

Catboat Association Bulletin



No. 153



Fall 2010

HISTORY IS MADE... ON THE FRONT COVER

SILENT MAID and *KATHLEEN*

Bow to bow in a five race series, Summer of 2010

(photo courtesy of Seaghan McKay)

Catboat Association

www.catboats.org



BULLETIN NO. 153

Fall 2010

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Printer: Advanced Graphic Services, 15 Hitch Street, Fairhaven, MA 02719.

Published three times annually by the Catboat Association, Inc., Box 72, Middleboro, MA 02346-0072. Entered as pre-sorted, third class mail at main post office, Providence, RI: February 15, May 1, and November 15 - Copyright 2010, all rights reserved.

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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

Notify the membership secretary, Dave Calder, at the address above.

Letters to the Editors



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

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

Please direct questions to members of the editorial board or to the panel of contributing editors.

Shipmates,

As I lie here in my hospital bed (that's another story), I await reports from my spies and informants, about the contest between *Silent Maid* and *Kathleen*, two extraordinary catboats from a different era (early 1900s) when catboats were beating every other kind of boat on the water. Now again history repeats itself in these two beautiful and slippery fast catboats. *Kathleen*, 2009 Nantucket Opera Cup winner overall and on corrected time. She is a 28 foot C. C. Hanley design, skippered by Tim Fallon. This 2010 summer race and rendezvous season from Maine, Massachusetts, Rhode Island, Connecticut and New York, she will be just about first in her class the whole summer long, beating much larger boats.

Then there is *Silent Maid*, 34 foot catboat of Francis Sweisguth design. As some of you know, the two boats have been match racing over the past summer in a series of five races (*Kathleen* 3, *Silent Maid* 2), so evenly matched, though both boats are of different design from a different era.

The sportsmanship shown by both skippers and crews is what catboats and boating is all about. For twenty-five years or more, I have been trying to have New Jersey boats sail against Cape Cod boats. And what do we find out? Each is equally as good as the other. So what can I say, ho-rah, ho-rah for *Kathleen* and *Silent Maid*!

Your Sinking Shipmate,
Bob Reddington



Catboaters,

Enjoy my tale below (true story from July 2010). I am currently cruising my M22 from Wickford, RI to Annapolis, MD. I'm in Great Kills Harbor, Staten Island, NY. Looks like a possible weather delay tomorrow.

Best regards, Rex Brewer

Many friends with a wide variety of motor and sailing vessels planned a cruise that would traverse many ports on Cape Cod and the islands just south. Is the meek catboat up to such a feat? Clearly the cat is a different, diminutive, genre from the seaworthiness and creature comforts of the modern yachts she'd accompany. Can the same cat that nestles to anchor in the tranquil shallow corners of the Narragansett Bay take on the open ocean with such unfamiliar company? Well, maybe.

The hats of boatswain's mate, steward's department/cook, and the ready for everything chief mate and Captain were worn by just the two of us, but had us loaded heavy and quite stable in comparison to the bare bones, lighter boat of weekly racing on the bay. Pre-positioned to Newport, we begin our adventure south on the nearly calm east passage headed toward the daunting open sea. Can the cat flourish in just an edge of the mighty Atlantic Ocean? The answer, a resounding, DEPENDS.

The calm on departure demanded running the engine to make destination in daylight, the only challenge was the wakes of many mega yachts headed seaward through the same channel. The calm of the ocean was inviting, but we're not fooled, the giant is asleep, not incapable of wreaking havoc or worse to the disrespectful plunderer. At the midpoint of our journey to Cuttyhunk, the early afternoon southerly breeze filled in delightfully and the din of the engine was gladly dismissed for a comfortable reach eastward. The reach is nicely balanced, the helm is neutral, the

cat points to the harbor with only minor input from the helm! Delightful! Filled with the pleasure of our comfortable journey we enjoyed the food and fun of the beautiful island in the warm summertime.

Days later our predawn departure for our return journey west includes more calm waters and a forecast of increasing winds. The beautiful sunrise leads to seas of moderate rolling swells hitting us on the port stern quarter. The cat broaches. I feel small. These relatively small, round, smooth, topped 2 to 3 foot swells push the stern out so the boat tries to parallel the swells. The wind comes further up on our port beam as we turn, followed smoothly and immediately by the same wave moving forward and

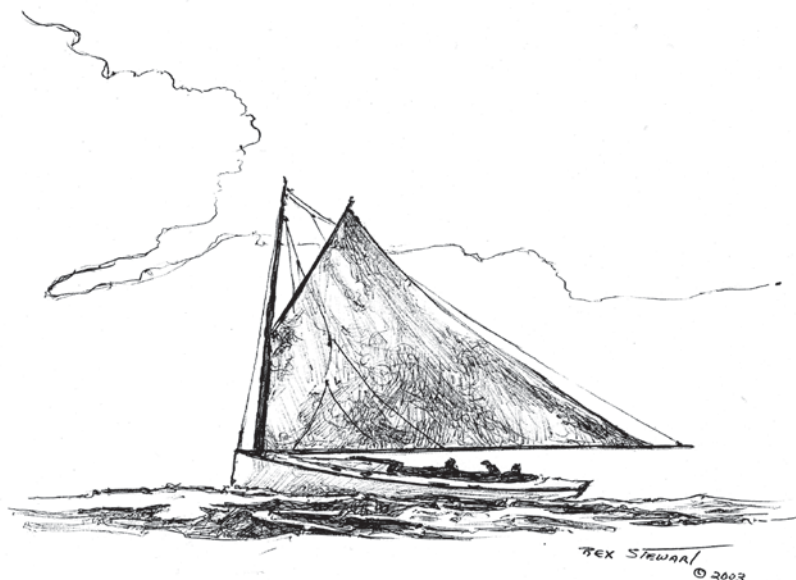
pushing the bow out and returning us to nearly our original course. In short order I've mastered the inputs needed by the cat's capable rudder to anticipate the broach and keep the course nearly steady, and the sail full. It's a lot of work for a long time. We're making 7 knots!! Weeee! If the swells were directly on the stern we'd surf. Since they are port of astern we wiggle our way along with respect for the mighty forces at work. Very enjoyable now, but thoughts of wind changes in direction and speed keep me thoughtful. Alas the wind remains steady and we turn onto protected waters up Narragansett bay's west passage with a smooth fast reach to homeport. We did it this time but the answer to "Can we do this?", still DEPENDS.



Queensboro Bridge, 9.8 kn.in East River, looking north.



Oct. 4, 2010 - Back on the water, past NY City. Amazing views.





– *Bulletin Editorial Board*

Volunteer To Serve On Your CBA Bulletin Editorial Board:

A vacancy has opened up on the CBA Bulletin editorial board.

JOB DESCRIPTION:

Each editor:

- edits 15 to 20 pages, more or less, of articles, illustrations and information for each of 3 yearly CBA Bulletins.
- works with the editors to refine material for each issue of the Bulletin.
- attends a half-day editorial board meeting for each of the 3 Bulletins published in the yearly cycle.
- reports on assigned events at the annual meeting.
- completes other tasks related to Bulletin production as the need arises.

Each editor will be a lead editor for every fourth or fifth issue. The lead editor:

- collects material from the contributors.
- organizes contents for the issue on the computer.
- develops a schedule of due dates to meet the publication deadline for the issue.

- assigns tasks equitably among the editors to meet the due dates.
- works with the printer to produce the proofs prior to final printing.
- hosts a meeting of the Editorial Board to review the issue prior to printing.
- works, as needed, to familiarize a new editor with the lead editor's job.

Almost all the work is done electronically via the Internet, making it possible for an editor to be located anywhere in the country. The length of service is 5 years, at which point the editor rotates off the editorial board, unless he or she wishes to continue to serve another term. All editors are volunteers and the work is interesting. Any member of the Catboat Association interested in serving is encouraged to volunteer. Please consider serving your association in this important capacity. Contact any member of the editorial board, the CBA officers or the CBA steering committee with questions or to volunteer.

Requests for Nominations

Each year at the annual meeting the CBA recognizes those who have made a significant contribution to the association and catboat culture. Please take a few moments to consider who may be deserving and send us your nominations for members who:

- have preserved the tradition of catboating or advanced the use of catboats or,
- have been of exceptional service to the association or,
- have made a significant achievement in catboat construction, either building a new boat or a restoration of an old cat or,
- have completed a voyage of note.

Details of the awards and past honorees are listed in the back of the membership directory

Nominations may be sent to one of the members of the awards committee:

Butch Miller, chairman
307 Benton's Pleasure Rd.
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butch.miller@catboats.org

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steve.bieglecki@catboats.org

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CBA President, Tim Lund wants to remind all members:

The Catboat Association is a BoatUS Cooperating Group. As a member of the CBA, you are entitled to 50% off your annual BoatUS dues if you use our group number: GA83247B.

Menger Owners Group

Please join the Menger Owners Group if the topic is of interest. Our website is dedicated to repairing, maintaining, and restoring Menger boats so it is complementary to our enjoyable CBA site.

This website was originally started by Menger 23' owners to share information about our orphaned boats. (Incidentally, Menger production has started again as "Thom Cat" by Jerry Thompson. He is a website member and a wonderful source of parts and advice.)

Entries can only be read, and responded to, by other members of that website. This is to reduce the chance of it being trashed by disinterested third parties.

All catboat sailors are welcome. Just send me a note if you would like one or more invitations.

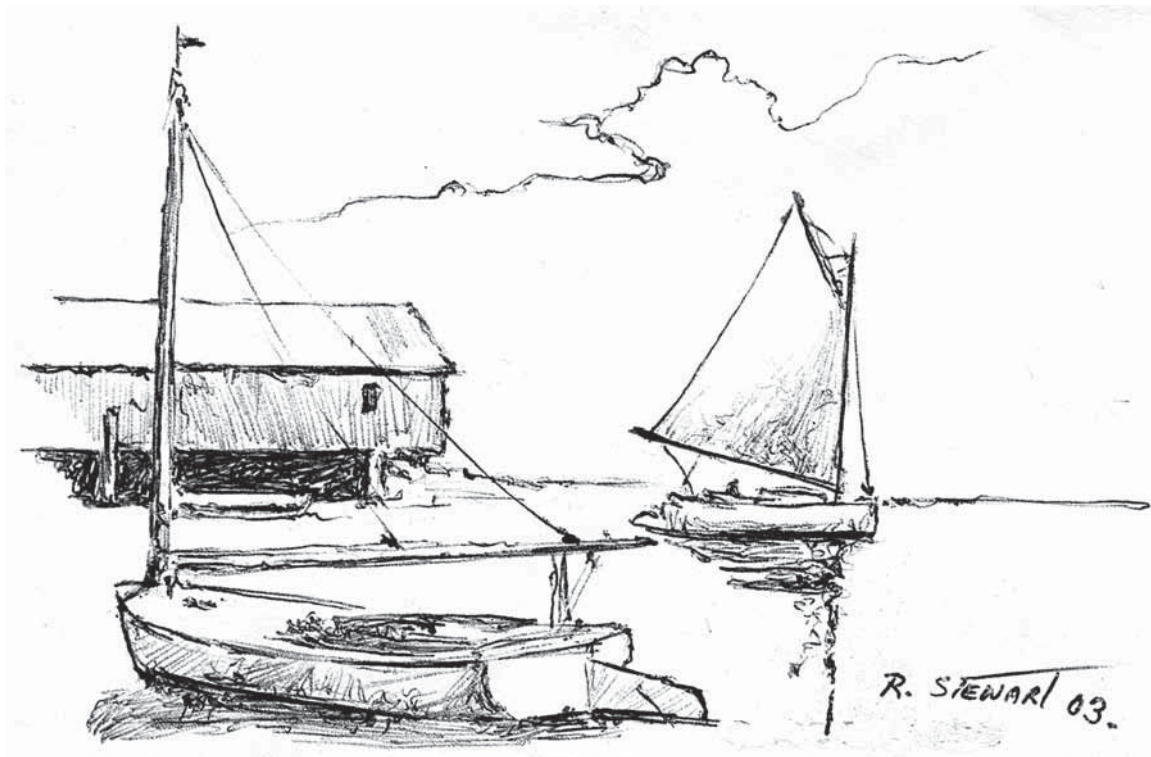
If you do not have a Facebook page you will need to join Facebook to accept your invitation. Facebook was necessary because it required minimal IT expertise, and that is my exact IT knowledge level.

Cheers,
Dick
(RBHare@AmericanInsight.com)

Now Hear This

Our 2011 annual meeting on the weekend of February 4, 5 and 6 at the Mystic Marriott in Groton, CT will have as featured speaker, John Brady on catboats in general and *Silent Maid's* summer activities, and Tim Fallon, skipper of *Kathleen*; ho-rah, ho-rah. If you want a front row seat at our annual meeting to see and hear about these two great boats, I feel it's going to be a sellout meeting, so get your reservation in early and the saga continues.

Bob Reddington



New Members

– *Dave Calder, Membership Secretary*

*WELCOME ABOARD to our new members since
March 2010.*

Albino, Adam & Jen

Arnett, Gar & Julie Sharp

Barkley, Steven & Virginia

Bonanni, Peter

Bryant, David & Stearns Bryant Jr.

Burdon, Bill & Joyce

Chapin, Robert & Diane

Coe, Dean

Coghlin, John & Jayma

Cole, David

Cornish, Gayle & Jack

Devlin, Maureen

Downe, William & Robin

Galusha, Lynn & Richard Holk

Gralitzer, Ronnie & Doris

Great Providencetown Schooner Regatta

Hagerty, George & Susan

Hall, Joe

Hamilton, Paula

Hamm, Clarence

Hayes, Lili & Guy Duplessis

Heard, Geoff & Sally

Heffernan, David & Maria

Hoey, Jack & Betsy

Keller, Debi

Klarman, Michael & Emily Fowler

Koladis, Randy

Koppelman, Joel

Langelo, Paula

Larson, Bob

Latza, Michael

Lautenslager, Gregory

Lawrence, Bill & Ellie

MacDonald, Richard & Sandie

MacDonald, Tim & Kathy Hirsch

Marshall, Nic & Kathy

McIntosh, Keith & Leidy Springsted

McQuilken, Douglas

MIT Nautical Association

Nicely, Paddy & Barbara

North, Peter & Susan

Portelada, Manny & Carol

Razdow, Al

Reilly, Don

Reilly, Rick & Chris Scaffidi

Ryan, Jack & Lucy Shea

Schneider, Richard

Siegel, Chris & Anne Greenman-Siegel

Sieniewicz, Tom & Martha

Smith, Tim & Hallie Bond

Spinell, Rick & Syd

Volpe, Steve & Kiara Andrews

Wexler, Ken & Barbara

Wiklund, Richard & Claire

Wilber, Dave & Nancy

2010 Race/Rendezvous Results, Part I

– Lyn Behne, Editor



Editor's Note: The following is the first in the series of reports of the 2010 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, Tel: (860) 691-2074

Padanaram Rendezvous

— The Smith, Marshall, & Cole families

SOUTH DARTMOUTH, Mass. – On Saturday, July 31, we were blessed yet again with perfect sailing conditions. This was a special rendezvous given we were celebrating the life of Sammy Smith and hosting replicas of two large historic cats, *Kathleen* and *Silent Maid*.



Kathleen flying at the forestay a magenta-colored banner in tribute to the life of Sammy Smith. On the left side of the picture is *Calico*, a cat with a yawl rig and lee boards, sailed by Bill and Maureen McKay of Mashpee, MA. (photo courtesy Tracey Oliver)

This year *Kathleen* did not outdistance all the catboats in the fleet as *Silent Maid* was only 21 seconds behind *Kathleen* at the finish line. The next wooden boat crossed the finish line 10 minutes later. Since the two large cats were sent on a course that took them 1½ nautical miles to windward beyond the rest of the fleet, we figure they both, on a corrected distance basis, were at least 20 minutes faster than the nearest Marshall cat.

Some statistics:

	<i>Kathleen</i>	<i>Silent Maid</i>
LOA	28 ft.	33 ft.
Beam	12 ft. 4 in.	12 ft. 6 in.
Draft (board up)	2 ft. 9 in.	2 ft. 6 in.
Displacement	14,000 lbs.	14,000 lbs
Sail Area	910 sq. ft.	960 sq. ft.



The two large replica wooden cats kept one another company on the race course while the rest of the fleet watched. (photo courtesy Kristen Marshall)



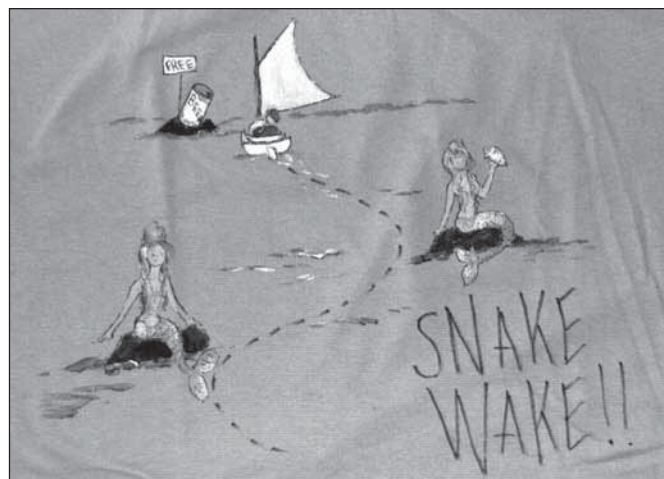
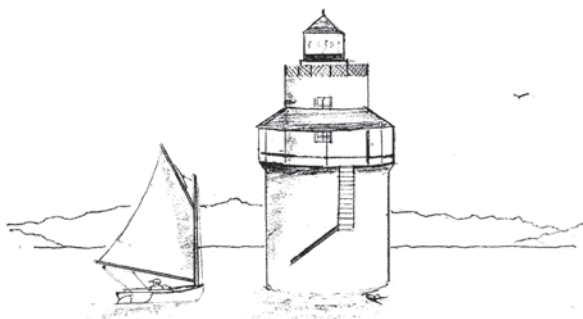
As the race results show, *Kathleen*, sailed by Tim Fallon, was first in the wood division (***Breck Marshall Trophy***) for the fourth year; *Emmalina*, sailed by Charley Appleton, came in first in the fiberglass division (***Marshall Marine Trophy***) for the second year; and *Sunshine*, sailed by Gaelen Canning, took first place in the altered cat division (***Captains Smith Trophy***).

We surmised that due to the desire to watch *Kathleen* and *Silent Maid* compete, many boats elected to join the spectator fleet.

For over three decades Sammy Smith, with husband Jerry, co-hosted the Padanaram Rendezvous. Her delightful, flamboyant, and creative decorations and awards were a key component of each rendezvous. The most prized gifts were her prints given to each boat entry, although her last place award was sought after as well – so much so that a rule had to be established that it could only be awarded to the same boat after a lapse of three years.



Kristen Marshall posted 29 of Sammy's prints in the Marshall Marine boat shed for viewing by those in attendance. In this photo, Jerry is discussing with Tim Webster the various prints and what year they were done. (photo courtesy Kristen Marshall)



This Sammy-painted T-shirt creation was awarded to a last place skipper (a not to be mentioned Padanaram sailor) for securing last place some years back. Not sure where she got the notion catboat sailors drink beer. As the picture depicts, this poor soul got diverted from concentrating on the race to heading toward a free beer! (photo courtesy Dolores Cole)

At the Saturday morning skipper's meeting, a banner was distributed to each skipper with the request that it be flown on the race course in tribute to Sammy. Immediately, a spontaneous applause from all in attendance signaled it was their honor to do so.

Silent Maid from Bay Head, NJ, is a 33 foot, gaff-rigged catboat build by Workshop on the Water at the Independence Seaport Museum in Philadelphia, PA. This summer, *Silent Maid* is touring the northeast coast from NJ to Maine to participate in CBA events, various regattas and wooden boat shows. It was built in 2005 as a replica of the original *Silent Maid* (designed in 1924 by Francis Sweisguth) which was the B class champion on Barnegat Bay in 1925. The original *Silent Maid* will be on display at the Independence Seaport Museum.



Silent Maid at the Marshall Marine floats, flying her signature flag. To the delight of all it was discovered that the name of *Silent Maid's* tender is *Maid Service*. (photo courtesy Kristen Marshall)

Ned Lund of the Marshall 22 *Red Squirrel*, out of Padanaram, was invited aboard *Silent Maid* to provide local knowledge to the captain and crew during the race. Since boyhood, Ned has raced and sailed many boats on Buzzards Bay. Following are Ned's comments about his experience aboard *Silent Maid*:

"Power and strength — that's the way it felt to sit and stand in *Silent Maid's* beautifully varnished and appointed cockpit. A sail that seems to reach skyward forever. Seven tons of vessel slicing through Buzzards Bay chop. Of course there is the weather helm, just as I would expect on any cat. Cabin accommodations suited to a Concordia yawl. When have you ever exceeded 7 1/2 knots in your catboat?"

