff where appropriate. Custom 15oz. canvas winter cover & custom wood winter frame. All spars under covers each winter. All spars sanded & painted each season. Running lights, anchor with chain and 150 feet of rode. Numerous lines for docking and mooring also fenders, cushions fire extinguisher etc. Cabin cushions in excellent shape, stored off boat each winter. Boat sailed out of Little Neck Bay, Queens, NY, Long Island Sound. Winterized in Glen Cove on western Long island sound. Contact Tim Tynan 347-551-3164 tynante@hotmail.com. Asking \$9000.

152-3. FOR SALE: 1973 Herreshoff America 18' catboat. Fiberglass Cape Cod Cat Boat by Nowak & Williams, good condition. Aluminum mast and flag sail, Tee Nee Trailer, 1998 electric-start 15hp Evinrude, battery & 12 volt electric system, running & anchor lights, electric bilge pump, depth finder; Richie Compass, sail cover, lazy jacks, bunk and cockpit cushions, anchor and line, stainless steel skeg and rebuilt rudder. Fully equipped and ready to sail. Located Tuckerton, NJ. Price \$6,500. Contact Wil Shepherd at patshepwil@verizon.net or 609-294-9740.



152-2. FOR SALE: 1975 Marshall 18' Sanderling catboat. Buff deck & cockpit sole, cockpit seats & cabin top. 1993 Johnson 2 cycle 8 HP outboard, excellent condition annually professionally winterized and spring tune up. Two gas tanks, one 3-gal., one 6-gal. New 2003 "Cream" color Thurston main sail with two reef points. New center-board and bronze pin 2001. New bronze rudder & transom steps 2000. New sunbrella green sail cover 2004. New topping lift 2009. All bright work sanded and two coats of cetol annually, including tiller, boom crutch and motor mount. Bottom sanded & anti-fouling paint annually. Topsides sanded and painted white annually. Entire cockpit



152-4. FOR SALE: 1980 Atlantic City 24' Catboat. Newer 2GM20F Yanmar Diesel, 320+or- hrs, Garmin GPS Map w/Blue Chart2, Raymarine Sea Talk ST60 wind, Speed and Depth Indicators, Wind Vane, Stereo system w/Sirius Sat. set up, Galley sink, Origo 2 Burner Alcohol Stove, Teak Interior, Holley & Teak Sole, new Cushions inside, full Cockpit Cushions, Head w/holding tank, sink too, new sail cover, new Edson Bronze Wheel, Bottom painted recently, sleeps 5-7, Optional Auto Pilot Autohelm 3000, Maxwell #22, 2 speed self-tailing



winch. Location: Ft. Myers, FL Price: \$ 28,900. Call Fred Lewis 239-849-7849 or email akl2299@comcast.net

152-5. FOR SALE: 1973 Marshall 18' Sanderling catboat. Re-fitted to excellent condition by Marshall Marine Corp. Beloved catboat I owned for 18 years. Itch to buy a bigger boat. I have 2 invoices totaling \$13,400 that rebuilt the cabin, awlgripped the deck and cockpit etc. Includes 2008 special long-shaft Yamaha 8 HP 4 cycle outboard that re-charges the battery. Ritchie bulkhead compass, cabin and cockpit cushions, porti-potti, spars painted buff, bronze stern step ups, running lights, new hardware and halyards. Sell price \$16,900. Boat is stored at Marshall Marine Corp., South Dartmouth, MA. Contact Scott at 508-533-2068 or e-mail at sbonrad1@live.com.



152-6. FOR SALE: 1978 Legnos 20' Mystic Cat # 39 Equipped to cruise. All wood mast & spars, Yanmar 9hp diesel (3 yrs. old), 3-blade prop, two thick 4" bunks 6'2" in length, sink, water, stove, new porta potti, cockpit fully cushioned, bulkhead mounted 2-year old compass, sail 3 years old (one patch) no battens, fiberglass hull & deck, Mahogany hatch doors & swim ladder, 2 anchors, one with chain, red sail cover and red cockpit cover. New extra tiller by Legnos, 8 dock lines, extra battery. First place last three years, Great South Bay, Long Island annual cat boat September races. REDUCED \$14,425. Contact Ed Weinstein @ 631-666-8030 (preferred). You may also email franwein@optonline.net.