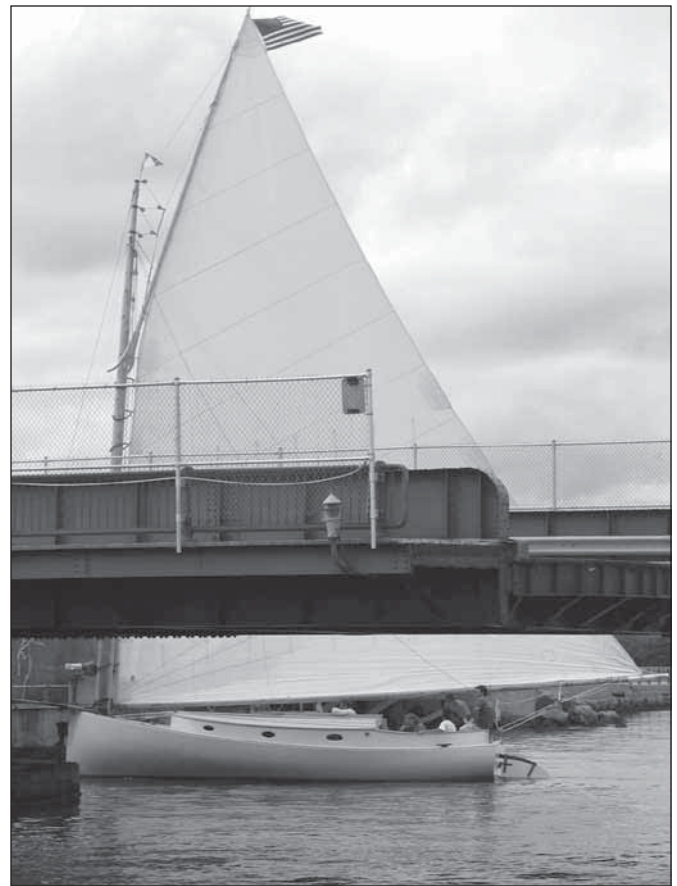
"I'd love to take her on a 20 mile race with 15 to 20 knots winds to see whether she can really fly. I bet she can!"

"The skipper generously allowed half a dozen of the "irregular" crew on board that day, including me, to take a trick at the wheel. What a treat that was.

"She appears to be a faster boat than *Kathleen* because of her greater water-length. I wouldn't be surprised if Tim Fallon's crafty sailing and knowledge of local waters tips that balance between Cape Cod and Point Judith. We'll see how the rest of the match-ups turn out".

Kathleen, from Wild Harbor, MA, is a 28 ft. catboat that was built between 2004 and 2006 from a 1917 design by C.C. Hanley. Since appearing on the waters off Cape Cod, *Kathleen* has demonstrated she is an extremely fast boat by taking many first places in races. *Kathleen* is expertly sailed by Tim Fallon, the owner. His expertise is a requirement as the boat does not have an auxiliary engine.

In the wake of Hanley's incredible racing creations, will *Kathleen*, like *Almira* and *Harbinger*, be seen on the bay in the future flying a jib or spinnaker? If so, it would not be surprising to see her fly by those less picturesque high aspect ratio rigs currently in vogue.



Kathleen sailing through the Padanaram Bridge opening while the bridge tender watches in amazement. This is the only boat we locals have ever seen sail through the narrow opening.

(photo courtesy Dolores Cole)

While we always applaud the race winners we should also acknowledge those Marshall boats and skippers who displayed improved performance at this year's Rendezvous Race. Please note *Ahoy* and *Sunshine* showed significant improvement from past years in their finish times and positions in the race results.

Marshall Marine was host to the festivities. Special thanks to the crew at Marshall's who helped prepare and support the Friday and Saturday activities. Thanks also to Lee's Market for supplying refreshments. Over 100 people attended the Saturday night festivities that included a raw bar from Cuttyhunk Shellfish Farms (courtesy of an anonymous donation), lively discussions over evening libations, a cookout, and the awards ceremony.

A moment of silence was observed for Sammy Smith and Mary Pepin. Mary with her husband Dick, former owners of *Spray*, an Atlantic City cat, had attended many of the Padanaram Rendezvous in past years. Mary was treasurer of the CBA for a number of years.



It was recognized that any of the cruising wooden cats would have a hard time competing for the *Breck Marshall Trophy*, so a prize in the form of a wine basket from the Westport Rivers Winery was awarded to Doug Beattie of *Gannet* for being the next wooden cat to finish after *Kathleen* and *Silent Maid*.

Many thanks go to all of the catboat enthusiasts who made this a truly memorable event, especially to those crews who sailed from distant harbors. Following are the Saturday race results. Until next year's party ...



Geoff Marshall (l) presenting John Brady (c) and Peter Kellogg (r) of *Silent Maid*, with a complimentary gift for bringing their boat to the rendezvous and for the sportsmanship they displayed on the race course. (photo courtesy Kristen Marshall)

THE RESULTS

Place	Captain	Boat	Design	Finish Time
1	Charley Appleton	<i>Emmalina</i>	Sanderling	2:10:32
2	Gerry Clark	<i>Emma</i>	Sanderling	2:16:32
3	Gaelen Canning	<i>Sunshine</i>	Sanderling Sloop	2:19:31
4	Larry Lague	<i>Chantey</i>	Sanderling	2:23:52
5	Jim O'Connor	<i>Glimmer</i>	M-22	2:28:06
6	Mike Sullivan	<i>Spellbound</i>	M-22	2:29:17
7	Tim Lund	<i>Red Squirrel</i>	M-22	2:29:48
8	Jerry Smith	<i>Puddleduck</i>	M-22	2:31:10
9	Eric Peterson	<i>Loose Cannon</i>	M-22	2:31:45
10	Wayne Braley	<i>Ahoy</i>	Sanderling	2:34:48
11	Authur Ullian	<i>Egret</i>	M-22	2:35:00
12	Larry Walsh	<i>Tango</i>	M-22 Sloop	2:35:23
13	Skot Rebello	<i>Caterpillar</i>	Sanderling	2:38:23
14	John Donovan	<i>Minus</i>	M-22	2:38:24
15	Hans Brenninkmeyer	<i>Hobo</i>	Sanderling	2:43:58
16	Geoff Edmands	<i>Daffodil</i>	Sanderling	2:46:36
17	Peter Hawes	<i>Brig O Doon</i>	M-22	2:52:43
18	Michael Harrington	<i>About Time</i>	M-22	2:55:04
19	Cal Perkins	<i>Cape Girl</i>	Sanderling	3:07:31
20	Ted Lorentzen	<i>Wuli</i>	Herman 17	3:14:11
	John Brindisi	<i>Gaia</i>	M-22	DNF
	Jay Webster	<i>Ishmael</i>	M-22	DNF
	Shep Williams	<i>Saltine Warrior</i>	M-22	DNS
	Michael Thornton	<i>Ripple</i>	M-22	DNS
	Brendan Murray	<i>Sonas</i>	AC-21	DNS
	Peter Boyce	<i>Whisker</i>	Sanderling	DNS
	Paul Sullivan	<i>Toby</i>	Sanderling	DNS
	Charles Hagedorn	<i>Sailor Dog</i>	Sanderling	DNS
	Kevin O'Driscoll	<i>Shannon Marie</i>	HA-18	DNS
	Richard Currier	<i>Pandora</i>	Sanderling	DNS
	Dave Calder	<i>Southpaw</i>	Nonsuch 30	DNS

Wood Cats				
1	Tim Fallon	<i>Kathleen</i>	Wood	2:17:52
2	Peter Kellogg	<i>Silent Maid</i>	Wood	2:18:13
3	Doug Beattie	<i>Gannet</i>	Wood	2:28:04
4	Steve Warner	<i>Kalliope</i>	Menemsha 24	2:28:15
5	Bill McKay	<i>Calico</i>	Wood/Altered	2:31:12
6	Bruce Gratz	<i>Lottie Cates</i>	Wood	3:00:27
	Peter Argimbaugh	<i>Molly Rose</i>	Wood	DNF
	John Conway	<i>Buckrammer</i>	Wood	DNS
	Bill Sayle	<i>Pinkletink</i>	Wood	DNS
Altered Cats				
1	Gaelen Canning	<i>Sunshine</i>	Sanderling Sloop	2:19:31
2	Steve Warner	<i>Kalliope</i>	Menemsha 24	2:28:15
3	Bill McKay	<i>Calico</i>	Wood/Altered	2:31:12
4	Larry Walsh	<i>Tango</i>	M-22 Sloop	2:35:23

Nantucket Catboat Rendezvous

— *Steve Caulfield*

NANTUCKET, Mass. — On July 24, Nantucket Community Sailing’s executive director, Nic Judson, maintaining a tradition of many years standing, sent the fleet of 11 catboats up harbor to Wauwinet for the Nantucket Catboat Rendezvous.

In a steady but light five to eight knot easterly breeze, three Rainbow catboats (aka Beetle Cats) sailed a slightly shorter course of about 4.5 NM, while the eight Marshall 18s went all the way up harbor, about 7.5 NM, as the crow flies. For the first time in memory, the wind was on the nose all the way up harbor, with the Rainbows deciding to stay left (north) and the Marshalls, splitting almost evenly, deep right and deep left, all coming together in remarkable proximity at the weather mark. The downwind leg, with favorable current, saw several changes in position among the Marshalls, particularly among the second, third and fourth boats. Good racing, good breeze, great people in great boats.

Particular thanks goes to Jonas Everets, fleet captain of the Marshalls at the Nantucket Yacht Club, who organized the event. Also, to Nic Judson, Diana Brown and the staff of Nantucket Community Sailing, who managed the event on the water and arranged for the prizes.

Finally, we all want to thank Cally and Jud Judson who once again opened their home with a deck overlooking the Easy Street boat basin for the

awards party and post-race stories. And, of course, thanks to the catboat sailors, who make all these events so memorable.

The Results:

Rainbows

Place	Captain	Boat
1	Marc Feigen	<i>Squantum</i>
2	Henry Gewirtz	<i>Huck</i>
3	Amory Ross	<i>Valor</i>

Marshalls

1	Steve Caulfield	<i>Tigger</i>
2	Duffy Ross	<i>Nan Too Cat</i>
3	Spenser Verney	<i>Catnip</i>
4	John Beale	<i>Catawampus</i>
5	Charley and Emmy Kilvert	
6	Dennis Shapiro	<i>Quicksilver</i>
7	John and Jonas Everets	<i>Caterpillar</i>
8	Steve Siegler	<i>Cleo</i>

Useppa Island Catboat Rendezvous

— *Gretchen F. Coyle*

USEPPA ISLAND, Fla. – Fifty-one on the starting line: degrees that is. Howling winds, fog, rain, no wind, partying, and “Olympic Games” on the beach with the motto “Eat, Play, Laugh, Drink and Sail,” marked five days of fun at the Useppa Island Catboat Rendezvous held the last weekend of February of 2010.

Started eighteen years ago as an every-other-year source of winter fun, the rendezvous attracts catboat sailors and enthusiasts from Louisiana, British Columbia, New Jersey, Rhode Island, Massachusetts, New Hampshire and places in-between.

Now known as the “rather cool” Florida winter of 2009-2010, average temperatures were down a record number of degrees while in proportion, rain was up. But this only added to the enthusiasm of the sailors during the five highly competitive races chaired by Useppa Island Race Committee Chairman Bob Stevens.

Marshall Marine owners, Geoff and Kristen Marshall, raced one of their own 15 foot Marshall Sandpipers, this one belonging to the very busy co-chair of the event, Mike Albert of Useppa. The Sandpiper Worlds have gained momentum over the years with an extremely high level of sailing.

A group of sailing companions from the Metedeconk River Yacht Club in New Jersey arrived by car and plane at Ft. Myers. Enthusiastic, talented and extremely organized, these sailors rented a few houses on the island, entertaining all island residents with a Mardi Gras Dinner of dirty rice, Jambalaya and shrimp. How good can this get?

Dan Hurley of Mantoloking, NJ, won the first two races with crew June Pandino. Paul Gelenitis of Brick, NJ, won one with wife Terri. Margo Limmer of Brick with Betsy Allison of Newport, RI, as crew scored another first. Barry Cochran from Clearwater, FL, placed first in the last race. The most seasoned (old, experienced, and impressive) twosome were George Lucas and Bob Post from the Bay Head Yacht Club in Bay Head, NJ, who placed a most respectable seventh overall. They are regarded as two of the best sailors on Barnegat Bay, NJ.

Paul Gelenitis ended up first overall. Dr. Bill Welch of Useppa Island was second. Bill wrote the highly informative COMPETITIVE CAT: RACING GAFF-RIGGED CATBOATS. Third was Gary Alderman of Sarasota.

The “Olympic Games” results included Kristen and Geoff Marshall for Tie One On (knot tying); Paul Beisswenger of Hanover, NH, for Bilge Busters (pumping); and Gutter Boat Race winners John Silver and Barb Hansen of Ft. Myers, FL, along with Jack LaPlante of Costa Rica, and Paul Swigert of Useppa Island.

In addition, every other kind of catboat participated on Pine Island Sound on Florida’s West Coast. A cat ketch owned by Charlie and Pat Ball,

brothers from Sarasota, FL, won, followed closely by an Alerion cat owned by the traveling Milams from Lafayette, LA.

“What would the Saints do?” Mark Milam pondered on his cleverly captioned pictures on trailersailor.com as cat ketch *Uncle Gus* crept up on the Milams during one race. Wife, Tammy, was at the helm. “Concentrate girl, you got this. As Sean Peyton told the kicker for the Saints, you deserve to be here.” At the leeward mark, the sheet jammed around the motor, and the race went downhill. “Ain’t catboat sailing fun,” he quipped.

For just \$85.00 per person and variety ranging from a southwest Florida pulled pork dinner at the Tarpon Bar to real elegance at Useppa’s Collier Inn, and three lunches, the Useppa Rendezvous 2010 was a bargain thanks to organizers Mike Albert and Jay Taylor, and the cooperation of the Useppa Island management.



Twenty seconds to the start: who will be over?



Fun at the windward mark.



Jim Doherty shows good form and a clean bottom.



When the going gets tough, the tough bail with a cooler. Mike Spark of Barnegat Light, NJ, and Vic Hansen of Ft. Myers, get rid of excess water.

Photos courtesy of Gretchen F. Coyle

Patuxent River Shootout 2010

— *Butler Smythe*

PATUXENT RIVER, Md. — The Chesapeake Catboat Association's Patuxent River Shootout was held over the July 4th weekend using the Calvert Marine Museum for the first time as the venue for the weekend's successful activities. Their willingness to host our diverse group was much appreciated and the public got to see and hear about our boats as well. We mustered a record ten boats, which included boats ranging from a Handicat 14 up to the massive 25 ft. wooden *Shoveller*.

Most boats arrived on July 3, for races and a potluck dinner, followed by fireworks on the fourth. This year the race did have some wind, though it was

not steady through the race. The race was called, as most of the boats drifted in the current after only one lap of the course across the Patuxent River. Battling shifting light wind, current and the ever-present powerboats, tacking in the light wind was all but impossible. Butch Garren on his Nonsuch 22 won the day. Dave Bleil in his Mystic 20 and the other Butch (Miller) in his Marshall 18 followed. The rest of the boats are listed in either engine-on sequence, or as an estimate of where they were relative to the finish mark when the race was called. This year's race was another interesting wind event that perplexed the organizers who are seeking a new place that would supply wind, provide a good course and allow participants to avoid the ever-present powerboats and jet skis which we can't seem to avoid. Our thanks to Kent Mountford for supplying the last minute race committee boat.

The Results:

Place	Captain	Boat	Design
1	Butch Garren		Nonsuch 22
2	Dave Bleil	<i>Gull</i>	Mystic 20
3	Butch Miller	<i>Dusty</i>	Marshall 18
4	Mike Crawford	<i>Shoveller</i>	Fenwick Williams 25
5	Glenn Hall	<i>Time</i>	Herreshoff America 18
DNF	Marc Cruder	<i>Wanderer</i>	Wittholtz 25
DNF	Butler Smythe	<i>Caerulean III</i>	Menger 23
DNF	Steve Flesner	<i>Scotty</i>	Marshall 15
DNF	Deborah Kerr	<i>Patience</i>	Handicat 14
DNS	Alan Suydam		Nonsuch 22



Butch Miller (third), Dave Bleil (second), and Butch Garren (first), show off their trophies.



At rest at the end of the day in Patuxent.

Norwalk Islands Long Distance Race

— *Mats Josefson*

NORWALK, Conn.— August 15 was an overcast, greyish day, still a fine day since it often means wind, even in August, and so it was.

Four catboats on the starting line. *Malö* had the best start on port over the line. Positions changed behind *Malö* on the first leg. *Owl*, with substitute skipper, Bill Klein, as second boat. Then it was a fast reach down the sound on the outside of the Norwalk Islands in good size seas. The catboats handled the waves masterfully.

Owl held onto second, fighting *Sally E* off by some nice tactical maneuvering. However, powerful *Sally E* overtook *Owl* at the beginning of the leg back to the finish at Norwalk Yacht Club. *Owl*, feeling he had nothing to lose in attempting to catch *Sally E*, went on a course lower than the other boats, given the south wind, and felt he had a better shot at clear air away from the lee of Sheffield Island.

“I had to try something or accept a second or third place.” So it turned out to be an all or nothing move.

This strategy, however, did not work, and Frank Kemp with a new sail on *Lovinde* also managed to pass *Owl* at the end.

Still, great sailing by Bill Klein, his first time sailing a catboat. He will be welcomed back as a substitute skipper any time.

THE RESULTS:

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



Let's see – what was that course again?



Owl coming on hard and fast.



The fleet gets underway.

Martha's Vineyard Catboat Rendezvous

— Mark Alan Lovewell

VINEYARD HAVEN, Mass. — For the first time the Martha's Vineyard Catboat Rendezvous was held with the Vineyard Cup, a sailor's weekend of racing in Vineyard Haven, from Friday, July 16 to Sunday, July 18. Thirteen catboats, captains, crew and friends from the Cape and the island gathered in Owen Park for a weekend of sharing.

The Vineyard Cup attracted more than 80 sailboats. And the catboat sailors, in their first appearance, were treated royally by the other sailors.

The catboat race was held early Saturday morning. They raced from the outer Vineyard Haven Harbor to a buoy off Lackey's Bay, Naushon, and back, a 13 NM course. A changing current in Vineyard Sound, and light winds later in the afternoon, made for creative sailing for the slowest in the fleet. The late ones had the toughest time getting back to where they all started.

Though a composite, *Pandora* won the award for the first over-the-line fiberglass catboat: the Cape Pogue Award. The Hermon E. Howes Award, for the first 18 foot catboat across the line, went to *Rosa Parks*.

Rosa Parks was also the first Vineyard catboat to cross the line. Jeffrey Craig gets to hold onto the wonderful Ray Ellis painting of a catboat for a year, as *Old Sculpin* won the Manuel Swartz Roberts Trophy, for being the first wooden boat to cross the line. Coincidentally, *Old Sculpin* was built by the "Old Sculpin," Manuel Swartz Roberts, for whom the trophy is named. The Good Sportsman Award was given to long-time supporters of catboating and the Catboat Association Peter and Anne Brewer of Wollaston, MA. The couple have been avid sailors on the Vineyard and beyond, and both have been active in the affairs of the association.

Jim O'Connor, together with Stuart Lollis, worked hard to make sure the rendezvous was a success. This was the first time that the rendezvous was held in Vineyard Haven. A rendezvous was not held in 2009. The long-standing host port, Edgartown, was the choice for years, until the Norton Point Beach breach, which has turned the once-still harbor into a moving river.

The Vineyard Cup is run by Sail Martha's Vineyard, an organization committed to offering free sailing instruction to young island children. The races included sailboats of almost every description. "We want you all back again next year. We had a lot of fun," said Brock Callen, an official with Sail Martha's Vineyard.

THE RESULTS:

Place	Captain	Boat	Design
1	Drew/Jill Staniar	<i>Pandora</i>	Huddleston 20
2	Jeffrey Craig	<i>Rosa Parks</i>	Marshall 18
3	Alan Wilson	<i>High Tide</i>	Marshall 22
4	Eric/Dawn Peterson	<i>Loose Cannon</i>	Marshall 22
5	Bill Mullin	<i>Old Sculpin</i>	Manuel Swartz 24
6	Jean/Bruce Lewellyn	<i>Kermit</i>	Witholtz 17
7	Jim/Kim O'Connor	<i>Glimmer</i>	Marshall 22
8	Tad/Judy Crawford	<i>Moon Shadow</i>	Marshall 18
9	Paul Cook	<i>Pumpkin</i>	Marshall 22
10	Mark Lovewell	<i>Cat's Meow</i>	Marshall 18
DNF	Cal Perkins	<i>Cape Girl</i>	Marshall 18
DNF		Merry Grace	
DNF		Pax	

Wickford Rendezvous

— Jason Grear

WICKFORD, MA — The 2010 Wickford Rendezvous took place on July 10 under a moderate southerly breeze. The first mark to windward was placed east of Fox Island rather than the usual Plum Island light, followed by a run and broad reach around Hope Island and then homeward to Wickford Harbor. Rounding Quonset on this last leg was livened up by a squall that brought the wind around from the north.

The Wickford Rendezvous was also the first of five races scheduled this year between the big wooden catboats *Kathleen* and *Silent Maid*. These boats sailed a different course: straight out to Plum Island light and back home. *Kathleen* won the start but *Silent Maid* took over on the upwind leg.

THE RESULTS: Wooden Boats

Place	Captain	Boat
1	John Brady	<i>Silent Maid</i>
2	Tim Fallon	<i>Kathleen</i>

Marshall 22s

1	Eric Collins	<i>Sappho</i>
2	Myrna George	<i>Redwing</i>
3	Rex Brewer	<i>Peregine</i>
4	Mike Brown/Glarke Costa	<i>Muttockian</i>

Marshall 18s:

1	Jay Kolyer	<i>Mugsy</i>
2	Charley Appleton	<i>Emmalina</i>
3	Jason Grear	<i>Selkie</i>
4	Jack Ryan/Lucy Shea	<i>Bingo</i>



Silent Maid vs. Kathleen

Races of the summer of 2010

Editor's Note: This exciting race series was followed by a number of sailors and catboat enthusiasts. Several of the eyewitnesses recorded their accounts of these races as articles and as blog posts on the Blog of the Catboat Silent Maid. The Bulletin editors decided to publish these accounts as they appeared, with minimal editing, because they convey the excitement, competition and immediacy that only eyewitnesses can provide. We hope you enjoy them.