152-7. WANTED: Propeller for inboard. 12"x10(pitch)x 3/4" (0.75 inch shaft), two-blade, RH (right-hand) propeller needed. Call Jack Wheeler, 718.356.7519 (Staten Island, NY).

152-8. FOR SALE: 1960 Goeller 15'8" wood catboat. "Sea Duck", designed by Frederick William Goeller, Jr., in 1915, Built in 1960. Good condition: Hull tight, spars good, sail good, newer centerboard case & rudder. \$3000. Call William Hobbs 978.857.8848. Swampscott, MA. WLHanchor-down@gmail.com



152-9. FOR SALE: 1973 Concordia 9' Yacht Tender. "Tale" is a fine 9' Fiberglass tender that had been Breck Marshall's family tender since 1973. I purchased it in 2005 from Geoff Marshall to tend my Marshall 22. It has classic "longboat" lines with a blunt prow and scribed transom that go purr-fectly with catboat lines. Great, effortless rower and reasonably stable. Freeboard professionally painted with Interlux enamel over original gel in 2007. New Shaw & Tenny oars, leathers and bronze oarlocks in 2005. Custom canvass cover was nearly new in 2005. "Needs" varnish on the mahogany seats, floor and rub rails. Otherwise a very well-maintained, carefully used Yankee sailor's tender. Stored under cover since the day it was built. More pictures on request. \$1400 into it but will sell for \$1,200. Located in Barrington, RI. Call Jim Tumber at 401-247-1965, or e-mail jwhtumber@gmail.com.



152-10. FOR SALE: 1968 Hermann 17' fiberglass catboat, Marconi rig, restored to like-new condition. All restoration work done professionally. Cabin top and foredeck re-cored and re-glassed. Cockpit sole replaced with all new supports. Centerboard slot re-glassed. All fiberglass surfaces restored to like-new condition. Teak refinished with 6-8 coats of Cetol. Rudder fiberglassed and propeller aperture filled in and fiberglassed. New mast 2005 repainted 2009. Boom with vang and hardware for lazy jacks and 2 jiffy reefs resurfaced and painted 2009. New standing rigging 2005-2009. New Squeteague sail 2008. Outboard motor bracket. (Outboard motor not for sale). Transom-mounted fold-down boarding ladder. Large dry cockpit lockers. Built-in Guzzler bilge pump. Sink with stainless water tank. Origo one-burner alcohol stove. New breaker panel and wiring 2009. Refurbished original aluminum ports. Navico tiller pilot. Uniden VHF radio with masthead antenna. Garmin 276 MAP GPS with mounting bracket. Ritchie compass with demountable bulkhead bracket. Danforth anchor and rode. Price includes Easyloader single-axle trailer with spare wheel and tire. \$14,900. Lea Wilds, owner, wilds@infionline.net. Located Harpswell, ME. Selling agent: Stewart Hart stew@greatislandboatyard.com, (207) 729 1639.



152-11. FOR SALE: 1991 Marshall 15' Sandpiper catboat. Hull #301, original owner. White with blue trim and interior. Sail cover and boom tent, flotation bags, removable bow shelf for storage. Lifting rings with bridle. 2003 trailer. 3 sails. Asking \$9500. Located Bay Head, NJ. Contact Anne Kennard, amkennard@aol.com or 732-892-4864.



152-12. 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 gimbaled 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



152-13. FOR SALE: 1985 Non-such 30 Ultra catboat. Shoal draft, in excellent condition. Bottom redone in 2003 with 5 barrier coats. Topsides AWL Gripped in 2006. Most recently bottom painted in Sept 2009. Westerbeke 27 diesel runs great. Balmor 100 high



output alternator, AutoProp, PSS shaft seal Sept 2009. Autohelm auto pilot, Ratheon wind, speed and depth. New Garmin 400 GPS, 30 amp shore power. AM/FM radio. VHF with RAM mic. SuperMax, Bruce and CQR anchors. All rigging in good to new condition. FirgBar refrigerator/freezer. Pressurized fresh hot and cold water with 85 gal capacity. Propane system for hot water and stove/oven. Large cockpit with hard top dodger, convertible bimini and partial enclosure. Custom swim platform. 10' Trinka dingy with sailing package and 2hp Honda ob. Located in Key Largo, FL. This is a gorgeous boat that must be seen! I will consider taking a Marshall 18' Sanderling as a part of the transaction. Contact Karl Langefeld, phone 954 755-9108, or email klfreestyle@aol.com or go to nonsuch30forsale.com for complete details and pictures. Asking \$72,500.