Introduction

— *Bob Luckraft*

In the early years of 20th century, catboat racing was intense. During those “hay days” wealthy gentlemen had boats built in rapid succession, with a dedicated intensity to one purpose. They wanted to own the fastest catboat on the water.

Other than a waterline length classification to divide the competition there were no real restrictions. Long overhangs became the fashionable way to get around the waterline classification. The added length allowed for lacing greater amounts of canvas on booms that extended far aft of the boat. Faded photographs of these “all out” racing cats at their moorings show booms so long they sag under their unsupported weight extending so far beyond the transom that reefing underway would be nearly impossible. Long bowsprits too were added so that billowing downwind and reaching spinnakers could be flown...the more canvas that could be crowded on the better.

Often, large sums of money were gambled on the outcomes. Sometimes the boats themselves were wagered. Many, if not most, of our older yacht clubs began with catboat racing. Their history is often unrealized by today's yachtsmen who consider catboats slow. Fact is, on today's waters we mostly see cruising catboats whose large beams give them the appearance of being much larger than they actually are. Foot for foot catboats are actually quick, and when sailed properly can point quite nicely.

Both *Kathleen* and *Silent Maid* are newly built. Their designs and sail plans come from an era where burley men raised enormous amounts of heavy cotton canvas high above the water with determination to capture every breath of air in the pursuit of speed and ultimate victory over an opponent.



Kathleen, the 28 ft. “local boat” in this race, was designed a century ago by C.C. Hanley of Monument Beach and was built by Beetle Inc. of Wareham, MA and launched in 2006. She is the 2009 winner of the prestigious Opera House Cup. Sailed off Nantucket, this race is the first all wooden, single-hull, classic boat regatta on the East Coast.



Silent Maid hails from Tom's River, NJ. She is designed for the protected waters of Barnegat Bay.

Thirty-three feet overall with a 28 ft. 6 in. waterline, *Silent Maid* is a modified version of the original cat designed by Francis Sweisguth. She was built at the Independence Seaport Museum's Workshop on the Water, and launched in 2009. The original *Silent Maid* is currently being restored to museum quality for shore side display. Sweisguth designed *Silent Maid* to beat the famous A-cats. A-cats continue to race today for the Tom's River Cup (New Jersey), the second oldest competitive yachting trophy. Only the Americas Cup is older.

The match-races between these two racing catboats took place during the summer of 2010 on Rhode Island and Massachusetts waters.

There are just a couple points to be made here:

The original *Silent Maid* was designed to race in Barnegat Bay but she was strongly influenced by her northern cousins. Edwin Schoettle had owned a Crosby cat before *Scat II* and *Silent Maid* and he was attempting to bring some of the "wholesome" features of the Cape Cod cats to Barnegat Bay. By "wholesome," seaworthiness and the ability to cruise in comfort were meant. The original *Silent Maid* was built to be the B Cat champion of the Barnegat Bay. The A Cats were very similar to each other and raced much like a one design class though they were not one. The B Cats were very disparate and raced with a handicap giving time for size, sail area etc. *Silent Maid* was the B Cat champion for several years. She had to give time to the A cats and could only out sail them in specific conditions. The modern A Cats have since become pure racers, they originally had full interiors, benefiting from years of competition and improvement. A modern A Cat is faster than *Silent Maid* but could not reasonably sail to Maine and back on its own. The first thing an A Cat sailor notices about *Silent Maid* is how dry she is. (John Brady)

From the Blog of the Catboat *Silent Maid* . . .

A Win at Wickford.

— John Brady

WICKFORD, RI, MONDAY, JULY 12, 2010
— *Silent Maid* was as ready to race as we could make her: bottom smooth, rig perfected, all extraneous weight removed, propeller aperture closed and the crew aboard. *Kathleen* was also ready but only her crew knows what the preparations were. I will say her

bottom looked smooth and when she tacked around Wickford Harbor she looked fast indeed, executing short tacks in the light air with little loss of speed. Everywhere we went we had heard of the famous *Kathleen* and the skill of her skipper, Tim Fallon. I expected she would have an advantage if the wind stayed light. But in a breeze, *Silent Maid* should do all right. It was a day of changeable weather, starting out hot, turning to rain with a threat of some fog and later, offering a little line squall. But the wind blew enough to suit us throughout the race.

At the start *Kathleen* showed the skill of her crew, closing *Maid* off from a port tack pin end start, *Kathleen* crossed the line clear ahead and both boats set out on the beat with crews on the rail and some tension in the air. Peter Kellogg did a great job salvaging his start, pinching up right at the pin and climbing out above *Kathleen*, forcing her to look for another way to win.

We had the tide against us on the weather leg and *Kathleen* decided to see what could be done. She would not mind a slightly lighter breeze than *Silent Maid* so she favored the shoreline, no doubt hoping for less current and more favorable lifts in the breeze. This strategy did help her and she appeared to close some distance, but not enough as *Silent Maid* rounded the old cast iron lighthouse that served as a top mark with a comfortable lead.

On the downwind leg *Kathleen* tried heating things up with a series of jibes but *Maid* continued to sail her own race. A line squall passed over the boats, the north end of this cloudbank was dark and ominous enough but the two boats continued to sail as hard as they could towards it. Rain was in those clouds and some wind too but how much and from what direction?

Just as *Silent Maid* reached the mark the wind shifted 180 degrees and blew with more force. The downwind leg had become a beat giving *Maid* a huge advantage. She took off towards the finish in Wickford Harbor on a reach, as *Kathleen* was forced to tack to the mark. Once in the harbor *Maid* had to short tack up a narrow channel to the finish, running aground was not an option. Boat and crew handled the tight maneuvering easily and the race was won. There was one last challenge though. As *Silent Maid* sailed back out of the harbor to join up with her anchored tender she had to be sure to keep clear of *Kathleen* now tacking up the narrow channel. Once *Kathleen* was safely past, *Maid's* crew could reflect on the days events and look forward to the next match.

Two Titans Battle on Buzzards Bay

— Bob Luckraft

SOUTH DARTMOUTH, Mass., July 31, 2010

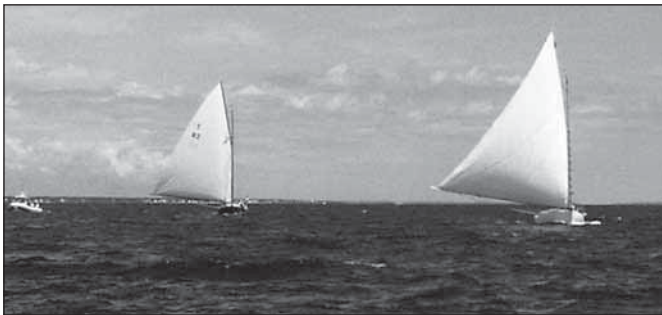
— On the waters of Buzzards Bay, under a sunny sky and variable winds, *Kathleen* and *Silent Maid*, two all-out racing catboats showed off their great speed and beauty. This was the second race in the series of those scheduled between the two thoroughbreds. It absolutely could not have been more thrilling!

Silent Maid had won the first race by about a minute. This meeting took place in early July off of Wickford, RI on the protected waters of Narragansett Bay. The winds for that race were on the light side. When the boats rounded the upwind mark they shifted 180 degrees, making most of the race an upwind battle.

On Narragansett Bay, *Silent Maid* showed that she could sail higher and faster in calm waters. Speculation was raised as to how *Kathleen* might be able to overcome her defeat. The talk turned to design considerations. In the Buzzards Bay chop, would *Kathleen*, built to Hanley's design, prove better than a Sweisguth-styled *Silent Maid*?

THE RACE:

With the sounding of the preparatory horn the stage was set, and all pre-race speculation was on the table. The wind was light, five or so knots and shifting 15 -20 degrees. The two boats jockeyed below the line, and *Kathleen* soon got the upper hand in position and control. From my vantage point, I observed *Silent Maid* tack from starboard to port tack into *Kathleen*, who held starboard tack. *Kathleen* had to avoid. Her position was lost and with it was her chance to be first across the line.



First across the line proved to be the least of *Kathleen's* problems. She made a bad choice to carry starboard tack down into Clarks Cove, but did so presumably to stay clear of the beginnings of the Acushnet River's ebbing tide. *Silent Maid* took a

different tack, and sailed off shore to where she caught a good breeze that powered her to the first mark a good eight minutes ahead. *Kathleen* was not defeated, however, as by the time she reached the third mark she had closed the distance to 1 minute and 29 seconds. An east - southeast wind was settling in at about 15 knots with a few slightly stronger gusts. Finally we would see how the boats handled a chop. It was not the usual southwest chop, but one formed by a southeast wind with an open water fetch all the way from Woods Hole. This southeast wind came in against the full force of the Acushnet River's ebbing tide and made those waves stand up.

Was there enough time for *Kathleen* to catch *Silent Maid*? The adrenalin and excitement took over those of us onboard *Molly Rose* as we watched this great battle unfold. The two boats had a long upwind drive back to the first mark followed by an equally long downwind run to the finish line, located close to our vantage point. We did not want to miss the finish! According to reports there was some confusion onboard *Silent Maid* as to what direction to round the windward mark. So, the decision was made to round from both directions. *Kathleen*, with a head of steam, got to the mark just as *Silent Maid* was completing her second rounding. *Silent Maid* had little speed due to all that close-quarter tacking. *Kathleen* took the lead at the windward mark!

You can't imagine how beautiful the two boats looked with main sails outstretched, running free towards the finish. Power, beauty, grace all set upon a shining chop and under a bright blue sky dotted with puffy-pillows of pure white. Running side by side it was impossible for us to tell which catboat was in the lead. Then in an instant it became obvious that *Kathleen* was ahead. She held the lead she picked up at the windward mark, and won by 18 seconds!



This historic match race took place as part of an annual gathering of catboats at Marshall Marine, home of quality fiberglass catboats since the 1960s.

Titans Battle at Arey's Pond Race/ Rendezvous, Round III

— Bob Luckraft

SOUTH ORLEANS, Mass., August 21, 2010

— With the series tied up one race apiece, a sun-filled sky and yet another light wind hovering just below 10 knots was the setting for the third race in the series of five between *Kathleen* and *Silent Maid*. The course was simple enough: start in the northeast corner of Little Pleasant Bay, run down to a pin set about 3 nautical miles away in the southeast corner of Pleasant Bay and finish back at the start line.

Little Pleasant Bay has thin water, but the tide was high at the start and had begun to ebb and run towards the pin a half hour after the start. There is a narrow section where the two bays come together appropriately called The Narrows. Pleasant Bay has plenty of water for a catboat.

The match race began as a combined start with a vast fleet including a variety of other catboats. With the sounding of the gun a rather orderly mass of sail slipped across the line. A reaching/downwind start can be problematic, but everything seemed to work out just fine for the fleet. It appeared that 10 or so catboats crossed the starting line before *Kathleen* and *Silent Maid*.

Kathleen got a good start over *Silent Maid* and both boats quickly threaded their way through the other cats, and to the head of the fleet. Without incident, they cleared The Narrows and ran down Pleasant Bay on port tack down the pin. *Kathleen* made certain to stay out of *Silent Maid*'s wind shadow by keeping off to port and leeward while *Silent Maid* seemed content to run the rhumb line to the pin.

With the pin approaching and good separation between the boats, *Kathleen* made a sudden and perfectly timed jibe to starboard tack. She pulled in much of her sheet, and with remarkably "quick" acceleration and power reached directly into the path of *Silent Maid* who was running free on port tack. *Silent Maid* had no choice; she had to jibe to starboard to give way. This maneuver pulled her off her rhumb line and she headed up. As she did, *Kathleen* --in one fluid motion, jibed back to port; eased her sheet, drove, caught the pin, dropped her board, sheeted in, and headed back up the bay. In the mean time, *Silent Maid* gathered herself together and got enough speed so that she could jibe back to port and around the pin. *Kathleen*'s move was poetry in motion -- so perfectly timed and positioned! It was amazing to watch.

Now the upwind battle was on. *Silent Maid* was moving and out-pointing *Kathleen*. She had found herself, and in short order passed *Kathleen* to open up a 300-ft. lead. *Kathleen* tacked and *Silent Maid* covered. *Kathleen* tacked again and *Silent Maid* covered, but lost ground.

It became quite apparent in this tacking duel that *Kathleen* was accelerating much better out of her tacks than *Silent Maid*. It seemed to take the *Maid* quite some time to get her speed back up in the 8 -9 knot headwind. *Kathleen*'s bow seemed to be cutting the water where *Silent Maid* seemed to push the water at the slower speed. This pushing was not noted after she got herself moving. Anyone who has seen *Kathleen* under sail knows the beautiful cut she makes as she passes through the water.

The boats were neck and neck as they approached The Narrows. The foul current from the ebbing tide was quite strong. *Kathleen*, sailing flat to leeward, was dangerously close to the shore and grounding. Somehow she managed to clear The Narrows. It's hard to believe she squeaked through. *Silent Maid*, to windward and in deeper water, had her crew on the rail creating quite a heel.

Both boats held their tack into Little Pleasant Bay with *Kathleen* finding the upwind end of the finish line ahead of *Silent Maid* who finished on the lower end about 3 minutes behind.

From the Blog of the Catboat *Silent Maid* . . .

A Report from the Boat That Went

— Tim Fallon

Editor's Note: The following is from Tim Fallon to John Brady, posted on John's Silent Maid Blog. It details Kathleen's trip from Orleans, MA to Bristol, RI after the scheduled race from Orleans to Bristol was scratched because of weather. It's quite an adventure on a well-managed vessel.

August 24, 2010 – I'm back at work today and just read your blog entry. I don't know how the *Maid* would have handled the big weather but I sure can't say you made a bad decision by staying put. It was the biggest weather *Kathleen* has sailed in and, next to a few squalls, some of the biggest stuff I've been out in on Buzzards Bay.

After getting around and through the breakers at the Chatham cut we immediately sighted a humpback playing in the surf just outside the break. As we saw

it breach, we broad reached toward Monomoy with two reefs in the easterly breeze. We jibed around the tip of Monomoy hugging tight to avoid current. Then at dark the breeze picked up further calling for four reefs. Visibility was never an issue but it got windy and the wave height increased with the fetch as we surfed up Nantucket Sound. There was a lot of steering necessary to keep her headed down the waves and I was wondering how the *Maid* with her wheel would have handled the abrupt and constant rudder movements. It was an exhilarating ride and the boat felt like a planing dinghy as we averaged eight knots past Hyannis with the winds having increased to well over twenty knots. We decided to stop in Osterville, home to much of our crew, for the night.

We lost two crew members in Osterville but the remaining five of us continued the next day at 10 a.m. with more heavy air downwind sailing in our future. It was relatively easy sailing down Vineyard Sound as we were able to get into the lee of Falmouth but with 4 reefs we were still doing about seven knots. Winds were in the upper twenties and had backed to the northeast overnight. The big decision was whether to continue down the Sound and into the lee of the Elizabeth Islands with a more favorable current or go through Woods Hole. We chose Woods Hole so we could reach across Buzzards Bay while there wasn't a ton of fetch. This would allow us to get further west before it got so windy that we could only run before it. It got gnarly enough to go to reef No. 5 when we were halfway across the bay. Reef No. 5 is to drop the main completely and put up a 420 jib that we brought as a storm tri-sail. The Buzzards Bay tower reports that it was blowing in the high 30's with some higher gusts. Under that rig everything was pretty mellow despite the occasional big roller coming over the stern and through the tiller hole. We were doing four-and-a-half knots with the current. The waves were really big off of Padanaram until we rounded Mishaum Pt., then Gooseberry Neck and were more in the lee. *Tubby*, the Boston Whaler Squall towed beautifully.

We weren't sure that we'd be able to turn and go into the wind up the Sakonnet River as we'd have to put up the sail to do so. It was still windy and the waves were big again at Sakonnet Point as we doused the jib and went up with the fully reefed main. It was slow going as the wind and waves drove us back but we made slow progress up the river. As we continued north, the wind and waves subsided and after an hour of crawling we started moving along pretty well tacking back and forth. We put in just before dark off a friend's house south of the Tiverton Bridge where she lays to two anchors now.

We had an experienced crew that had sailed the boat a lot, and one member with extensive offshore experience. We made good decisions on when to shorten sail and were smart to get across the wind when it was easy by cutting through Woods Hole. Cutting through Quicks Hole further down the Elizabeth's would have been a debacle, as we would have been forced to sail across the wind and waves to get to Sakonnet Pt.

I suspect you're stuck in Chatham for a day or two. Tony said the fishermen don't even attempt the cut on days like yesterday. Looks like good weather in a couple days though. Look out for that whale on the way out and see you in Bristol!

– Tim

From the Blog of the Catboat *Silent Maid* . . .

The Race from Bristol to Newport

– John Brady

Bristol, RI - Any person's perspective of a sail boat race varies according to the boat he is on and the job he is doing on that boat. In the last two races with *Kathleen* I had two very different jobs, being in charge of keeping the boat fast in the first and skipper in the second. The first job means keeping the sail properly tuned at all times with the sheet trimmer making the call on halyard and outhaul tensions and if the need arises putting a reef in. The job also calls for making sure the crew weight is properly distributed at all times. This is a dynamic activity because the weight needs to be shifted with the wind conditions and point of sail and because people have a tendency to wander. No one wants to sit where they are supposed to, that is human nature. So my perspective on the first race is about those things more than about how the start went or the bigger tactical picture, which is not to say I don't have observations and opinions on these matters, they just may not be well informed.

We did get a good start in the middle of the line with *Kathleen* to windward. We were too slow sheeting in but otherwise fine. It seems Bristol Harbor has its own wind pattern with a pretty good breeze blowing while the Narragansett River itself is pretty flat. This would impact racing both days. We had a fading Northwester but at the start *Silent Maid's* crew was confident we would get the wind she likes.

The boats emerged from the harbor side by side and as soon as she could *Kathleen* drifted off to weather. *Silent Maid* did not cover, favoring a more direct route to the mark. The breeze faded then filled from the right favoring *Kathleen*. She reached the

downwind down-tide mark first then had to anchor to avoid being swept down river. *Silent Maid* also anchored and the two boats waited for a breath strong enough to overpower the current.

When it came, *Kathleen* favored the shore and a weaker ebb tide while *Silent Maid* hoped to find shelter from the current below the island that divides the entrance to Bristol. *Kathleen* was right and won on a shortened course.

The next day found me in the skippers spot with a great determination to cover my opponent whenever possible. This time I know the thinking that went into our start and the windward leg up the harbor. We liked the committee boat end of the line and the right side of the course through a mooring field. We, being myself and the previous day's skipper, Tom Emlen, who would call tactics.

We started in the second tier and tacked onto port in clear air. The rest of the fleet liked the committee boat and the left side of the course, a cause of some trepidation as the fleet isn't often wrong, but we were committed to the mooring field. At the top mark we were coming in on starboard below the lay-line. Fortunately the boat above us had to tack as well and we had just enough room to put in a short jog on port then round on starboard. All the boats that had gone left were on port tack and there promised to be a fine mess behind us at the mark. We had picked the favored side of the course after all. *Kathleen* was in the middle of that, wound up touching the mark, and doing a penalty turn.

Once again there was plenty of wind in the harbor and none outside it so it was with some dismay that we watched *Kathleen* make up all that lost ground as we drifted over to cover her. This race was from Bristol to Newport, largely downwind, and the two boats spent a good deal of time together. When the wind was above five knots or so *Silent Maid* surged ahead and when it fell below that *Kathleen* took the lead. Finally *Silent Maid* recognized a wind shift a bit before *Kathleen* and moved ahead. The wind had gone further east a little forward of the beam and the crew shifted from windward to leeward as the sheet was slowly gathered. *Kathleen* was clearly behind now and appeared to favor the shore of the Island, while *Silent Maid* endeavored to stay between her and the Newport Bridge, the next mark on our course.

We consulted Eldridge to see which side of the island the tide favored and it was ours. We were surprised when it became apparent that *Kathleen* was heading for the eastern side of the island rather than edging towards its western shore. By the time we

realized her plan it was too late to cover, she was up current after all. We double checked the current charts and resolved to see what happened on the other side. I think she was gambling that a breeze would come in from the east and she would be positioned to catch it first. By this time we all knew our best source of local knowledge was *Kathleen's* skipper so as we watched for signs of our competitor with some concern as we neared the end of the island.

Light air sailing is a test of focus and nerves. The weather was hot and sitting in one spot is boring. Almost every crew member can think of something better to do in some other part of the boat. There is always a camera or a drink to be fetched. Weight placement is critical on a light displacement boat. It is easy to start looking at the other boats more than subtleties of seemingly non-existent wind. This is especially true when the fleet is as good looking as this one. *Silent Maid* with her big sail and light displacement had passed a good many much larger boats but these were only decorations on the race course, we cared about finishing ahead of only one other boat. All that should matter is how to drift most efficiently from wind patch to wind patch, but the human mind isn't designed to operate that slowly and so tends to miss things that make all the difference. That nondescript island helped us. It had a scrubby growth and a few abandoned structures, probably from Newport's days as a major naval base. but the fact that our competitor was hidden behind it helped us stay focused on the task. When would she emerge from behind those trees? Would she have made up ground or lost it?

We emerged a bit further ahead and *Kathleen* still favored the far eastern side of the course. The sea breeze did come in as we approached the Newport harbor entrance. We could see a light mist over the water and smell the ocean as it filled in more from the south. *Kathleen* had won the series through superior sailing but we had kept it respectable and won a light air day.

Sadly the series with *Kathleen* had come to an end. Sadly because the sportsmanship and competitiveness had been high and the fact that two sizable cats had been racing caught considerable notice. I can only hope this bodes well for serious cat boat racing in New England waters, they certainly have the history for it and there seems to be interest. It would be a great thing to see another big cat built to race there regularly, carrying on in the spirit of Hanley and the Crosbys. It wasn't just about work back in the day after all. We have the pictures to prove it.



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

– Chris Sawyer



Robin christening the new cat *Christopher Robin* before an assemblage of friends and family while I proudly watched. Even the dog seemed to appreciate the beautiful lines of a Fenwick cat.

The christening and launch of our 16 foot Fenwick Williams took place on a calm and cloudy May afternoon in Stillwater Cove, Pebble Beach, CA. The event was attended by about 40 of our friends and family who had followed the building of *Christopher Robin* from day one. It was a festive event with plenty of champagne, food and wine. My wife, Robin, did the honors casting a decanted bottle of champagne over the bow (broken glass not permitted).

To our delight the launching was executed perfectly thanks to our foresight of having taken the cat on a test sail prior to the christening.

Part I & II Revisited

Motivation for selecting a Fenwick Williams cat came from reading “Catboat Design” by Williams published in “The Catboat Book” by John Leavens, 1973. Following is a summary of key decisions:

- The cat had to be a proven traditional design.
- It must be easily trailered as I wanted to sail in different locations.
- Wood-epoxy, employing strip planking construction 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 foot Penobscot row boat.
- Rigging the boat had to be accomplished by one person. A carbon fiber mast from Arey's Pond Boat Yard met this criteria.
- Deck hardware came from Bristol Bronze and Davey & Company of London, UK.
- Bronze fasteners in small numbers were supplied by BoltDepot.com, GreenBoatStuff.com and McMaster.com.
- Oak mast hoops fitted with quick sail attaching bronze fittings, belaying pins, wooden cleats and mainsheet blocks all crafted in black locust were supplied by PertLowell.com.
- Halyards, main sheets, lazy jacks and other miscellaneous line were selected that had the traditional look and feel of old linen or cotton, but with the practicality of synthetics. Spun three-strand, twisted polyester line (no braided line onboard) was ordered from HamiltonMarine.com in less than spool quantities in various diameters.
- Running rig blocks, clew outhaul, and gooseneck fittings were ordered from BronzeBlocks.com (J.M. Reineck & Son).
- Cat eye portholes, boom crab, and rudder fittings were fabricated by me either in lost wax casting or braised and machined solid stock.

On With the Party



Christopher Robin being view by friends and family while waiting patiently for a sail to demonstrate how beautiful a Fenwick Cat looks under sail.

After launching the boat with the yacht club hoist, I was able to take enthusiastic guests out for short sails. These sails were somewhat challenged by floating kelp (common at that time of year in Stillwater Cove). At times the kelp would catch on the centerboard and

stop the boat dead in the water. Otherwise, the guest sails went off without a hitch thanks in part to the sea trial held a few months earlier. As a result I was able to shake down the rig, make some corrections and become familiar with what's involved with a gaff as all my previous sailing experience was with Marconi rigs.



The cat did not disappoint the party goers; it looks like it was proud to show the group how beautiful a traditional boat looks under sail.

Sailing on San Francisco Bay

In early June my brother from Cambridge joined me for a four day sail on San Francisco Bay. In our youth we raced together on the bay; this was a real déjà vu experience. We had a great time re-visiting our old sailing haunts and were, at the same time, able to put the cat to a heavy weather test. In 15 to 18 knot winds she performed well under two reefs and except for shearing off the bronze gooseneck swivel rod, we had no serious gear failure. This experience convinced me I needed a cam cleat block for the mainsheet, which was added to the cockpit sole.



The main sheet cam cleat block installed on the cockpit sole to facilitate sailing with multiple crew particularly when the wind pipes up.

On one of these days Robin joined us for a leisurely sail up to the Golden Gate Bridge where a professional photographer was able to take some great photos.



Sailing on San Francisco Bay with the Golden Gate Bridge rising above the fog.

Future Plans

Robin and I have a long history of cruising together on distant charters as well as in our own boats over many years on San Francisco Bay and tributaries. Together we plan to trailer and sail the new cat both on the West and East Coasts over the next several years.

Our next adventure will be a week of sailing and hiking at Huntington Lake in the High Sierra Mountains (elevation 6,500 feet). The area is a five hour drive from our home giving us a good road test for the trailer set up. In locations such as this, one can't count on three strong men to help with stepping the mast so I have fabricated a telescoping device with block and tackle atop that slips into brackets on the front of the trailer and enables me to effortlessly step the mast alone. When on the road, the steel poles are stowed securely along the trailer's frame. The mast cover is a useful traveling tool designed to contain halyards, lazy jacks and the headstay all secured in their proper position so the mast is ready to step.

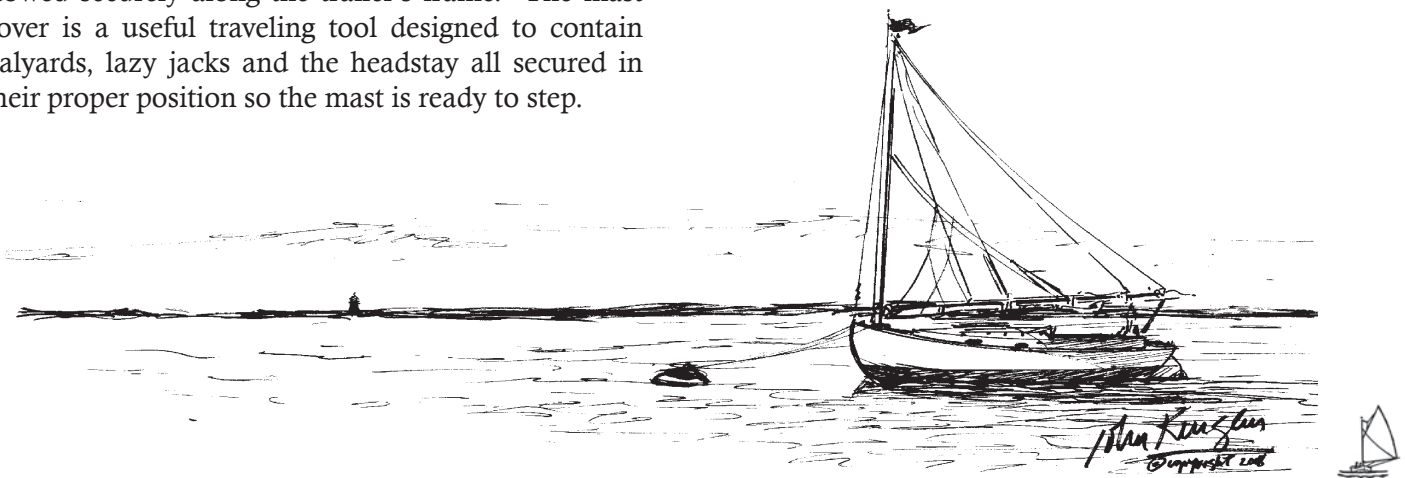


Christopher Robin ready for a road trip to the next sailing adventure with the mast cover and all gear inside secured.

Conclusion

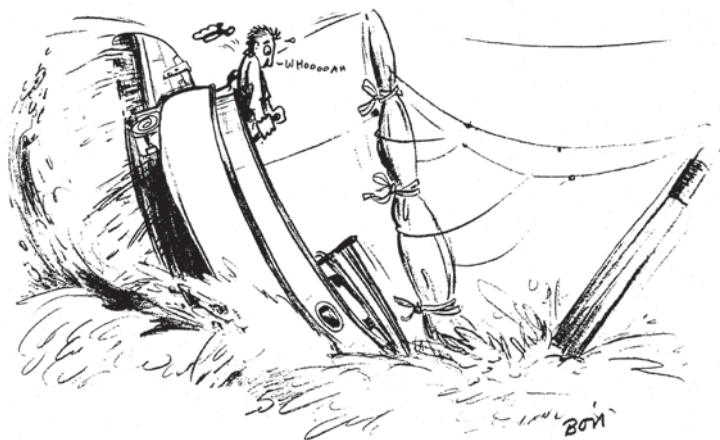
Reflecting back on the building of the Fenwick Williams catboat, it was definitely a highlight in my life. I have fond memories of the challenges faced and the satisfaction of overcoming them, the sense of pride and the fascination with the process. Given the ease of construction afforded by strip planking and the use of high quality epoxies, such a project is achievable for anyone with good basic woodworking skills and a strong desire to build their own boat. I highly recommend it.

Editors Note: We hope that Christopher Robin will make a future appearance at some of the CBA Rendezvous. It would certainly be much appreciated and admired by those who love to cruise and sail in catboats.



Boat Building and Maintenance

– Bob Reddington, Editor



Editor Note: Boy, did I mess up this time. I put together my material for Bulletins No. 153 and No. 154, Winter, 2011. Yea, you guessed it. I put No. 154 where I should have put Bulletin No. 153. I'd like to put first come, first served. I beg forgiveness to those of you who I have passed over. You will be in No. 154. What will it be, 30 lashes or keel hauling?

Well here we go again.. Now I hear from George Galpin from Edmonds, Washington, who is building Merlin, a 23 foot William Garden design. We expect to hear more from George when he finishes the boat. We are all over the place; catboats are everywhere. We have a good idea from Betsy Zimmerli, Quissett Harbor, Falmouth, Mass. Ken Sloan of Minocqua, Wisconsin, who sails Lauro V, an 18 foot Whitt-holz, gives us a few goodies: air-cooled gas engine, and a means of raising the mast on his catboat. I know we have had a few about mast raisers, but this one seems to be one of the better ones, and well thought out. Finally David Davis shows us his self-steering for his 19 ft. Menger, Aletta.

If you still want me onboard after I messed up, you can reach me at Robert Reddington, 235 Lake Avenue, Bay Head, NJ 08742. Snail mail, nothing new fangled.

Your sinking shipmate,
Bob Reddington

Deciding to Build a Garden Catboat, or Maybe - Manning the Pumps for our Sinking Shipmate ?

– George Galpin

Once upon a time, long, long ago – or at least that's something like how a real story used to begin back when I was just a little guy - seems like yesterday, but it was the very early '50's. My grandparents had a house along the shore not far outside Branford, Connecticut where my dad kept a Yankee One Design on stakes in the river opposite the yacht club docks. We went sailing often and when not sailing, I spent a lot of time with my brothers and friends clambering around on the rocks along the shoreline, fishing for cunners with bamboo poles and string, or just messing about in the tide pools.

And every sunny, summer afternoon when the breeze filled in from the southwest, there was always a nice old catboat out for a sail. The hull was white and well painted as I remember, but the sails looked old. But even older, much, much older, was the lone sailor. We called him "Old Man Murphy" and almost every day he was out there sailing, a beret scrunched down over a mop of white hair, his face barely visible around the edges of a magnificent set of long grey whiskers.

If anyone around the Branford waterfront qualified as salt encrusted, it was Old Man Murphy. I can remember seeing him several seasons. We kids expected to see him and the catboat out there and we would always look for them. Even at the age of five or six, it was "way to go Old Man Murphy!" We maybe weren't quite sure why, but there was something very right about the whole picture and we knew it, even then. Then somewhere around his 95th year, God must have called him and he was gone, and the catboat with him.

This was my introduction to catboats. I never went sailing in one or even set foot on one in those early days, but every time I saw one, I would think of Old Man Murphy and for at least a brief moment, all would be right with the world.

Anyway, about five or six years ago, I started a serious effort to find a “pocket cruiser” that I could build. I’m not sure when the term pocket cruiser originated, but it was a popular term for small, well-found, inexpensive cruising boats at least as far back as the 1930’s for there are many designs from the depression era. I bought a pile of books with hundreds of plans and passed many enjoyable hours slowly going through them, over and over again.

Eventually I came up with the collection of about twenty interesting boats, all of which were under thirty feet in total length, of reasonably shallow draft, easily sailed and could be used by a couple for cruising. None of these seemed quite perfect, or course, so I went to see Robert Perry, a yacht designer here in the Northwest, dumped the pile on his drafting table and sat down for a visit. Alas, having even a small boat designed could cost as much as a set of spars and a diesel engine, so it was back to my own drawing board with a bit more realism and a harder look at just how many hours and dollars building a little dream ship was actually going to take. Almost inevitably catboats and memories of Old Man Murphy gradually rose to the top of the list. When you are in your sixties and have only 1000 hours a year to put into a project, the time constraint becomes important if you ever want to go sailing. The catboat’s potential to provide a real cruising boat in a minimum of length means less construction time – maybe something like 3,500 hours for a 22-23 footer instead of 5,000 hours for a 28 foot sloop with similar accommodations. Obviously the construction method chosen impacts building time; but regardless, bigger takes longer, often much longer.

So a catboat it would be, and now I needed a design. This started out as a rational process, a review of as many designers and their works as I could find, certainly all of the well known ones. Then a funny thing happened. On my memory shelf next to Old Man Murphy was another great character, William Garden, and it is hard for me to think of one without the other.

I got to know Bill over 30 years ago, when I owned one of his designs, a Fast Passage 39. I had visited with him and got to know him some during the boat’s construction at Philbrook’s Shipyard in Sidney, BC which is located just a short launch ride from Bill’s fabled island, Toad’s Landing.

One day a few years later I went to see him to talk about a small schooner and he took me down to the dock at Toad’s Landing. We went aboard *Toadstool*, his 32 footer with clipper bow and a catboat-crouch, long main cabin. There was a small woodstove up

by the foremast and Bill told me to sit down on the berth next to it and make myself comfortable. That, I thought I did, but Bill looked at me and said, “No, no! I said make yourself comfortable! Here, you need a couple more cushions behind you.” He tossed two big ones at me. “Now,” he said, “settle in and slouch down!” This time it was more of an order and he had my attention so I made every effort to do as directed.

“There, that’s better,” he said. And after a pause, “Now . . . I want you to imagine you are in a quiet, sheltered inlet with the anchor down and a cool evening coming on, a warm fire in the stove, a book in one hand and a glass of good scotch in the other.” He waited a moment or two with his eyes fixed on me as he watched the thought penetrate. Then came the punch line: “Pretty nice, isn’t it?” It wasn’t really a question of course; it was a simple statement. Bill knew a thing or two about boats and what Henry Plummer called boating. And he also knew a thing or two about people.

Back up at the house he used for an office, Bill was sketching my schooner when we were interrupted by the sound of a woodpecker or flicker hammering away at the kitchen stove pipe. Bill dropped his pencil and paper and rushed into the kitchen and grabbed the stove plate handle and started running it over an iron grate making an answering racket. “We like to talk,” he said, or something like that. A moment later his cat appeared and the next thing I knew there was Bill down on the floor, rolling around with the cat, both of them having a splendid time. This wasn’t quite what I expected, but in a few moments it was back to the schooner and the sketch which progressed quite rapidly.

Then the phone rang, as it sat on an old wooden table in front of windows looking down on the camp-style wooden porch through trees toward the docks and *Toadstool*. It was Holland calling with questions about some construction detail. The plans were already unrolled on the table under the phone, so Bill must have been expecting the call. The yacht was some gigantic thing, a ship really. There was a three foot model of the hull nearby that Bill had towed behind his antique launch, *Merlin*, and used to pronounce the design “tank tested”.

I didn’t pay any attention until I noted Bill was suddenly very focused, not on the call, but on something outside on the porch. Another one of his friends, a very cute, dark brown, Belgian rabbit with big floppy ears was hopping slowly along the porch in front of the window, approaching some plant Bill was growing in a pot. The rabbit stopped right in front

of it and stretched out his nose and give it a wriggle. The moment of suspense was very short for almost like lightening a silver dollar sized bite appeared in a leaf followed almost instantly by another. Bill knew trouble when he saw it, and in mid sentence, he dropped the phone with a crash on the table and ran out the screen door to rescue his plant, setting it up on the porch rail where the rabbit couldn't reach it. Then back to the phone to finish the sentence without missing a beat. Now I was beginning to realize this was business as usual at Toad's Landing and there was magic in the place. As for the caller from Holland, Bill never even gave him a clue about what had happened. And I am still laughing.

At the end of the day, I had a sketch of a small schooner and Bill's instruction to "think it over for a few weeks". He knew reason would probably return soon enough and only the very few proceed after that interval. I didn't. I tacked the sketch up on my shop wall and the dream slowly faded away with the sketch over the years until I finally took down a nearly blank sheet of paper and threw it in a scrap barrel.

But the memory of that day at Toad's Landing never faded, so when it came time to choose a catboat design, Fenwick Williams and the rest faced very stiff competition – they never really had a chance. I looked at Bill's plans for the *James W Hart* and saw a good little ship complete with a baby woodstove, and the memories of *Toadstoo* and my visits to Toad's Landing came rushing back. Soon I was lost on some adventure, imagining that quiet evening in a nice sheltered spot, the warm stove, book, and Bill's glass of good scotch.

I bought the plans for the 23 footer from Mystic Seaport and plunged into the building process. As of June, I am somewhere close to the 3000 hour mark with the engine in place and the installation of the boat's system underway. I don't know exactly when the boat will get its bottom wet and it doesn't really matter. The building process has been a lot of fun.

In the meantime, Bill is still with us and doesn't seem to have changed all the much despite another 30 years. In his most recent book, **The Making of a Tom Cat**, I came across his familiar warning: "Before you start building such a time-consuming little boat, think long and hard about the cuts and bruises ahead." Still true to form, the punch line came right behind it in bold italics: "There isn't a mega yacht in the world to equal the pleasure to be found in one small catboat!"

So that's how I came to be building a Garden catboat. Maybe the design decision was a rational

process after all, just in an irrational sort of way. Heck, I don't know. Boats do strange things to people!

Bill once gave me his fully boiled-down version of his instructions for life: "Every man should plant a tree, raise a child, and build a boat." I'm not sure what happened to the "and go sailing" part, but Old Man Murphy had figured that out long ago!

Mechanical Advantage for the Topping Lift

– *Betsy Zimmerli, Quissett Harbor, Falmouth, Mass.*

I needed help in releasing the boom from the boom crutch on my Marshall 22 cat. I have rigged the topping lift with two extra pulleys, both moveable, to gain the most mechanical advantage.

One pulley (No. 1) is eye spliced to the topping lift, pretty close to the mast.

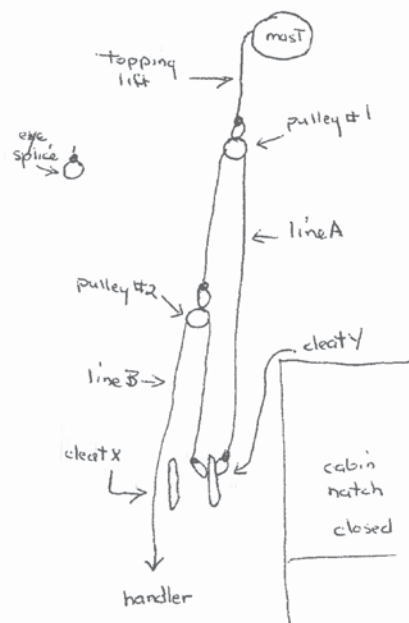
I had a new cleat (**Y**) mounted next to the topping lift cleat (**X**).

Two new lines are eye spliced to **Y**.

The first line (**A**) goes from **Y** thru **No. 1** and back to be eye spliced to a second pulley (**No. 2**). **A** is about 12 feet long.

Then the second new line (**B**) goes from **Y** thru **No. 2** to where it is handled by crew or captain and secured on (**X**).

The only drawback to this system is that I must close the cabin hatch so that the extra lines do not foul on the hatch.

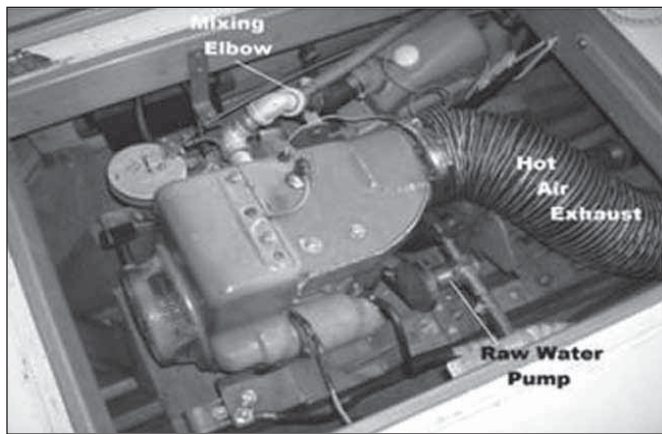


A Gasoline Inboard in a Cat?

— Ken Sloan, Minocqua, WI

When I was building my 18 foot cat, I was looking for an inboard engine that would not dominate the limited cockpit space. After looking high and low, I ended up with a “marinized” air-cooled gasoline engine called the “DB-10” and sold by Brown Marine Engineering Inc., based in California.

It is basically a 10 horsepower, HM-100, four-cycle, Tecumseh gas engine, hooked up to a Hurth marine transmission (affectionately referred to as “The Chief”).



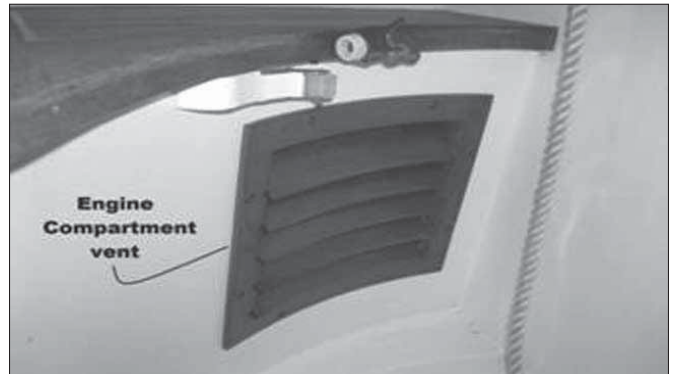
Overhead view of engine in the engine compartment.

The engine is small enough (14 7/8 inches high by 15 3/4 inches wide by 24 inches long) to need an engine hatch cover that only projects three inches above the cockpit floor.