152-14. FOR SALE: 1996 Marshall 15' Sandpiper. NOLA is a beautifully maintained open cockpit sailboat. Fantastic family day sailor and comfortable club racer. Located in Saunderstown, Rhode Island. 2009 SYC season champion. White hull with shark gray bottom, red waterline and buff deck. Teak combing and toerail. She comes equipped with all available options and features: North racing sail with window and cruising mainsail. Mast hinge. Cockpit cushions with Dry Fast Foam, Boom tent and sail cover, Positive Foam Flotation, Load Rite trailer, Harken mainsheet system, Windex wind indicator, 4 hp Evinrude outboard motor with motor bracket included. All running rigging replaced in 2009. Mainsheet new in 2008. Bottom faired in 2009. \$17,500. Need more details? Email: raskalcat@yahoo.com or call 713.725.5340.



152-15. TRADE for Catboat: 1993 Saber 30 MKII. Very well maintained and excellent condition, Westerke 20HP with 350 hours. Looking to downsize to either a Marshall 22 or 18. Now located on the Eastern Shore of the Chesapeake. Contact George Zachmann, 410-745-6985, gzachmann@zyteq.com.



152-16. SOLD!

152-17. FOR SALE: 1972 Marshall 15' Sandpiper catboat. Refurbished by Marshall Marine in 2004. All oak was replaced with teak. Rubrail, coaming, centerboard cap, shelves, new centerboard, centerboard pivot, new rudder, tiller, gudgeons and pintles. New Quantum/Thurston Sail 2008. Two sets of reef points (never used) excellent condition, Mast/Boom/Gaff refinished, painted buff in 2009, Boom tent and full sail cover. Motor: 2005 Yamaha 4 stroke 2.5hp. Very low hours (less than 25), light and perfectly suited for the Sandpiper.



Excellent condition, mounted on SS Bracket, easy lift. Trailer: Long Galvanized. Bearing Buddies. Trailer was only used twice a year to put in and haul out, and to store the boat in the winter. Bunks and Rollers. It's time to pass our beloved Charm on to a new caretaker. We are the second owner of this Sandpiper and have thoroughly enjoyed her for nine seasons in and around Madison, CT./Long Island Sound. The boat is a wonderful, heavy, rugged daysailer. Easily singlehanded but also a great family boat. I've grown up around Catboats (Barnegat Bay, N.J.) and happen to think

that the Marshall Sandpiper is one of the most enjoyable Catboats to sail. With no cabin trunk, the visibility forward is great. Very stable, dry and safe. She spent the first part of her life on Narragansett Bay in RI, and has been sailing in Long Island Sound since 2000. I would like to see her go to a new loving home where she will be enjoyed for many years to come. \$10,500. Please call Jim Leadem at 203-779-5601 with questions or email me at jetdog@comcast.net. The boat is stored and covered on the trailer in my yard in Madison, CT.

152-18. FOR SALE: 1986 Marshall 22' Catboat. Very good condition. 2cyl Yanmar inboard - Yard serviced. White hull -light blue deck, auto helm, VHF, cockpit cushions, new motor mounts and shaft/cutlass bearing 2004, new sail -running rigging/ blocks and spars repainted 2005, new exhaust elbow 2006, new sail cover 2008. Just underwent a refit this February local yard replaced: transmission, seacocks, bilge pump, alternator, seawater pump, port lights, and all filters. All teak trim was sanded to bare wood and refinished with 4 coats Honey Teak. The cabin sole and cockpit were also repainted. Asking \$33,500. Located Surf City, NJ. Contact Chris Mele for more information and pictures: Christiangmele@yahoo.com or call 908-962-2289.



152-19. FOR SALE: 2006 Compac Sun Cat 17' catboat. Roomy day boat or over-nighter that accommodates up to 6 people. Features factory optional full Teak Package including Cockpit Grate and Cabin trim; Bimini Top w/ Cover; Vinyl Cockpit Cushions & Fabric Cabin Cushions; Stainless Transom Boarding Ladder, Anchor Roller/Hinged Deck Pipe & Retractable Motor Bracket; Custom Sail Cover; Performance Galvanized Trailer; and Full Electrical package w/ deep cycle battery. Honda 5hp longshaft engine. Mastendr quick rig folding mast system allows for easy trailering. Draws only 14" with swing keel up, so it's perfect for exploring coastal waters & quiet creeks. Honda 5 hp outboard. Stored indoors off-season. One owner, with less than 25 hours total use on the Chesapeake Bay (VA). \$16,900 USD. Hull# AB-V17212F506. Contact John Lacko at jlacko@kaballero.com or visit this site for more information.



152-20. FOR SALE: Sail for Marshall 22. One 388 sq ft sail made by Thurston to original dimensions in 1997; 6.5 oz. soft dacron, with two reef points, and number 56 on sail. Good condition, located in Carlisle MA. \$400. Call Bob Hilton at 978-369-5248 or email rchilton@tiac.net.



152-21. FOR SALE: 1993 Carolina Cat 16' catboat. Custom made by builder N.L. Silva & Co., Wilmington, NC. Length 16', beam 7'4", Draft board up 10", board down 3'. Sail area 151 sq. ft. weight 700 Lbs. 6 Adults. 2 Hp Yamaha motor and Load rite trailer. Always under cover. Boat Trailer & Motor 8,500. Call Don Hekhuis at 336-476-4340 or email hekhuis@northstate.net.



152-22. FOR SALE: 1982 Menger 17' catboat, trailer, 6 HP Evinrude OB with long shaft-low hours, 2 sets of sails, sail cover, lazy jacks, topping lift, manual and electric bilge pumps, porta-potti, breaker panel, bronze transom and rudder steps, compass, twin 8' cabin cushions, 6 gal. gas tank, louvred teak drop board, pull-out galley. \$8,500. Stored in Monmouth Beach, NJ. Walter Beck, email walsue@verizon.net or call (973) 992-9009 (evenings).



152-23. 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. Reduced to \$16,000. 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



152-24. FOR SALE: 1986 Marshall 18' Sanderling catboat. Diesel engine (new Yanmar 1GM10 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 tent and sail cover. Bunk mattresses, cockpit cushions and porta-potti. Located in Central New York. Reduced to \$24,000. Ed Haley; email eghaley@twcny.rr.com or call 315-725-8382. Other pics available upon request.



152-25. FOR SALE: 1981 Herreshoff America 18' catboat. Excellent condition: hull, one sail, weathered teak seats and trim, 2003 Suzuki 9 hp 4 cycle outboard engine with less than 50 hours use well maintained. Tan "Sunbrella" sail cover custom made in 2007. Aluminum mast and spars. Danforth anchor with chain/rope, 5 gallon gas tank, portable head, bilge pump, swim ladder included. Immaculate interior with brown cushions, portable head and oars included. A wonderful little boat that is well equipped for day sailing. Picture will be forthcoming. Price: \$8,500. Located Ryder's Cove Boatyard, Chatham, MA, (508)-945-106. Contact: Suzanne Leahy, Pleasant Bay Boat and Spar Company at info@pleasantbayboatandspar.com (508)240-0058

152-26. FOR SALE: 1968 Clark Mills SunCat 16' 6" catboat. Marconi rigged open cockpit. Hull #35. Sail area 165 sq. ft., L.O.A. 16' 6", L.W.L. 15', Beam 7' 3", Draft 9", Twin bilge boards down 2' 7", Disp. 1100 lbs. Mast height above water: approx. 25'. Boom length: 14' 6". Spring '09 all hardware was removed and hull was taken down to the gel coat from top to bottom and primed 2-part Interlux Epoxy PrimeCoat and bottom sealed with 2-part Interprotect prior to hull and bottom painting. New lines. Sail & sail cover both in fair to good condition. Galvanized trailer. Garaged all winter. Price \$3,500. Additional photos available upon request. Please contact Tom at 781-773-1606 or email: tombelljr@yahoo.com. Registered and located Hull, MA