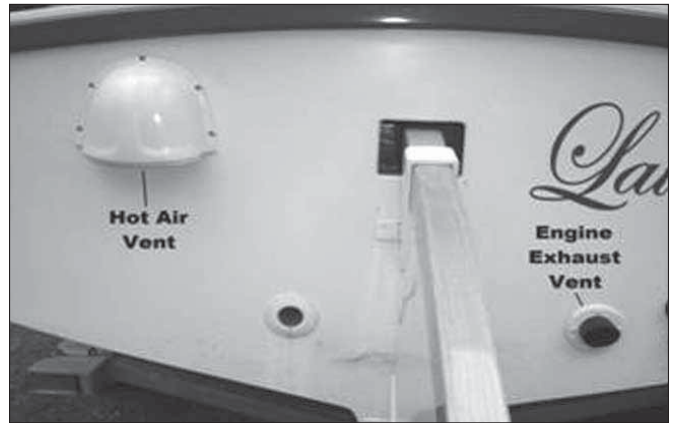
A crankshaft-mounted blower directs cooling air from the vented engine compartment into an aluminum shroud over the cylinder head and on into a flexible hose that discharges it out through the transom. The owner’s manual says that the cooling hose can also be redirected into the cabin for cabin heat, but I have never done that. The exhaust system is cooled with raw water from a through-hull fitting, utilizing a belt-driven water pump, mixing elbow and a waterlock muffler.



Engine hatch cover.

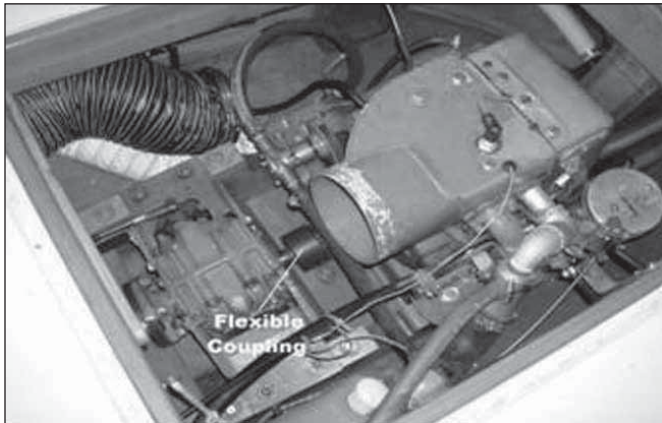
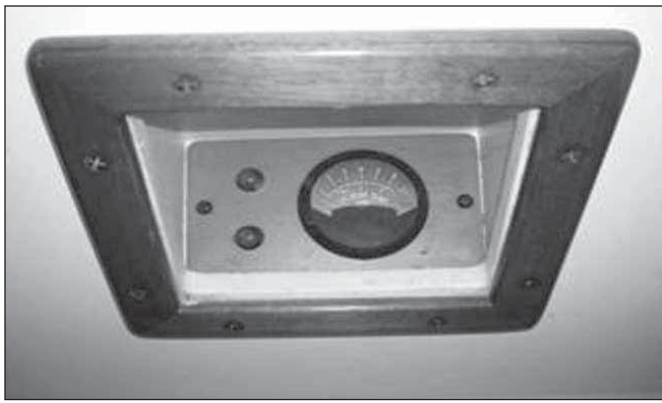


Air intake vent.



Hot air vent and engine exhaust.

The Chief has an electric fuel pump, controlled by a pressure switch in the water hose between the water pump and the mixing elbow. Should the engine stop running with the ignition switch turned on, the water pump also stops and the resulting lack of water pressure cuts off power to the fuel pump. At the same time, lights on the instrument panel change from green to red.



Above, instrument panel; below, overhead view of engine with hot air exhaust hose removed.

With the hot air vent hose removed, you can see the rubber spider-type flex coupling used to transfer power from the engine to the transmission, which is rigidly mounted to the engine bed logs independent of the engine. It has been rotated 180 degrees so the power input (forward) is actually lower than the output (aft). This allows the engine to sit lower in the compartment. The transmission drives a one inch prop shaft and a 12 inch two blade propeller.

The engine has an electric starter, but can also be pull-started if necessary. The whole outfit (engine and transmission) weighs about 80 pounds. It will push the boat at hull speed at a little over half throttle.

I've been using it for about eight years now. On the down side, it vibrates just like a lawnmower engine (which it is) and sounds about like one too. On the up side, I get from 60 to 90 miles on my six gallon tank, plus no diesel smell, and I can move my feet in the cockpit.

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Raising the Mast

– Ken Sloan



I keep my 18 foot Wittholz-designed wooden cat on an EZ Loader boat trailer. The mast is solid wood – 26 feet long and 7 inches in diameter at the base. It is heavy. Since I generally sail alone, I had to address the issue of “raising the mast” when I built the boat.



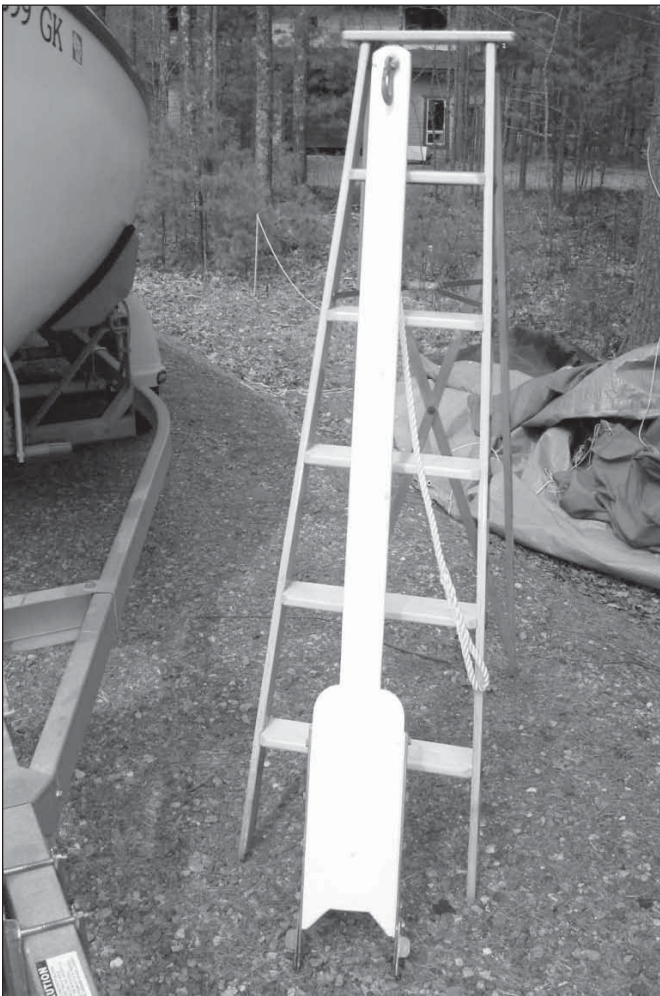
A key component of my system is a tabernacle fabricated of 3/16 inch steel. It runs through the deck and is bolted to the keel. Two ¼ inch steel tabs form the mast pivot point.



The mast has a 1-1/4 inch diameter steel rod epoxied into it which is threaded to allow two 5/8 inch diameter pivot bolts to be screwed in from either side. It also incorporates 3/16 inch nylon pads between the mast and the tangs to reduce chafing. (It really helps to have a machinist for a brother!)



The tangs on the gin pole are notched to accept the mast pivot bolts and have “locking levers” that slide down over the bolt heads to keep the gin pole from tipping from side to side.



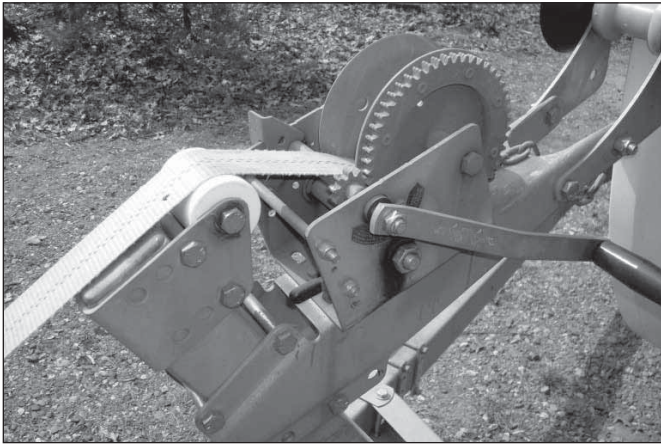
A 6 foot gin pole was fashioned out of a two by four. It has a yoke on one end and a piece of rope on the other. The rope has a hook on one end and a loop on the other.



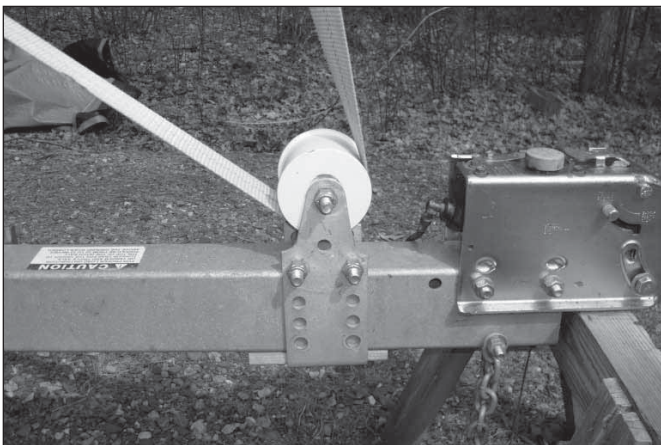
The hook attaches to the end of the forestay. The trailer winch strap hooks to the loop on the other end of the rope.



All hooked up and ready to raise. The trailer winch strap is directed over two wooden rollers on its way to the rope attached to the forestay.



The first roller directs the strap over the end of the winch post; it's located approximately 29 inches above the tongue.



The second roller is mounted on the end of the tongue; it's located approximately 49 inches forward of the first roller



Half way up . . .



Fully raised. Now all I have to do is insert the lower bolt on the tabernacle, remove the gin pole, tighten the pivot bolts and attach the forestay. Normally when I raise or lower the mast, the sails and rigging are already in place and the trailer is attached to my truck.



The Laurel V, mast raised, all rigged and ready to sail.

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Self-Steering For Small Catboats.

— *Dave Davis*

In preparation for voyages beyond Narragansett Bay this summer, high on my priority list was reliable self-steering for my 19 ft. Menger, *Aletta*. She'll usually sail a steady course on her own by balancing centerboard and sheet, but I wanted a more reliable system that would not round up in a gust or lose so much to leeward that going to weather was impossible.

Since *Aletta* sails without battery power, she requires a rig that will work powered only by the wind or the boat's movement. Since wind vanes are out,

I think the answer is this sheet to tiller solution. A picture is worth a thousand words:



“The whole rig, windward tiller line to the becket's bight of the mainsheet, leeward bungee to the rail.”

The entire system consists of a low stretch line that is stopped off to a bight of the mainsheet (I use the becket's bight since it does not move when sheeting in or easing the main), a bungee to pull the tiller to leeward, and two lines to secure the windward control line and the bungee to the boat. The self-steering works by using the changing tension on the mainsheet to either pull the tiller to windward via the windward control line, or allow the bungee to pull the tiller down to leeward. Pretty simple.



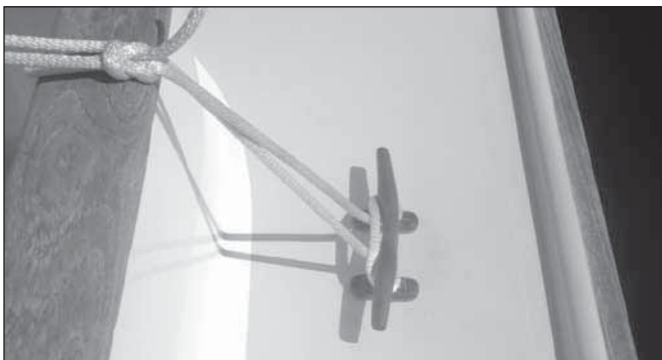
“In a gust or when the boat heads up too far, the windward line pulls the tiller to weather.”

In a gust, when the boat's tendency would be to heel and head up, the tension on the mainsheet increases. The increased tension on the mainsheet causes the bight in the mainsheet created by the windward line to flatten, and causes the windward control line to pull the tiller to weather counteracting the gust, or the tendency to head up. In similar fashion, if the boat heads up too far (though not so far as luffing), the apparent wind on the sail increases and the tension on the mainsheet increases, causing the windward line to pull the tiller to weather and causing the boat to fall off to your course.



In a dead spot, or when the boat falls off too far the bungee pulls the tiller to leeward.

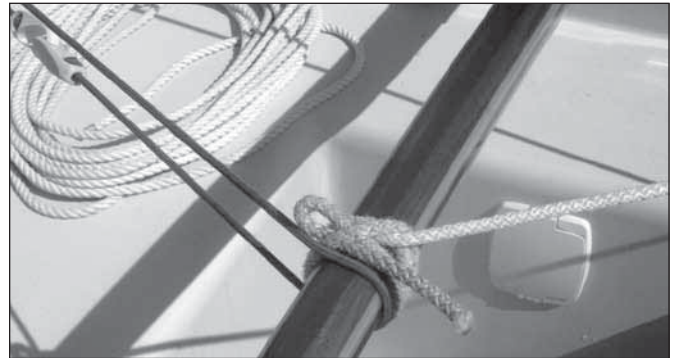
When the boat has fallen off too far, the pressure on the mainsheet eases and the bungee pulls the tiller to leeward. This action causes the boat to head up, and again to regain your desired course.



A simple way to secure your lines to the boat without drilling holes for padeyes.

The control lines are secured to *Aletta's* stern cleats with small bits of line to make tacking easier and to eliminate the necessity to install more padeyes on the boat. The tiller to bungee and control line connection is made with a slippery hitch to make it easy to cast off, and again to avoid drilling holes in the

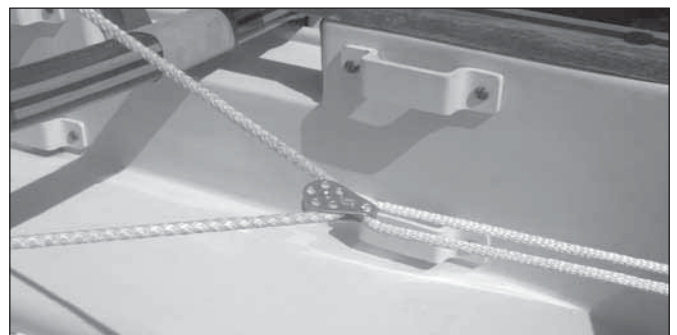
tiller. I've attached the windward control line to the bight of the mainsheet with a hitch too, but you might also consider a loop in the bight and a bowline-like connection using the bitter end of the windward line.



Simple windward line to tiller connection.



Rolling hitch on the mainsheet.



Turning block on the windward control line.

Unlike the electric sort of autopilot, the self-steering rig will hold your course to a certain point of sail but not to a magnetic course, even onto the rocks in a wind-shift. So it pays to keep watch still while your boat effortlessly sails to its destination. It's a wonderful day sitting forward with your back on the cabin top watching your little vessel sail itself with a steady wake and no other power used other than the wind.



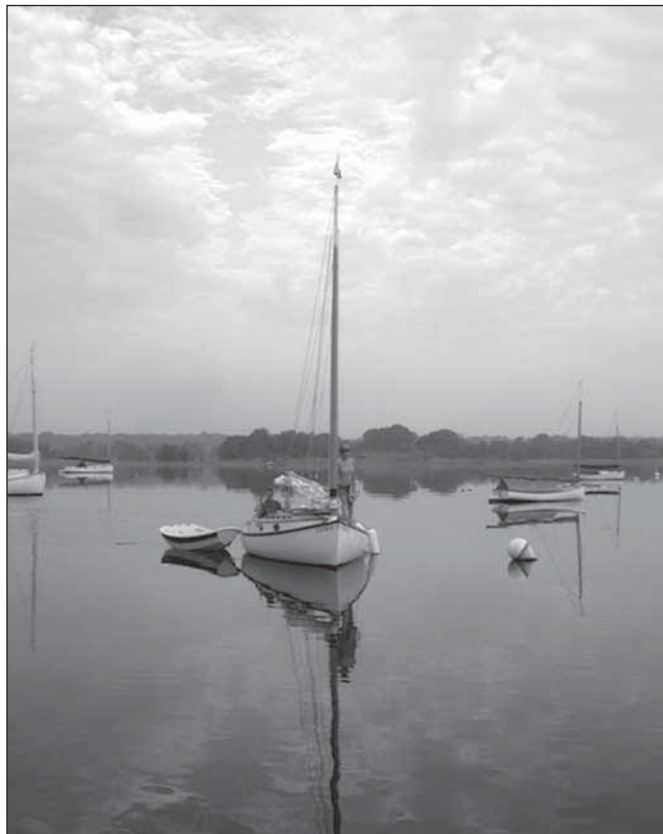
Cruising

– Charles Ladoulis, Editor

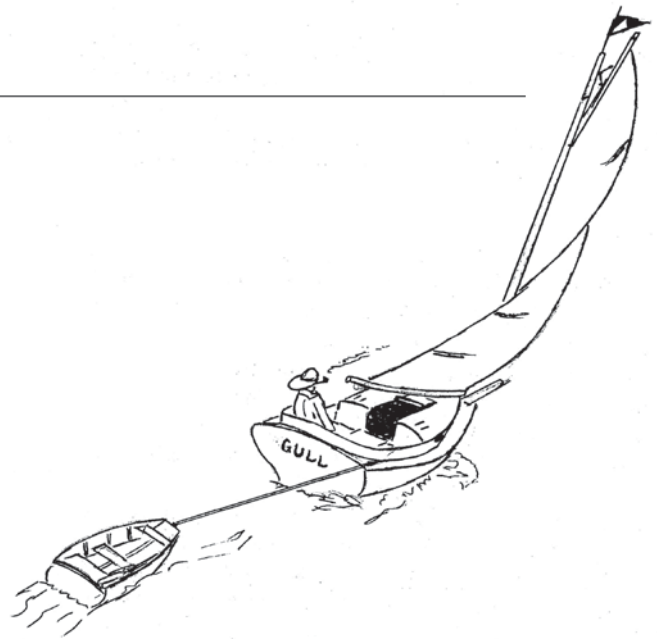
The Summer Cruise of *Alvernia II*

– Tony Woodruff

I'm posting this brief recap of our recent voyage across Buzzards Bay and through Vineyard-and Nantucket Sounds to those of you who helped facilitate the trip. We're thankful to each of you for your part in making our week at the Cape a success. The 1000 mile drive from Indiana, trailering our Marshall 18, *Alvernia II*, was uneventful but slower than planned. We didn't arrive at Marshall Marine in Padanaram until late afternoon, Friday, July 23rd. Our hope of meeting Geoff Marshall there didn't work out, but we met a nearby resident who directed us to the public ramp across the bay. Grace and I rigged and launched the boat (and our Nutshell pram, *Manitou*) in blustery, rainy conditions.



Launch at Padanaram.



We secured her along the outer floating dock by the ramp, and I proceeded to drive the van and trailer to West Dennis while Grace stayed with the boat. I met our youngest son, Peter, there, and together, we would return in his car to Padanaram after leaving the van and trailer in W. Dennis. (Peter just finished a year with AmeriCorps Cape Cod, living in and working out of Wellfleet. He was our “excuse” for making this voyage!) Paul Cook and Rick Farrenkopf kindly met us and arranged for us to park the van and trailer at the West Dennis Fire Station for the week. Peter and I got back to Grace and the boat (quite late!), and we slept soundly on board.



Ready to depart Marshall Marine.

Early Saturday, Peter drove his car to the Marshall yard (where Geoff allowed us to leave the car for the week) while Grace and I motored over to pick him up. We cleared the inner bay and set sail for Cuttyhunk. It was warm and quite hazy with a light SW breeze. We motor-sailed most of the way and entered the pond at Cuttyhunk early in the afternoon where we went to anchor (using the Delta plow instead of the Danforth). By this time, it was a beautifully clear and sunny afternoon. The three of us rowed ashore and had a pleasant walk through the village and up to the top of the hill where the view was remarkable.



Looking north at Penikese Island.

We spent time at the Cuttyhunk Museum and learned much about the history of the island. We returned to the boat just before a brief squall hit. It poured buckets, (I enjoyed a nice freshwater shower in the cockpit) then quit in time for us to have supper in the cockpit. I rigged and sailed *Manitou* around the harbor in the early evening before turning in for the night. Sunday dawned clear and sunny. We sailed off our anchorage through Cuttyhunk Pond and out through the cut to the north of Nashawena Island. A nice broad reach with a westerly breeze took us along the shore of Nashawena to Quicks Hole, where we scooted through with a favoring current into Vineyard Sound. We aimed directly for Norton Point on Martha's Vineyard with our intended destination of Lake Tashmoo. The wind freshened and settled in from the SW, allowing us to barrel along. *Alvernia II* was in her element as she flew up the Sound with a bone in her teeth. It was one of those ideal sailing days, and many other boats appeared as the afternoon progressed.