152-27. FOR SALE: 1976 Marshall 18' catboat. Hull 392, rebuilt from bare hull and deck Spring 2004. New teak trim, new port lights. Deck, interior, topsides and mast and spars painted, deck non-skid painted with Interdeck, new berth cushions and sail cover (navy), Plastimo bulkhead compass, new running rigging, and mast boot. New Quantum sail (2008). 13# Danforth w/ rode and chain. Dri-deck cockpit grating. Evinrude 6 h.p. with two 6 gal. gas tanks and Y-valve. Boat trailer. Located Bass River, Cape Cod. Asking \$13,500. Email Shep Williams shepwla@msn.com or call 508.385.5640



152-28. 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 <http://sites.google.com/site/22marshallcat>. Located in Padanaram Harbor, South Dartmouth, MA. Asking \$22,000. Contact Charlie Siegal at 617-721-7281 or csiegal@gmail.com



152-29. FOR SALE: 1971 Herreshoff America 18' catboat. Great boat in very good condition with many upgrades and extras: Stainless steel CB, Folding mast, Trailer w/ extendable tongue for easy launch retrieve, low time Yamaha 4cycle 4hp outboard, spare non-folding mast, spare rudder. Located Lake Travis Austin, TX. \$8950. Feel free to contact me w/ questions Ph 512-258-9798 deke13@earthlink.net Bernard DeKeyser.



152-30. FOR SALE: 1973 Herreshoff America 18'2" Catboat built by Nauset Marine of Cape Cod. Hand laid up fiberglass with self-bailing cockpit under way or at rest. Good condition with original flag sail. 6hp 4-stroke Mercury O/B purchased in 2008 with less than 20 hours fits into cockpit well. Teak: cabin house trim, coaming, cabin shelves, hand rails and seats. Bronze deck hardware and cabin ports. Non-skid molded in walk areas. Laminated ash and mahogany tiller. Two berths with cushions and storage under. Sail cover, cockpit cover, cockpit cushions, anchor and rode. Marina installed electric system includes masthead light, running and stern lights as well as cabin lights; 12 volt pane 650 battery, 110 volt charger and GFI outlet. Sink and portable head. Cockpit mounted Plastimo compass. Lovely boat with room for family sailing or a romantic weekender for two. Located on Hudson River in Ossining, NY (Westchester). \$7,500. Call Betsy Rich at (914) 263-5654 or email- betsyrich2010@gmail.com.



152-31. FOR SALE: 1984 Wenaumet Kitten 13.5' catboat. Often considered the perfect wooden daysailer, Wenaumet (Bigelow) Kitten built by R. Bigelow & Son circa 1984 has been professionally maintained and always kept in excellent condition. "Tradition" is one of a rare few wooden boats that shows her owners' pride in her maintenance. She is arguably the nicest boat in the fleet of these rare cat boat rigs. Her condition is excellent with new paint and brightwork to all surfaces. She comes very complete with mainsail, spinnaker, spinnaker pole, anchor and rhode, all lines are in excellent shape. This vessel was traditionally built, finished, and maintained with that same respect to its heritage. Thus, well named: TRADITION. This is a classic catboat, ready for the next wooden boat lover to enjoy and cherish. She has turned heads in Buzzards Bay, Massachusetts and Portland, Maine. She has been on display at the Maine Boatbuilders show in Portland, Maine in 2009 and is now reluctantly up for sale. She can be seen in Maine, by appointment only. Respectful offers respectfully considered. \$11,995. Email Art Olive at art@menus.com or phone 508-362-3464.