We arrived at the entrance to Lake Tashmoo at approx. 1500 hrs. and beam reached through at a good clip. It was a busy place with many people on

the beach, boats coming and going, and a lot of boats moored and anchored in the lake. We sailed toward the south end of the lake, spotted the public landing, dropped sail, and anchored along the west shore, across from the landing. We gathered our duds and rowed to the landing dock where we met Arm Dewitt. Being Grace's and my first visit to MV, Arm gave us the cook's tour as we drove south on the island toward Chilmark. We headed to the shore across Chilmark Pond and went for a swim, where we met up with Arm's sons, Charlie and Timothy. The surf was vigorous, so we did some body surfing until we were chased out by the approach of a squall. We headed to the Dewitt's home, where we enjoyed their outdoor shower! After a drive to Menemsha to pick up fresh swordfish, yellow-fin tuna, and clams, we headed back to the house. Ann prepared a wonderful dinner of grilled fish that we all enjoyed together. Later in the evening, Ann drove us to my cousin Whitney's home, on the other side of West Tisbury, where we spent the night. It was a great reunion with Whitney and a wonderful time of getting to know her husband, Bill. Monday morning dawned sunny and clear (again), and the five of us drove to a little restaurant at Gay Head for breakfast. We had delicious food and were treated to a glorious view of the cliffs overlooking Vineyard Sound with a clear view of Cuttyhunk and some of the other Elizabeth Islands. Whitney and Bill then commenced to giving us a wonderful tour of MV, actually circumnavigating the entire island. We stopped in Edgartown, Oak Bluffs, and Vineyard Haven, where we had lunch by the harbor. We even found Joshua Slocomb's former farmstead! Reuben arrived via the fast ferry from Quonset, RI late in the afternoon, and the six of us had dinner together at the Black Dog, just a couple of doors down from the Gannon & Benjamin boatyard. After a walk and some ice cream, Whitney headed home, and Bill returned us to the landing at Lake Tashmoo. We rowed back to *Alvernia II* where we settled in for the night, ready to head for Nantucket in the morning, now a crew of four instead of three.

Early Tuesday, we awoke to more blue skies and fair winds. After upping the anchor, we motored through the lake and back out into Vineyard Sound. We hoisted sail and headed out around West Chop and East Chop into Nantucket Sound. Once again, the prevailing southwesterly was ideal for our course to Nantucket, and we enjoyed a pleasant sail all day. We passed Cape Pogue, Muskeget Is., Tuckernuck Is., and approached Madaket at the western end of Nantucket. Dropping sail "outside," we motored

into the shoal area of Madaket Harbor and up the creek to see the inner harbor. We re-traced our path back out across the harbor and went to anchor for the night in the lee of Eel Point. It was a nice spot that allowed opportunity for a beach stroll, viewing many shore birds. We took our time Wednesday morning, walking the beach and taking turns sailing our nutshell, *Manitou*, along the shore of Eel Point. After a leisurely breakfast, we got underway and sailed around Eel Point, headed to Nantucket Harbor.



Brant Point, Nantucket.

We roared along under a single reef in a fresh following breeze. *Manitou* surfed along behind us, and as we got close to the outer breakwater at Coatue Point, we realized that she was partially swamped. The daggerboard trunk cap had come loose, allowing water to gush into the boat. Reuben managed to haul her alongside and bail her out as we sailed into the harbor toward Brant Point. The harbor was very busy with vessels of all descriptions. We rounded Brant Point and headed up past the Coast Guard station into the NW corner of the harbor where we docked at the public launch ramp. We phoned Bill Sayle and got an OK to tie up astern of a boat moored near his *Pinkletink* at the S end of the harbor.



Pinkletink, Nantucket.

We motored there (past *Spartan*, a recently restored NY 50, as she was setting sail), tied up, dinked ashore, and went for a swim. After a walk through town and a shower at Children's Beach, we returned to *Alvernia II* for supper, cards, and sleep. Thursday allowed us more time to explore Nantucket. Upon coming ashore after breakfast, we met Bill Sayle and learned of his family's interesting history on the island. We walked to town and spent several hours at the Nantucket Whaling Museum. This was a fine experience, and we learned much whaling history through excellent displays and presentations. We lunched on pizza during a rain squall, and spent some time in the historic library before catching a bus that took us to Siasconset, a quaint village at the SE end of the island. We had learned about a little-known walking path along the bluffs in front of many beautiful old cottages that overlook the shore a couple of hundred feet below. The walk (and view) was great. Peter and Reuben then ran (approx. 10 miles) back to Nantucket via Sankaty and Polpis while Grace and I returned by bus. A refreshing shower prepared us for another pleasant evening back aboard *Alvernia II*.



Manitou's last sail in the harbor.

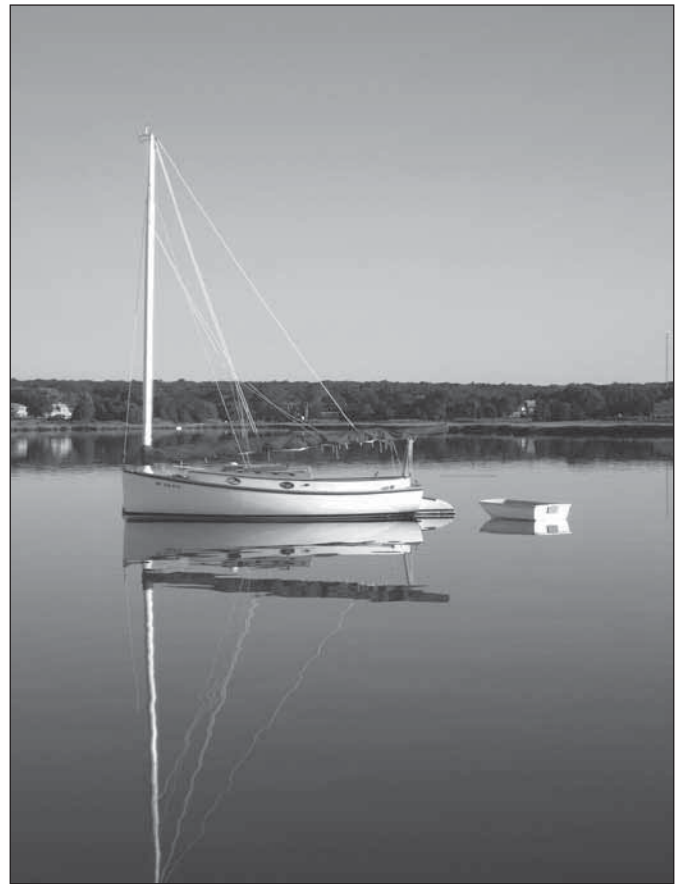


Heading north for Bass River.

We awoke early Friday to set sail on our northbound leg from Nantucket to Bass River (West Dennis). The morning was sunny and breezy with winds out of the NE. We motored out of the harbor and rode the ebbing current through a good chop until clear of the outer breakwater where we set sail. It appeared as though we would be tacking our way as the wind crept around to the north. However, it settled in out of the NW, allowing us to stay pretty much on one tack all the way to the Bass River entrance. Once again, we experienced another beautiful day on the water, sailing a rather docile Nantucket Sound. We reached the entrance to Bass River and motored up river to see where Uncle Freeman's ramp was, since that was where we planned to haul out the next morning. We phoned Rick Farrenkopf, and he directed us to his mooring raft where we could layover for the night. He met us there and drove us to the fire station to pick up our van and trailer. We then drove out on the Cape to Wellfleet to see where Peter had spent the past year. We had a great supper on the Wellfleet Harbor shore at a carry-out seafood restaurant before driving back to spend our last night aboard *Alvernia II*.

Saturday morning, we gathered our running duds and drove to Siuth Dennis where Peter ran in the 33rd annual Dennis (5 mile) Road Race. He ran well, finishing 6th overall (No. 1 in his age group) out of 295 runners. Following the awards presentation, we drove back to the boat. Grace and I motored up the river to the launch ramp while Reuben and Peter drove the van and trailer there. We hauled out *Alvernia II* and buttoned her up for the long drive back to Indiana. Once we finally got on the road headed off Cape, we hit very slow traffic. Our plans of stopping at Marshall Marine to get Peter's car (and see *Silent Maid* and *Kathleen*) before taking Reuben to Kingston, RI, to catch his train back to Philly were dashed because of the traffic tie up, so we drove directly to Kingston. We got there only minutes before his train departed. It was then necessary to drive back north to Padanaram to Marshall Marine.

We arrived after dark, just as Geoff Marshall and his family were leaving the yard after a busy day hosting the Rendezvous. At least we had a chance to meet him briefly in person. While Peter transferred some things from his car to the van, Grace and I took a look at *Silent Maid* where she was docked for the night. Quite a cat! We said our farewells to Peter as he was headed to New Haven, and Grace and I began our drive home with our cat. We had a great week



Sunday Aug. 1, last look at Marshall Marine moorings.

of sailing, with great weather, in new and interesting waters. Another wonderful experience with family and new friends. As we fondly recall our recent sail to the Cape islands, we find ourselves already formulating plans for next summer's trip ... a return to the Great Lakes. I've long been curious about the Slate Islands along the north shore of Lake Superior (near Nipigon). Having sailed Superior extensively, the Slates have eluded us. Being the site of a significant meteorite strike (approx. 500-800 million years ago) which formed the islands (resulting from the central uplift of the 20-mile diameter crater impact), they are an interesting destination for geologists from around the world. The islands also are the home of the largest herd of woodland caribou in Ontario. We eagerly anticipate spending time in this wilderness environment. Thanks, once again, to each of you on the listserv who played a part in our trip this summer. We greatly appreciate the efforts all of you made and hope we can reciprocate in some way in the future. If you happen to travel through the Midwest, be sure to look us up! -- **Tony & Grace**



Yarns & Adventures

– *Bill McKay, Editor*

Editor's Note: Thanks to William Winslow, we enjoy here a few more of his stories. We also include the "Blessing of the Captains" in the Vose boathouse, Edgartown Harbor, June 2010. Many of us spent some time in September prepping (and un-prepping our cats) during Hurricane Earl. How about writing up a few of those adventures for the winter Bulletin and working in some of your interesting photos from 2010?

Bill McKay
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Driver Ed

– *William Winslow*

Phoebe Ann Cowdrey was tied up at the Herreshoff Marine Museum dock in Bristol, awaiting the arrival of my old college friend and his family to go for an afternoon sail on Narragansett Bay. Charlie, his wife, Rebecca, and their two boys, Tom, 11, and Ezra, 9, soon appeared, and we bundled them all comfortably into the cat's enormous cockpit. Even though they were bona fide New Englanders, no one in the family had ever sailed a cat.

I cast off the bow and stern lines and my crew, Nelson, headed the boat into 15 knots winds and a slight chop in Bristol Harbor. Pretty soon he invited both kids to share the helm and help steer the boat. It was amazing to watch how he tucked each kid under an arm and guided their hands around the tiller.

Now Nelson, besides being a magnificent sailor, possesses the patience of Job. He's introduced fourteen grandchildren to the mysteries and joys of sailing; so he knows what to do. If one of the boys wandered off course and started to head up, the master gently told him what would happen if he continued in the new direction and encouraged him to fall off. If the tiller got a little hard to handle, there was Nelson's hand giving strength to the child's. They even performed a good tack together.

The boys were thrilled, and I guess, so were the parents. Rebecca invited us back to the house for dinner. Now, that is the ultimate praise she could bestow upon the crew. That's because she is never at her weekend home on Saturday nights. She is the senior minister of one of the largest Congregational churches in Rhode Island, and she always returns

to the city Saturday night to prepare herself for the service the next day. Domestic life is not allowed to interfere. This time, Rebecca stayed and cooked one of her justly famous meals for us.

Three summers later Charlie passed away, and I was honored to be an usher at the memorial service. Soon after, I received a thank you note from Rebecca. "I have wonderful memories of that day of sailing your catboat," she wrote in closing.

Today, her two boys are avid skippers at the local youth sailing program.

The Hidden Domestic Skills of Male Catboat Skippers

– *William Winslow*

For wives who don't share their spouses' love of catboat sailing – and I know there are a few of you out there – I have some great news. Solo cat boat skippers of the male sex acquire great domestic skills not noticeable in other husbands. This little-studied social revelation came to me recently when I was reading a discussion thread on the CBA website. A desperate male sailor wondered how to clean boat cushions. Within a matter of hours eleven men and one lone woman posted responses.

I couldn't believe how savvy the men were. Tide Detergent received a critical workup worthy of a chemist at Proctor and Gamble.

One person advised against loading cushions into a top loading washing machine, warning

knowledgably that they might be torn to shreds. Use a commercial machine he archly advised, but find a laundromat with a double or triple front loader, he opined with an electronic smirk. Now most men I know think a front loader is a piece of construction machinery.

A second respondent waxed eloquently about the advantages of low heat dryers. Someone else extolled the virtues of a vinegar solution for really stubborn stains.

Meal preparation in a 2x3 foot galley brings out the creative juices in otherwise clueless males who claim they can't even boil water for coffee on Mother's Day. The tiny galley with its slow two burner alcohol stove on my 19 foot cat, *Phoebe Ann Cowdrey*, turned out stews, omelets, steak, even steamed striped bass that was bigger than the whole galley. There's not a can of Spam or baked beans in the larder, and crew members have been known to abandon their beers topside when the words, "Come and get it," were bellowed out by the skipper/chef. My cabin is strewn with enough supermarket coupons to inspire an "Oprah" guest shot.

In fact the catboat website is sort of a nautical Wikipedia for its listing and discussion of domestic skills. A sampling over the years: sewing torn sails, choosing paint schemes below decks, changing light bulbs, storing tips for everything from tools to clothes, and unclogging heads.

Well, you get the idea, ladies. There's a wealth of practical domestic skills just waiting to be plucked for the home front.

Blessing of the Captains

– Bill McKay

"Well folks, there are only two boats here on this inclement Sunday afternoon in June. So we will just have to bless all the catboat captains." And many captains there were.

The Vineyard catboat captains' luncheon hosted by Mark Alan Lovewell and Colleen Morris of Vineyard Haven took place on Sunday, June 13. Guests came from across the island and afar to the Vose family boathouse, the oldest building on the Edgartown waterfront, built in 1899. The intent of the gathering was to give a firm positive start to the sailing season. And, the featured guest was the catboat *Vanity*.



Edgartown's signature catboat, *Vanity*.

Sailors, members of the Cape Cod Chapter of the Catboat Association, actually arrived aboard the *Vanity*. They were picked up in downtown Edgartown at Memorial Wharf by Capt. Chris Murphy of the *Vanity* and motored over to the boathouse. Captains and spouses from the Cape included Paul and Susan Cook, Bill and Moe McKay, Rick Farrenkopf, Bill and Linda Mullin and Shep Williams.

Vineyard sailors included Tad and Judy Crawford, of West Tisbury, two of the newest owners of a catboat and new members of the association. Their 18 foot fiberglass catboat, *Moon Shadow*, had just been launched. Alan Wilson and Melissa Gold of Vineyard Haven of the catboat, *High Tide*, were there. Long standing island catboat captains and past island rendezvous organizers Jim O'Connor of West Tisbury and Stuart Lollis of Edgartown received praise for their years of hard work. Attendance was over 50.



Mark Lovewell greets guests.

For more than a century, captains have entered Edgartown Harbor, close hauled into a SW breeze, and one of the first buildings to greet them is a mushroom shaped boathouse standing surrounded completely by water. How many sailors have rowed to shore past this classic building and wondered: “Who owns this? How old is it? What’s it like inside?” So finally, while stirring their spoons in fresh fish chowder, those in attendance got some answers from Mr. Lovewell, enjoyed the camaraderie of fellow catboat sailors and talked about the summer ahead.



360 degree view of the harbor.

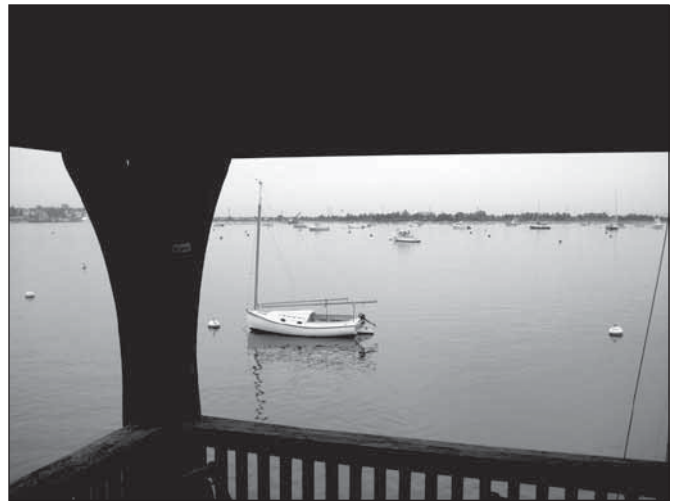
The boathouse was built in 1899, for Sol Smith Russell, a celebrated internationally known actor and comedian. No one has heard of him in our time, because in the late 19th century, they hadn’t invented movies. Russell was a contemporary of Mark Twain. This Hartford writer wrote a play featuring Sol Smith Russell as the key protagonist.

Five years after the boathouse was built, Sol Smith Russell died. Soon after, the boathouse and adjoining property was bought by Julien Vose, Mr. Lovewell’s great-grandfather. The property has remained in the family ever since. Julien Vose owned a catboat at one time, proven in many of the family photos

To the present day, the Vose family continues to use the boathouse for private family gatherings. Occasionally, they will host a fundraising event for island nonprofits. Each July, the Martha’s Vineyard Museum holds their Evening of Discovery fundraiser at the top of the boathouse hill, known as Tower Hill.

In 1999, to celebrate the boathouse’s 100th birthday, a summer of family events were held, which included cookouts, receptions and an evening of music and stories. The Vose family members now

number over 75 and many of them are sailors. They’ve all worked hard to preserve this unique building of the past, which has weathered many hurricanes, northeasters and bitter cold winters.



Mark Lovewell’s *Cat’s Meow* is the most recent cat, moored off the boathouse.

The luncheon was opened with a blessing of the fleet by Woody Bowman of West Tisbury. He and his wife Susie sail the catboat, *Julia Lee*.

Joe Eldredge of West Tisbury, owner of the Crosby catboat, *Judy*, read a limerick paying tribute to *Vanity*.



Interior depicts the history of a family and their boathouse.

Guests heard from Brock Callen, program director for Sail Martha’s Vineyard. Mr. Callen invited the sailors to participate in the Vineyard Cup, a Vineyard Haven-based sailboat race taking place

in July. The Vineyard Cup is a fundraiser for Sail Martha's Vineyard's key mission of giving island kids free lessons in sailing.

The guests also heard from Paul Cook of the Cape Cod chapter of the Catboat Association. Mr. Cook talked about membership in the chapter and its many benefits. Matthew Stackpole, of West Tisbury, who works at Mystic Seaport, spoke about his personal memories of John and Pinky Leavens, the founders of the Catboat Association.

Cod fish chowder, a perfect warm lunch for a grey day, was prepared and was served by the two hosts. After this wonderful meal, Edgartown style, visitors were able to catch up and make plans for the 2010 catboat season.



I remember so well that day when...?



1899 kitchen... century old wood patina.



CHAPIN OZ



Short Tacks

Catboats come to MIT!

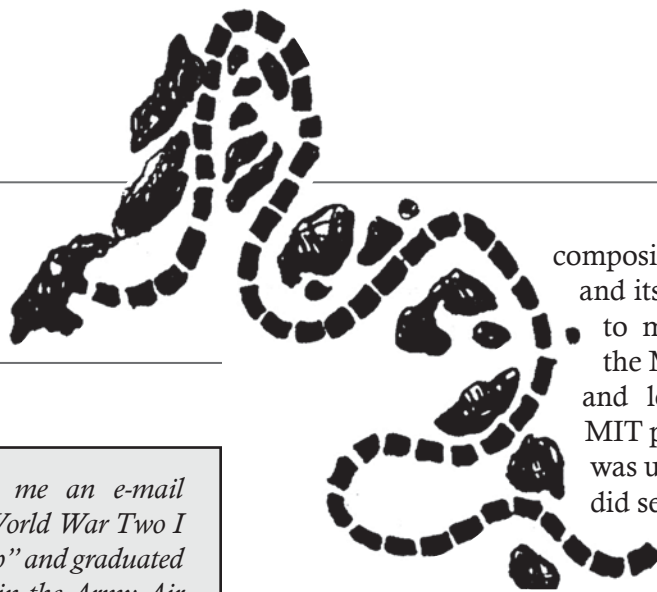
— Mat Leupold

Editor's Note: The author sent me an e-mail explaining his connection. "After World War Two I attended MIT on my "GI Fellowship" and graduated in 1949. I had learned navigation in the Army Air Corp, celestial and all, before GPS, when navigation was still a test of manhood. I stayed at MIT on the research staff and sailed on the Charles River with some of my colleagues. Thus, seeing catboats at MIT caught both my eyes, one as an alumnus and one as a CBA member".

Last year when I saw a catboat mast as I passed the MIT sailing pavilion on Memorial Drive, I assumed that it was a catboat belonging to someone at the Institute or one that had been given to MIT by an alumnus. This spring I saw an additional catboat mast on each of several occasions that I passed the sailing pavilion. Pretty soon there were six.



Earlier, I had learned from Tony Davis that his Arey's Pond Boat Yard had a contract to build six catboats for MIT. Tony gave the boatbuilder's seminar at our annual meeting this year describing Arey's Pond's



composite construction practice and its virtues. I looked forward to meeting him in March at the Maine Boatbuilders' Show and learning more about the MIT project but unfortunately, I was unable to attend this year. I did see him at the WoodenBoat show at Mystic Seaport in June though.

After seeing six buff masts with white tips I called the sailing pavilion and spoke with Fran Charles, the sailing master, who invited me to come and see the boats and go for a sail. Here is the story of catboats coming to MIT.

BACKGROUND

Collegiate sailing began at MIT, instituted in the 1930s by Jack Wood, class of 1917. The MIT sailing pavilion is named for him.

The original boats were lapstrake dinghies, bright finished. They were cat-rigged but with a loose-footed marconi sail instead of a gaff sail. Later, 110s were added to the fleet; and later still, Rhodes 19s fitted with 110 keels replaced the 110s: different boats for different purposes.

In the early fifties, the wooden dinghies were replaced with fiberglass boats of essentially the same design. These have since been replaced several times, each time with a somewhat different design. The present dinghy fleet is the fifth generation, and a sixth is now being designed.

The original Tech dinghies were treacherous for anyone standing upfront. That feature is retained in today's dinghies: up forward is still called the swimming platform.