152-32. FOR SALE: 2000 Menger 19' Catboat. Excellent condition. Tabernacle mast, anchor plus chain and rode, Porta-potti, Sun-brella sail cover in 2006, bronze steps on rudder and transom, well maintained 9HP Yanmar diesel inboard with 510 hours, navigation lights, cabin lights, two bunk



cushions 8 feet long, cockpit cushions all around, drop leaf cabin table, bulk head compass, five portlights with one opening, PFDs, fire extinguisher, docking pole and dock lines. This has been the perfect boat for evening sunset sails on the James River and exploring the Chesapeake Bay but a recent big boat purchase in order to do a sail-about to the Bahamas and the Caribbean necessitates the sale of my beloved catboat. Either the Catboat goes or my wife goes. Please help me save my marriage. Price of \$28,500 includes trailer. Contact Bill Wier at 757-876-3555 or e-mail at bill.wier@kingsmill.com

152-33. FOR SALE: 2 Thurston Quantum Sails for Marshall Sanderling. 2006 Thurston Quantum, in very good condition (no holes, tears), used two seasons, has reefing points, no window. Asking \$400 which includes sailbag, battens and invoice (cost \$1165. new). Also selling 1999 Thurston Quantum Sanderling Sail w/ window, reef points. Very good condition. Asking \$250. which includes sailbag and battens. Contact: Al Cavaiola at 732-899-0753 or acavaiola@aol.com

152-34. FOR SALE: 1981 Great Lakes 16.5' Catboat. By D&D Custom Yachts, Hamilton, Ontario. Exceptionally stable and easy to handle with a 7.5' beam and a fixed and retractable keel. Rigging is simplified with a hinged mast and aluminum spars. Easy trailering is made possible with a gross weight of only ~2000 lbs. The boat is located just north of New Hope, PA. Boat, trailer, and 7.5hp Honda outboard \$6500. Call Wendell Will at 215-766-7655 or email will5786@comcast.net



152-35. WANTED: Day Charters, Great South Bay, NY. Careful, experienced sailor, former Sanderling owner, seeks to rent your Sanderling or similar boat for single days, 2010 season. Roger Campbell. Please contact: rogercampbell@mac.com

152-36. FOR SALE: 1966 Marshall 22 Catboat. Hull #15, Puddleduck. Reluctant sale of our well loved family boat for last 12 years, still in great shape after extensive professional restoration. Excellent Manchester mainsail and running rigging, companionway dodger, tan sunbrella covers for main, wheel and brass binnacle compass. Upholstery upgraded and cockpit cushions, teak cockpit grating, extra bronze opening port. New teak bowsprit and anchor roller plus anchor and rode, fenders and mooring lines. Autopilot, depth sounder, folding boarding ladder, marine head and holding tank. Shelving over v-berth, original stove, many spares and extras. Reliable and well maintained fresh water Atomic 4. This catboat has lived in freshwater in the 1000 Islands area, upstate NY and Canada for many years and looks much newer than her age would suggest. More pictures on request. \$19,500. Email hamblett@ripnet.com or call Phil Hamblett at 613-923-2312 for more details.



152-37. 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. Reduced! \$7,400. Lo-



cated Barnegat Light, NJ. Call 912-598-1374 (Nov.-May) or 609-494-4216 (June-Oct.), or email nanbas@aol.com

152-38. 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.



152-39. FOR SALE: 1986 Non-such 22' catboat. Efficient sailer, inboard diesel, comfortable cruising accommodation for two with standing headroom, separate enclosed head. Price \$27,900 Cdn. Paul Blanchet blanp@nbnet.nb.ca



152-40. FOR SALE: 1977 Stur-Dee Cat 14' Marconi rig catboat. (see www.stur-deeboat.com) with 2001 Venture trailer. Coamings need replacement along with some standing rigging work. \$2000. Contact Penn Pfautz, Middletown, NJ (732)-957-0474, ppfautz@comcast.net



152-41. FOR SALE: 1998 Wittholz 17' catboat. With trailer. Boat in excellent condition, hull is 1/2 inch mahogany covered with fiberglass cloth, Cabin and cockpit have upholstered cushions. Honda long shaft OB motor included. Asking \$7500. Located Brooklin, ME. Robert L. Nutt 201-569-3787 or mjnutt@juno.com



152-42. FOR SALE: 1995 MengerCat 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 \$26,000. Located G.S. Bay, Oakdale, Long Island NY, Contact Bill Hegarty at littlewhitedory@yahoo.com or (631)804-0750.



152-43. FOR SALE: 1981 Marshall 15' Sandpiper catboat. New sail, spare sail, seat cushions, cockpit cover, boom cover, 2 HP outboard. Tabernacle-folding mast. Trailer refurbished in 2009 with new wheels, tires, lights, bunks, springs, kingpost, and winch. Boat stored inside - located Saratoga Lake NY - will deliver. Price \$9000. Don Nelson (518) 330-5941, captdenelson@mac.com



152-44. FOR SALE: Great Bay 15.5' catboat. This beautiful boat is in great condition and sails like a dream, well balanced with little weather helm, quick in light air and stiff in a breeze. The cockpit is large for a boat this size as it goes farther forward than similar cats, such as the Sandpiper. The long teak seats could easily fit 3 or 4 adults on each side (which is not to say that is recommended in rough conditions, but just to convey the roominess of the cockpit...) The boat includes two sails. One is in excellent (almost new) condition, the other one is in good condition but older and with a small patch. The mast was recently replaced and like the other spars is wooden (spruce, I think). I had two new tillers made of white oak last summer as well. Also included is a classic Evinrude outboard that runs well and helps complete the classic catboat look, a trailer, electric bilge pump and battery, a paddle, anchor, etc. For pictures of my final sail of the season last year, check out these photos: <http://bit.ly/bU2IqP>. Price of \$7,500 includes all of the above. Contact Paul at p.simeone@comcast.net or Evan at scrollpane@gmail.com.



The Catboat Association

Membership Application

Mail completed form to:

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



Founded 1962
Incorporated 1983

One-time initiation fee:	\$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

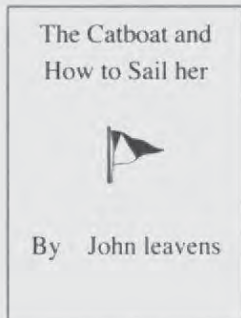
APPAREL	Quan.	Price	MIXED MERCHANDISE	Quan.	Price
A. Gray T Shirt - S, M, L, XL, XXL		\$17.00	L. Decal, colored burgee		\$ 2.00
B. Staff shirt - navy or white, S, M, L, XL, XXL		\$30.00	M. Burgee, 12 in. x 18 in.		\$10.00
Navy Shirts: Please specify Original Logo or Burgee only.			N. Tote Bag, large		\$20.00
C. Baseball Cap and Bucket Hats - (all cotton) tone		\$16.00	Tote Bag, small		\$15.00
Please specify CBA Logo or Burgee - All other colors			O. Tumblers please specify:		
Nautical Red, Periwinkle, Pale Pink, Lime Green, and Baby Blue			12 oz. plastic with catboat or CBA patch		\$ 7.00
available in CBA Burgee logo only			16 oz. plastic, tall or short, with catboat or CBA patch		\$ 7.00
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G. Lapel Pin, colored burgee		\$10.00	Q. Coffee Mug		\$ 8.00
H. Tie Tack, colored burgee		\$ 5.00	R. CBA Cocktail Napkins (100 ct)		\$ 8.00
I. Catboat Pin		\$10.00	S. Glassware please specify:		
J. Cotton Patch		\$ 3.00	Pint beer glass with CBA logo		\$10.00
K. Wool Blazer Patch (NEW ITEM)		\$25.00	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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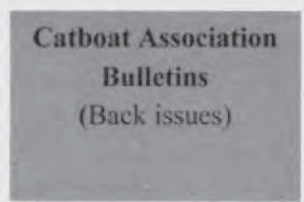
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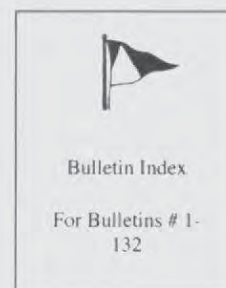
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CATBOAT AND PASSENGERS ON BACK COVER

Here is an interesting double post card that depicts Nantucket Harbor in the early 1900s. How many catboats can you count?

Postcard courtesy of Ken DeLong.