NEW CATBOAT FLEET

The new catboat fleet replaces thirty-year old Rhodes 19s. Why catboats (as though anyone should ask)? Fran wanted something indestructible for the MIT program. He also likes catboats. Tony Davis of Arey's Pond Boat Yard was recommended as someone to approach for a new design, a boat with the features sought for their MIT role as set down by Fran.

What evolved was a sixteen foot catboat with an open uncluttered cockpit which is self-bailing. The self-bailing requirement is primarily to handle rainwater as the six boats are kept on moorings without sail covers. Fran wanted a provision for readily lowering the masts to enable the boats to pass under bridges to get out into Boston Harbor and to the islands. Provision was thus also needed for mounting outboard motors and for the lights needed for nighttime sailing in the harbor.

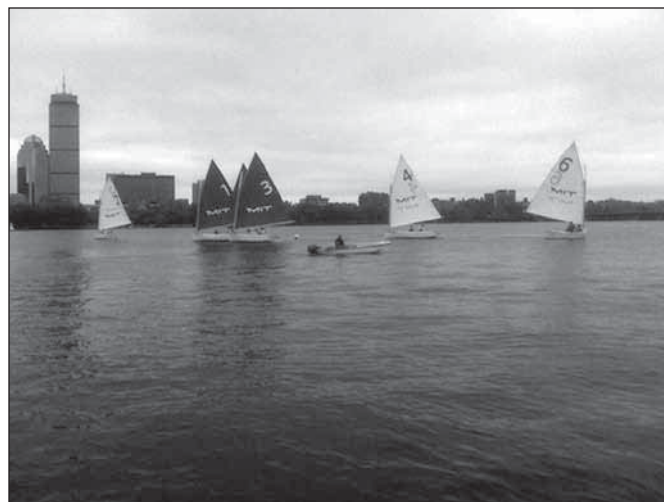
All the principal features that were called for were embodied in the prototype boat delivered last year, the one I saw. A few small changes were incorporated in the subsequent five boats. The MIT boats' hulls came from the same mold that is used for the Arey's Pond Lynx hull. Fiberglass, not composite construction is used in the Lynx production.

The self-bailing cockpit is high enough above the keel that most of the centerboard can be housed below the floor except for the "hatchet blade" at the after end which is housed in a small trunk. Both board and rudder are made of maintenance-free PVC. The boats carry no ballast. Fran says lighter is better; agreed. The masts are of carbon fiber as is the gaff; the boom is of aluminum. A mast tabernacle allows the mast to be folded without removing the gaff, boom, and sail. (Knowing a good design, Tony Davis got six tabernacles from Geoff Marshall.) A removeable strut from the cockpit floor supports the mast when folded. Spars are buff colored. The only varnish on the boats is on the tillers. Three of the boats have tanbark sails and three have sails with a cotton color. Fran wanted the traditional look, but then, having two sail colors also lends to team racing practice.

The sailmaker, Wally Corwin, calls his shop in Northboro the Blackhorse Sail Company. He designed the sails for spar measurements given by Arey's Pond. Wally said that in designing a four-sided sail, one should not trust the computer. (I remember reporting on Squeteague's unique capability to design four-sided sails based on an investment to develop the software.) The sail has two reef points. Reefing is part of good sailing, and learning to do it competently is part of the sailing program at MIT.

FUNDING

The boats were not paid for with MIT money; they were bought with gift contributions from alumni.



Catboat Team Racing.

MIT SAILING PROGRAM

Sailing is part of the MIT athletic program. Sailing is taught and MIT participates in collegiate sailing competitions, often hosting regattas in the Charles River basin. Twenty percent of the student body is enrolled in the sailing program, whether it is to race or just to learn sailing - sailing has an intellectual appeal whether one wants to race or not.

SAILING

It wasn't until August that I got around to going for a sail. Matt Lindblad, sailing coach, and I went out in *MIT 3* on a great afternoon with a good west wind. "Best day of the summer," he said. To my amusement, as Matt was raising the sail I saw the red peak halyard to starboard and the green one for the throat to port. In some yachting circles the color infraction would be a mortal sin; catboat sailors and MIT are not so buttoned up though.

I felt at home on the boat. I sailed and Matt took pictures with my camera. The boat felt good, and we boiled right along going from shore to shore with the MIT dome in the background. Matt said that one of the boats was out in Boston Harbor. Later, we saw it returning, mast folded and running on its outboard. At the dock, I saw its restoration to a catboat in a few minutes.

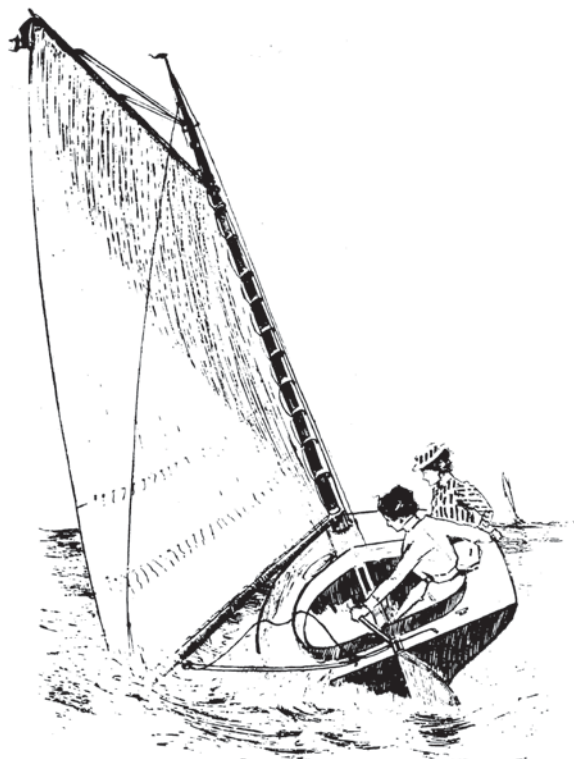
CONCLUSION

MIT is turning out catboat sailors! My first visit was on graduation day, and the captain of the sailing team, newly graduated, appeared, still in his cap and gown, with his parents and took them for a sail in one of the catboats. At least he could show that he'd learned something.

Several times in our conversation, Fran used the word “indestructible” in regard to his requirements for the new boats. The boats see lots of use but little abuse. However, they have to last for years and be maintained by only a few. Indestructible becomes a requirement in the sense that he has six catboats to take care of for a generation. Most of us have our hands full caring for just one for half a generation. The boats are immensely popular.



Author at the Helm.



The 28th Annual Antique and Classic Boat Festival

— *Lou Abbey*

SALEM, Mass., August 28, 2010 — The day was bright, clear and cool with a nice breeze. It was an ideal day for a visit to the 28th Annual Antique and Classic Boat Festival in Salem. Hawthorne Cove Marina off Derby Street is a very accessible venue for this “in the water” classic boat show. You can stroll the docks, meet the skippers and crew and even go aboard most of the boats...sometimes there are snacks and I think I saw a glass of wine here and there. This beautiful day, there was ample varnished wood, unvarnished teak and mahogany, bronze and paint. Boats ranged from a 57 foot commuter built by Derektor to a 14 foot Penn Yan runabout and everything in between. Sloops, yawls, schooners and a skipjack were among the sailing vessels along with six catboats. Five of the catboat owners are members of the Catboat Association. CBA members and one non-member who attended with their boats were:

Catboat Owners

Rosebud, 21 foot Fenwick Williams
 Jim and Lyn Grenier
Tabby, 18 foot Fenwick Williams
 Phil and Isabel Carling
Teaser, 22 foot Benjamin Trask
 Dana and Barbara Marcocelle
Yankee, 22 foot Breck Marshall
 Jacob and Bo Meunier
Breezin Up, 18 foot H. Herreschoff
 Donald and Mira Riggin
 Unnamed, 14 foot George Schiverick
 Judy Lewis (not a CBA member)

It was great seeing all those catboats there shining in the sun. I visited all the catboat owners and looked at their boats. It was a pleasure to hear back from them after the show. One letter from CBA member, Jim Grenier, related that the catboats must have impressed the judges at the show. Here’s what Jim wrote:

“...we were given a special award for *Rosebud*... We won Best Catboat. It was a step down from last year when we won the show’s top prize, Best Sailboat. We think we may have come in second place for the viewer’s choice award, because the woman who did the counting told us we had an awful lot of votes. We

lost out to *Ida*, a very special and impeccable Pease Brothers Sloop...

“We ran into a lot of catboat people at the show. Wayne Blake swung by to chat, and of course Stan Grayson who had never even known about *Rosebud* until last year. He hopes to come up before too long for a sail... *Teaser* from Ipswich won Best Restoration by Owner which was more than well-deserved.”

Here are some photos from the show:



Restored George Schivrick cat with *Breezin Up* off her bow.

Photo courtesy of Don and Mira Riffin



Breezin Up, *Rosebud* and *Teaser* at the festival.

Photo courtesy of Jacob and Bo Meunier



Rosebud with reflections.

Photo courtesy of Jim Grenier



Teaser heels in a breeze.

Photo courtesy of Barbara Marcorelle



Yankee with crew in Salem Harbor.

Photo courtesy of Jacob and Bo Meunier



CBA Discussion Group

– C. Henry Depew, Editor

Q: *Ok, nobody laugh...but all my previous experience is with deck-stepped masts. I have a Sanderling with the hinged mast. Is there any reference on how to step the mast, and would it be easier to handle in the "folded" position? The mast is completely off the boat at the moment, so by stepping I mean the initial setup of the mast and rigging.*

A: Folded is much easier. It makes stepping and raising the mast two separate procedures rather than one humongous one.

(List Reader's Note: For more on this subject, see "Bulletin No. 152", page 55.

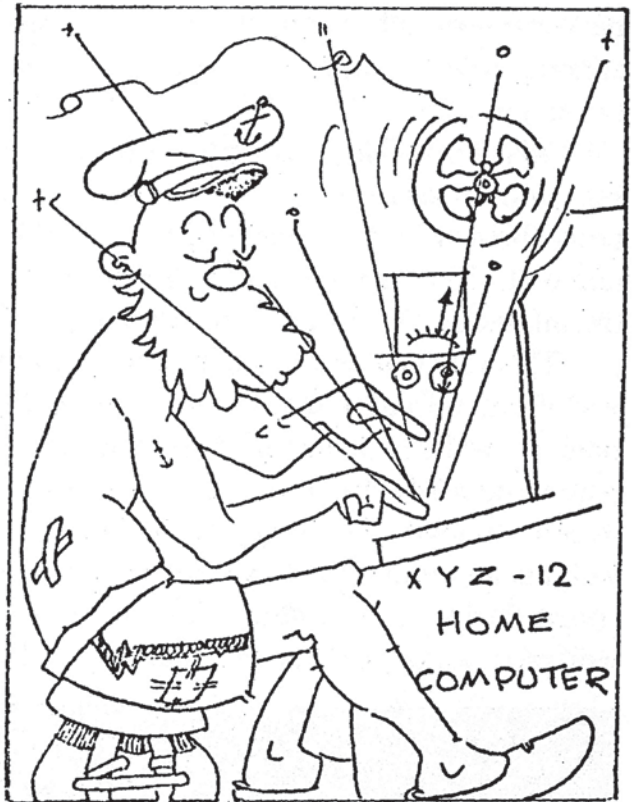
Q: *Anyone have experience with twin topping lifts on big catboats? My newly acquired 26 foot catboat has a gigantic 26 foot boom. The twin topping lifts are rigged to the end of the boom, and three lazy jacks drop down from those lifts on each side.*

The problem arises because this rig puts the tip of the gaff below the topping lift. When the sail is raised, the gaff tends to tangle under the topping lift. Loosening the topping lifts before raising the sail tends to tangle the lazy jacks in random parts of the boat. Many of the rigs that I've seen for smaller catboats avoid this by holding the boom up with the lazy jacks themselves. But somehow, dangling the boom from those lazy jack eye rings doesn't seem like a really good idea for my gigantic 26 footer.

A: Consider moving the point of attachments of the topping lifts forward on the boom so that they are forward of the end of the gaff. This should keep the gaff between the topping lifts and avoid entanglements.

Respondents noted that any catboat, gaff rigged that has the topping lift attached to the end of the boom has the ability to raise the gaff inside the topping lift. One suggestion was to hoist the gaff first until the gaff spar end just touches the topping lift and then raise the throat and gaff together.

It was noted that if you raise the sail when underway on a starboard tack, the result is that your port topping lift is on the lee side. You leave the boom in the crutch while you loosen your port topping lift just enough to get the line just under the end of the gaff. Start raising your sail with the gaff horizontal or nearly so. With the wind just coming over the starboard bow, your gaff will immediately fall off to



leeward, but since the topping lift was under the tip of the gaff you'll be able to raise it so that the gaff is between the two topping lifts.

Once the throat is nice and tight, you top up the peak. That pulls the boom out of the crutch and it will move off to leeward, giving you a little room to tidy up. It is very handy to have a topping lift on either side, especially with a long boom.

Q: *After much discussion with my family we switched over to the dreaded AT&T for the iPhone and its apps. We're all marginally okay with AT&T (the coverage isn't as good as Verizon, nor is the phone waterproof, as our Verizon one was), but as boaters we're concerned with the iPhone's propensity to deep-6 at its first chance, or more probably, just corrode until it's useless around salt water.*

We don't use phones on the boat much anyhow (mostly as a backup for when things go awry) but like the idea of having ship-to-shore communications. Current thought is to purchase a cheapo pay-for-use phone and keep it on the boat, maybe using one of those inexpensive trickle charge solar panels to keep it topped up. Does anyone know if these pay-per-use phones work? Any other suggestions for a solution?

A: A number of the respondents use a pay-per-use phone of one sort or another. Some of the options include purchasing more minutes for the phone as needed. The nice point is that you are not paying a monthly “service” charge for a phone that is seldom used. The question of coverage for your area of sailing is another matter that depends upon that area and the cell phone coverage maps. One recommended phone that works throughout the USA and in Canada is the Jitterbug but it has a minimum monthly fee.

To protect the phone is another matter. Most respondents noted that there are a number of phones that are advertised as “waterproof” and there are also some nice plastic cases to protect the phone.

One respondent recommends purchasing an option that stores all your phone numbers on the cell phone provider’s web site as a back up. That way, if the phone is lost (overboard or otherwise) you have not lost the phone numbers you consider important.

As a final note, one respondent carries a cell phone that is never turned on. It is there if needed. As the respondent put it, “There should be some times in our day that we and our boat are inaccessible.”

Q: *I just found out that my 5.5 Mercury outboard will need extensive repairs and that the recommendation is to ditch it and buy a new one. While I am sorting that out - and getting a second opinion... can y’all give me some advice?*

A: You can buy very slightly used Mercuries from a fishing camp up in Canada. They use them one season and dump them - www.smalloutboards.com

One respondent has a Nissan (made by Tohatsu) for almost 10 years now without any mechanical problems. However, most respondents noted that one needs to look at the new four stroke engines. Most thought that the smallest four stroke will not be a weight burden and should have plenty of power to drive a Sanderling in a current.

It was also noted that Defender Industries has one of the least expensive new outboards, especially during the warehouse sale in March.

Q: *What does everyone do for anchor lights?*

A: Some respondents use oil lamp anchor lights while others found something that works at Wal-Mart or Ace Hardware. The trick is to have the light hung about eight feet off the water where it can be seen by other boat operators and meet the Coast Guard’s criteria for range and visibility.

Q: *We are especially curious about the holes at the end of both the boom and the gaff. We haven’t used them for anything--yet. Am I missing something important or do I have those sheets connected correctly?*

Also, there are metal eyelets on each side of the boom (forward to the cleat in the photo) and I am curious to their use as well.

Some of these things may have been used in previous rigging styles before previous owner changed a few things for efficiency. For instance, the lazy jack and topping lift are interconnected in some catboats I’ve seen, but on this one he has them separate. Not a biggie, but changes things enough that other instructions for rigging became confusing.

A: The holes in the end of the gaff and boom are for the outhauls. My Mystic has the same setup.

Q: *I have a 22 foot wooden catboat, cypress on oak frames. Wanted to solicit opinions on ballast - probably covered here before but sage advice welcome. I have very little, aside from the engine (a Yanmar) and maybe half a dozen weights sort of spread randomly around. How much do people have and how do you place it? From what I’ve read there seems to be a lot of variability.*

A: Everyone responding agreed that a wooden boat is a little different as far as the ballast issues go from a fiberglass boat. It was also noted that the boat’s designer normally covers in the plans how much (and where) the ballast should be placed. The consensus was between 600 and 800 pounds of lead placed amidships and to check the trim as you load in ingots (usually 20 pounds each).

One source for the lead ingots is a plumbing supply store, although most plumbers do not seem to be working with leaded joints as much as they used to.

Some respondents put the lead directly on the planks, while others have the lead on the frames. The location of the ballast depends on the space available.

Q: *My replacement outboard came with a prop that is: 8 1/4 x 5 and here is the situation. It moves the boat, but it is not getting a good grip on the water - it almost cavitates ...and it just doesn’t back it up at all. I have seen on the web-sites that a new prop is over \$100. OK - I may wind up spending that much ... but not before I check-in with this panel of expert colleagues. What think ye - oh seers of the Catboat clan? Can I find an “old” Evinrude prop - one with a higher pitch?*

A: Most respondents thought that an 8 x 6 “sailboat” prop would take care of the problem. However, it was noted that if you increase the pitch of a prop you may overload the engine. You want a flatter pitch for the slower speed. It was suggested that the prop be taken to a good prop shop to have it checked and/or replaced. You need to tell them the horsepower and rpm of the engine to get the proper pitch.

Q: *I've been looking for a handheld GPS with a chart-plotter function, one which lets you create a waypoint directly from the on-screen chart. The large bulkhead-mounted chart-plotters all seem to have this function, but the handheld GPS units with maps are difficult to sort out. For example, Garmin's Oregon 400c comes complete with a touch screen and coastal charts and is promoted for coastal boating, but it is not a chart-plotter. The obsolete Garmin GPSMAP 60csx handheld gets listed on the internet with the chart-plotters, but I've seen nothing in its promotional materials that indicate that it has a chart plotting capability.*

Does anyone have or know of a handheld chart plotting GPS?

A: The various versions of the Garmin production line were recommended. In addition, there was some positive feedback on using a smart phone (Droid Incredible). Not only is the GPS very good, it has a bunch of sailing applications, fully functional touch screen, Navionics charts, and also the real time weather updates are very useful. Also it is a phone. One respondent reports good luck with charts and tides on the iPhone as well.

Q: *Can someone update me on the status of the Kathleen and the Silent Maid?*

A: Her blog which keeps up with her nicely is: blogofthecatboatsilentmaid.blogspot.com

Q: *Anyone have tips on keeping the fresh water system clean and drinkable?*

A: Use the water liberally as long as you have access to refill, which helps flush the tanks. Don't use a green hose to fill tanks; some hoses taint the water. Add a little unscented bleach to tank and baking soda.

The use of a filter in the line from the foot pump to the spigot was suggested. The filter slowed the flow tremendously, but the water was fine. Another person emptied the tank as much as possible, then put a gallon of cheap vodka in to winterize. Worked great! Water tastes better this year. Another forgoes

the vodka but after cleaning the tank he adds a couple of tablespoons of Clorox when filling the tank.

Q: *I am about to purchase a 60's vintage fiberglass sailboat. Any insurance company/broker recommendations would be greatly appreciated. The boat is located on South Coast MA.*

A: As with questions about surveyors, there were a number of insurance firms recommended by those responding to this thread. Among the firms recommended, in no particular order, were:

St. Paul Insurance under the United States Power Squadrons umbrella
Boat US insurance division
Heritage Insurance
CNA Marine
Progressive Insurance
Sea Insure through Sea Tow
Zurich Insurance.

Of interest was the response for those who were in the military:

USAA .

While it's hard to compare apples and oranges, it might be helpful to compare the levels of coverage in the policy for things like towing, accident liability, fuel spill liability, uninsured boater, etc. In short, your marine insurance policy should cover such items as:

- Boat and equipment
- Investigative services
- Commercial towing & assistance
- Liability (bodily injury & property damage)
- Fuel and. other spill liability
- Medical payments
- Personal effects
- Uninsured boater.

And then there is the deductible amount that impacts the cost of the policy.

Q: *I recently acquired a used 17 foot Cape Cod Cat, pretty much fully equipped. In the cabin I found a bullseye, a wooden disk of black locust, about 3inches in diameter and an inch thick, with a big hole in the middle and a groove around the outside. What is it used for? My boat has a conventional gaff rig.*

A: Bullseyes are used when you need/want to change direction of a sheet or shroud line. They are attached with a splice at the end of one line and then the other threads through the hole with a knot or another spliced bullseye as a slip stop.

Q: *I need to rid our cabin/boat of spiders, lots of spiders. What's the best, preferable green, solution?*

A: Consider a coat of robin's egg blue paint wherever it will go. It's not as bright as white, but plenty light, and spiders seem to hate it. Pettit's "Blue Ice" Easyepoxy is a standard catboat interior color, as in the Marshall Sanderling. It is robin's egg blue.

Spray a little peppermint oil (or eucalyptus oil I'm told) mixed in water to drive the spiders out.

Then, there was the idea of –

Try a bird. To get rid of the bird, then you can try a cat. To get rid of the cat, a dog works well....

Q: *How do I get mice out of the boat and keep them out?*

A: Bounce fabric softener sheets will repel mice. I tried it in my cottage last winter and it works!

Q: *Has anyone experienced a positive result using the various liquid/paste paint strippers available? Next year I must put some effort into preparing the bottom of my 1989 Sandpiper using whatever is the most effective product. Sharing your experience with me would be most appreciated.*

A: A couple of the responses proposed such products as Citristrip Safer Paint & Varnish Stripping Gel and Aqua-Strip liquid paint remover with mixed results. A good number of the responses were in favor of using a soda-blaster that can take off the paint quickly and efficiently. The question with the soda-blaster approach is the protective clothing and breathing protection. It was noted that you need to do some searching for the best price for the soda-blaster approach.

Q: *Over the winter we had mice making a home among our bunk cushions leaving the residue of their bathroom exploits on the cushion covers. Normally I would take the covers off and put them in the washer, but they are a very snug fit on the foam cushions and I'm afraid they will shrink and I'll have a devil of a time getting them back on the foam.*

So I'm thinking I'll give the covers a light washing (no soaking) without removing them from the foam cushions and put them out in the sun to dry. That way I should avoid mold developing on the foam. Does that sound like a plan? Or is there some "miracle" spray product I could use. Thanks in advance for any suggestions.

A: Respondents noted various cleansers, but also noted what is used depends on the fabric. One suggestion was to use a front-load washer with the covers zipped shut on the normal cycle with warm wash and warm rinse and dry in the sun or on low-heat in a dryer. It was noted that a top-load washer can rip the fabric on older cushion covers.

One suggestion was that a 50/50 solution of vinegar and water does wonders on nylon carpets and on cotton ("dunno" about polyesters, etc.); the fragrance disappears when it dries. I'd test it first on a small area; vinegar is an acid.

Response from the questioner:

"I did exactly as you describe. I used warm water, laundry detergent, and a scrub brush. Rinsed quickly with a hose. Did all this in the bright sun to start the drying right away. I had excellent results, but the type and condition of the fabric on the cushions makes a big difference."

Q: *Has anybody converted their Sanderling to wheel steering? Pros and cons? thanks.*

A: One respondent wrote, "About 40 years ago, I converted my Marshall Sanderling from tiller steering to wheel steering, using a small spoke wheel with an integral, concentric drum to operate a cable passing through pulleys under the sides to the rear deck and attached to the sawed-off tiller, which I cut off just aft of the rear cockpit coaming. The system required an occasional adjustment of cable tension, but was reliable and easy to use. The wheel still had "feel." Sailing to windward was much easier. Instead of stretching my shoulder sockets sitting to windward and pulling against a tiller that seemed determined to pull me to leeward, I could just lean on the topmost spoke, pushing it to leeward to keep the boat on course. My favorite position was to sit to leeward of the tiller, where I had a good view forward under the sail. In this position the wheel tended to pull me into the boat rather than push me out it."

Other respondents wrote about the Edson quadrant "steerer" (no cables, etc.) with a brake, and the mechanism is housed in a small enclosure aft of the wheel. It provides an excellent "feel." Also suggested was "Controlling the Barn Door" by Bob Luckraft in "Bulletin No. 98", page 28 for instruction and schematic drawings for installing an Edson rack and pinion steering system including brake. The article also includes information on how to build and install an external rudder stop.

It was also noted that another advantage of the wheel was that it greatly increased the available room for passengers in the cockpit. However, tillers are simpler and easier to maintain, but they do require more muscle.

Q: *Does anyone know which side of the dinghy's stern, a small 2 horsepower outboard motor should be mounted? Port or starboard, and why or why not? The throttle handle is on the port side of most motors. This is for a Dyer Dhow.*

A: Respondents noted that Edey and Duff show an outboard pad to port on their Fatty Knees. It was also noted that mounting the outboard on the port side put the operator more closely to the centerline, or perhaps just a bit to starboard, to maintain an even keel. Also noted was that most small outboards do not have trim tabs to adjust for prop walk, so mounting on the port will compensate for prop walk pulling the stern to starboard.

Q: *Was reading in the Bulletin about a block and cam cleat arrangement for the mainsheet, hanging off the cleat on a Marshall 22.*

Wanted to know of other arrangements folks have had success with using a cam cleat for quick release of the mainsheet, or arguments in favor of alternative arrangements!

I like my wooden boat and think a fancy swivel cleat may look out of place, but safety first. Do others disagree that a cam cleat is safer?

Appreciate any sage advice!

A: It was noted that a swivel block/cam cleat on the cockpit sole, between the wheel and the engine hatch is a pretty good arrangement in that the sheet is easy to play while steering, and a crew member can manage the sheet without getting in the way of the helmsman. The downside is that the sheet crosses the cockpit when you tack and can be a menace to the unwary. It was also noted that, no matter how you rig it, that long main sheet is going to foul on something if you give it half a chance. The other preferred location seems to be attached to the foot of the centerboard well.

Some respondents did not like the idea of anything on the cockpit sole to get in the way. One suggestion was to place a swivel block/cam cleat on

the inside of the coaming going around the stern. All respondents noted that a quick-release system for the mainsheet is important for safety reasons.

Q: *I've got a 25 foot Wittholz/Story catboat with boom cheek fittings I don't understand. I can bend on a sail, but I wonder if there was some particular method back in the day... Boom End: There are two symmetric wooden cheeks at the end of the boom, each with a single hole. There's no other fitting to take the clew or foot lacing line. There is no cleat. Moving forward to a point pretty much where the first reef clew would fall, there are again two symmetric cheeks but now each has two holes, of different diameters but no cleat. Moving forward again, at the throat the cheeks have two holes, now the same size. There is no cleat.*

A: Among the suggestions concerning this question was to contact the builder (Brad Story) as well as two sources of information regarding the arrangement on the boom:

“The Gaff Rig Handbook” by John Leather and “Hand Reef and Steer” by Tom Cunliffe (pages 36, 37 and 58)

It was noted that Cunliffe calls these “reefing combs.”

Q: *Our real problem is learning how to avoid getting our main sheet caught up in the outboard motor. We've taken to leaving the prop in the water and lashing the motor's handle in an upright position. I gather this is a classic problem. What solutions have you found?*

(List Reader's Note: This question comes up all the time on the List, but no one seems to come back with an answer.)

General Information:

Only 5 hoops on a 25 foot cat? You should have about twice that number. It's a good idea to have an extra for the one that breaks during the season.

On another matter the May/June issue of “WoodenBoat” has a terrific story with great pictures of the building of *Silent Maid II*, a 33 foot cat originally on the drafting board of Francis Sweisguth.

List Reader's Note: *My thanks to my wife, Judy, and member Bill Hickman who read all of the above and offer suggestions and corrections. Any errors at this point are mine.*



CATFOOD

– Jane Walsh, Editor

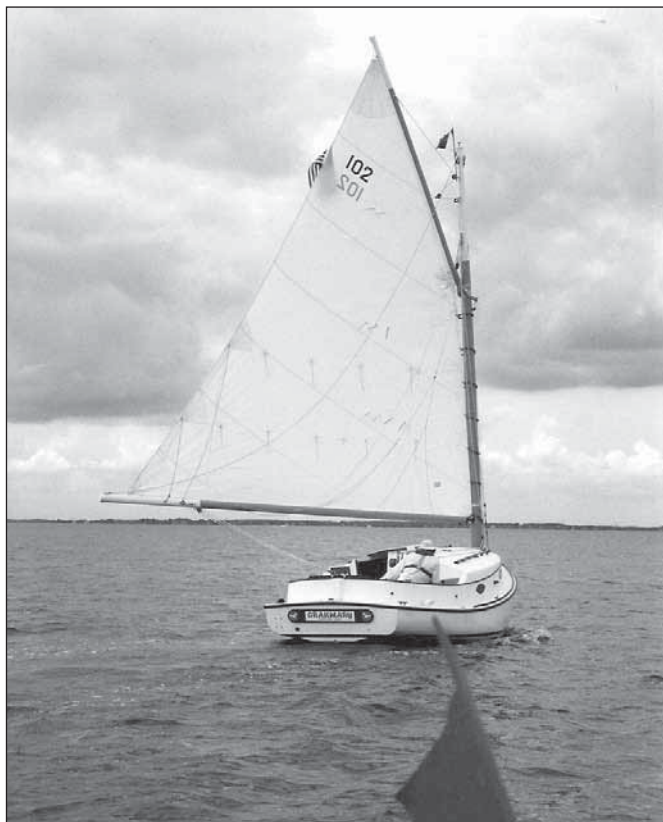
COASTAL CUISINE from MARYLAND

Dear Friends:

Happy Holidays to all of you! I hope you have some nice memories from the summer of 2010 to savor over the months ahead. Did you taste something delicious you would like to share with me?

I am pleased to provide this flavorful and easy dish which was referenced by Butch Miller in the Winter, 2010 Bulletin No.151. Butch recapped the Great Whitehall Bay Race and the potluck dinner which ensued. He noted, “The potluck opened with Mary Dunn’s always-anticipated shrimp dish.” I called Mary and she graciously provided me with her famous “Cajun Baked Shrimp” recipe.

Mary and her hubby, Captain Don, have been members of the CBA since 1995 and have owned and sailed two vessels in the waters around Annapolis. They are both 21 foot David Martins named *Tir Na nOg* (a Celtic name for a place in the western sea where no one grows old) and *Gran Mary* respectively.



Capt. Don sailing *Gran Mary*.



So, at your next rendezvous, tailgate party, or cocktail time, try Mary’s dish! Thanks, Mary!

CAJUN BAKED SHRIMP

- 3-4 pounds uncooked large shrimp, unpeeled
- $\frac{3}{4}$ cup butter (1 $\frac{1}{2}$ sticks)
- 1 $\frac{1}{2}$ cups bottled Italian dressing
- $\frac{1}{2}$ cup fresh lemon juice
- $\frac{1}{2}$ cup chopped fresh mint
- 2 tablespoons Worcestershire sauce
- 1 tablespoon hot pepper sauce
- 4 bay leaves crumbled
- 2 teaspoons ground black pepper
- 1 teaspoon salt

Place shrimp in 13 x 9 x 2 glass baking dish
Melt butter in medium saucepan over medium heat.

Whisk in Italian dressing and all remaining ingredients

Cool sauce to room temperature then pour over shrimp.

Refrigerate for at least one hour and up to three hours, tossing occasionally.

Preheat oven to 450 degrees. Bake about 15 minutes.

Serve with bread soppers (Italian bread broken into small pieces, but French will do also).

“Boat” Appetite!
Jane

PS: Will you share a dish or recipe with me for our next Bulletin?

Please contact me at jane.walsh@catboats.org or at 617-877-6179. I would love to hear from you!



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.

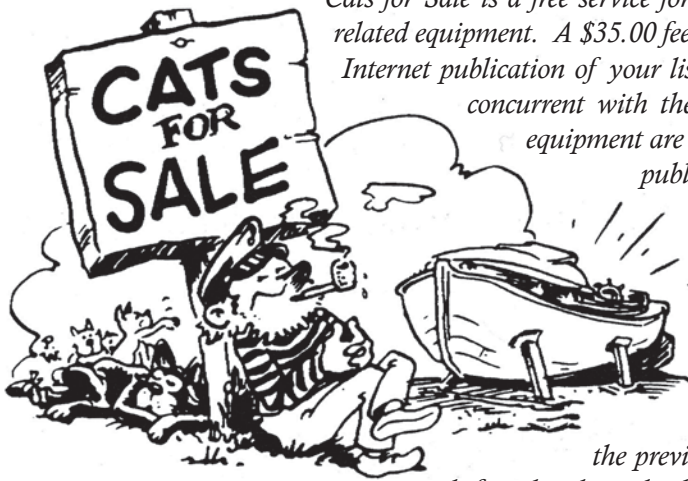
Internet publication of your listing on the Catboat Association's website, catboats.org, will run concurrent with the printed Bulletin. Good quality photos of your cat or related equipment are encouraged and are a great way to help sell your cat. They will be published on the website and will also be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



153-1. FOR SALE: 1989 Marshall 15' Sandpiper catboat. "EEL" has cuddy with hinged mast. Rigged for racing through out. CBA champion 5x SYC, NERYC, 5 more trophies! 100% Harken fittings - 100% non-stretch braided line- windex - three sails - covers for cockpit, sail, and tiller - bow air bags and shelves. Included Loadrite galvanized trailer w/side guides and bow ss-eye plus ss hull lifting rig - spare tire w/bracket and jack - belt tie down - buddy bearings w/covers and a Honda 2 hp 4 cycle outboard w/bracket. Excellent condition - 7 coats varnish - loaded and ready to sail, dream, or race, but first 25K please, and thank you. Located NE Maryland, easy on easy off, I-95. Call K. D. Lee, 410.392.2804.



153-4. FOR SALE: 1969 Marshall 22' catboat. Excellent condition, decks are blue original gelcoat non skid surface. Teak cockpit cover and doors, engine cover, and front hatch cover, Teak and bronze gunnels, Engine Yanmar G2S, low hours (installed at Marshall Marine 2001) with 1" shaft and 3 blade prop. 2 batteries and dual switch-New blue Sunbrella sail cover, and custom dodger. Sail in excellent condition, professionally washed and maintained, new lines and new pulleys on rigging, 2 Danforth anchors - marine radio, fathometer, wood wheel and antique brass compass below wheel. Maroon cushions with white piping for seating and bunks, Swedish alcohol stove, portable head past forward partition, bronze side steps on stern and rudder. 4 pipe stems included. Located Waquoit Bay, East Falmouth, MA. \$21,000 or best offer. Contact: John Galick: an.galick@comcast.net or 508-548-4310.



153-5. FOR SALE: 1972 Hermann Wittholtz 17'2" catboat. Fiberglass, gaff rigged. Many upgrades over the 12 years we have owned "Scat", including; new rudder, new running rigging w/lazy jacks, West epoxy barrier below waterline, new Squeteague sail w/double reefing 2008, Suzuki 6hp still under warranty with less than 40 hours, 2008 custom cockpit cushions. Topsides and brightwork (Cetol) in good condition; spars painted 2009. Asking \$10,000. Buy before launch date, May 15, and save \$1,000. Located Cape Cod. Bill Cavanagh 508-963-3377 or billc@cclowell.com.



153-7. FOR SALE: 1999 Fenwick Williams 21' Catboat. She was built in Nova Scotia for a Swiss couple who summered there. Current owner bought her in 2008 and she has been meticulously maintained. Traditionally built, white pine over white oak and silicon bronze fastened. Deck is sprung teak with mahogany covering board, giving a "solid as a rock" feel. Rub and toe rails are white oak. 1999 Yanmar 2 cylinder diesel engine. Mast and boom are Douglas fir, sails and blocks in excellent condition. Jiffy reefing built into boom with cam cleats for 1st and 2nd reef points. Sleeps 2 in 6'6 foot bunks, head, galley and folding table. Too much detail to list. She is beautiful and will not last long. Email Bill at wnoonan@contravisory.com for a full listing and photos and a 2007 survey. Offered at \$30k.



153-12. WANTED: Herreshoff America 18 Steering wheel system. I am looking to buy a complete Herreshoff America 18 Steering wheel system Steve Kring. Email Kringco@verizon.net or call 941-778-1849.

153-14. FOR SALE: 2009 Marshall 18' Sanderling catboat. With new 2010 galvanized Load-Rite trailer. Mast hinge, new 8 HP Tohatsu 4 stroke outboard, cabin and cockpit cushions. Factory installed Jabsco marine head (holding tank/bladder not installed). Boat was in water on a mooring for only two months. College loans due, must sell.



Located in western Massachusetts. Asking \$39,000 /best offer. Call Tim McElroy 413-335-6402 or e-mail tazmanian_tigger@msn.com

153-17. FOR SALE: 1974 Marshall 22 catboat. Cruise Downeast in your 1974, 22 ft. Marshall. Lovingly maintained, new dodger, new Yanmar 3YM 20hp diesel inboard with three-blade prop, bowsprit for anchoring. Rewired, fully found for cruising. Small woodstove. Excellent race record (if there's any wind), has been cruised extensively (see CBA Bulletin No.140 for example). If you wish we can help you sail her back to your homeport in New England. Asking \$32,000. Location, West Bath, Maine. Contact John Van Orden, 146 Shoal Cove. W. Bath, ME 04530. Email shoalcv@suscom-maine.net or call (207)442-7865.



153-19. FOR SALE: 1965 Marshall 18' Sanderling Catboat. Fiberglass. One owner from 1988-1998, one owner from 1998 to present. In very good condition. White hull, Grand Banks Beige top, teak handrails and trim. Spar paint removed and spars sanded, primed and painted in 1998, touched up annually. All bottom paint was removed by powder blasting in 2004. Bottom repainted with Interlux paint, smooth finish. All work, yearly maintenance, launching and winter storage done by Beaton's Boatyard, NJ. In 2004 they installed a new rudder and centerboard. All spars under covers each winter. 2003 Quantum racing sail w/ sailcover plus additional older sails. Anchor with chain and line, boom crutch, fenders, dock lines, canvas winter cover. 2007 Honda 5hp outboard w/ tank, fuel line and easy lift outboard motor bracket. The boat is race ready and has been used lightly for racing over the past 20-plus years. Located in Brick, NJ. Reduced to \$9,500, offers. Contact: Chris Arner. Phone: 401-225-6497 or E-mail: chrisarner@msn.com



153-20. WANTED: Boom tent or cockpit cover for a Marshall 15' Sandpiper. mck@bgllp.com

153-21. FOR SALE: 1992 Bigelow Kitten 14' catboat. This is believed to be one of the last "Kittens" built by the famed Bigelow boat building family located on Cape Cod in Massachusetts. She has been professionally maintained including inside winter storage. The hull is cedar plank and stainless steel fastened. The wooden spars and Marconi rig are in excellent condition, as is the entire boat. Includes all necessary gear and a 2007 galvanized trailer. This Bigelow "Kitten" needs nothing and is ready to sail. Asking \$6,000. Will consider reasonable offers. Email pdbrightman@yahoo.com, or call Peter at 305-968-5162 or 508-331-6686.



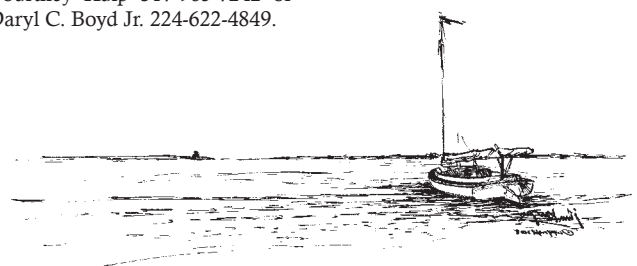
153-22. FOR SALE: 1998 Menger 19' catboat. Very good condition, New Dacron Sails 2005, New Burgundy Sail Cover and Interior Seat Cushions, Tabernacle Mast (2005), Cockpit Tent, Winter-Trailing Cover, Opening Hatch Cabin top, Rope Deck Pipe, Anchor Chocks on deck, Lighting Package Step Transom & Rudder, Compass, Double Bunk Filler Cushion, Bilge Pump- Manual and Automatic, Trailer-Galvanized. Porta-potty under deck, Sliding galley with sink and 1 burner, 9 Horsepower Yanmar inboard with low hours. Cetol on teak. Nantucket MA available also Hyannis, MA. Asking \$21,000. C.Bralver, cnbralver74@hotmail.com, 203-451-0449



153-23. 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 GPSMAP 76s with mounting bracket. Ritchie compass with demountable bulkhead bracket. Danforth anchor and rode. Price includes Easyloader single-axle trailer with spare wheel and tire. New lower price \$9,900. Lea Wilds, owner, wilds@infionline.net. Located Harpswell, ME. Call 207-833-5792, winter number 207-373-0838.



153-24. FOR SALE: 1993 Boyd 23' Cat-Ketch Sharpie. Trailer included. Boat was built by original owner and CBA member Daryl C. Boyd (deceased), passed on to children. Owner was adding 'berth'/cabin to boat but passed away before work was completed. Tanbark sails. Owner was perfectionist and woodwork shows it! She was his 'labor of love'. Will take some TLC to restore to original beauty. The boat is seaworthy. Picture is of 'before' when she was used for day sailing without berth. \$6500 O.B.O., Located in Barrington, IL. Email jckulp122@comcast.net with any questions or call Courtney Kulp 317-965-7242 or Daryl C. Boyd Jr. 224-622-4849.



153-26. FOR SALE: 1980 Minuteman 15' Catboat. Includes trailer, boat in very good to excellent condition, freshwater sailed only. The Minuteman was built by Squadron Yachts in Rhode Island. She is 15 feet overall, and very similar to the Marshall Sandpiper. Big comfortable cockpit seats. Cetol teak and oak brightwork, new centerboard, boarding ladder, lazy jacks, jiffy reefing, sail cover, boot top cover, winter cover, hinged mast, motor mount, electric motor, battery and solar charger. Sails beautifully. Great family boat or first sailboat. Located near Brattleboro VT. \$6500. Contact Virginia Bunker at gincy@together.net



153-27. FOR SALE: 1978 Marshall 18' Sanderling catboat. 8.6' beam, fiberglass, wheel-steering with steering brake, inboard Yanmar 1GM10 9hp diesel engine, navigation lights, potbelly stove & stovepipe through cabin roof with Concordia smokestack, lazy jacks, jiffy reefing, on EZ-Load trailer. Located near Altoona, PA. Reduced to \$13,000. More pictures available. Call RJ Murray at 205-381-6777 or email bhamin1@hotmail.com



153-29. FOR SALE: 1990 Menger 19' catboat, tabernacle mast, Yanmar 9 hp. diesel inboard, navigation lights, cabin lights, cruising package, (sink, alcohol stove, porta-potti), drop leaf cabin table, two 8' Sunbrella cockpit cushions, 2 Sunbrella 8' bunk cushions, and Sunbrella sail cover, bulkhead compass, VHF and depth finder, two anchors, one with chain and rode, PDFs, fire extinguisher, electric bilge pump, five cat's eye windows, and other extras. Bronze step on transom and folding step on rudder. Winner of the 19' and over catboat class at the 2007 Sayville Yacht club catboat rendezvous. Asking \$15,500. Location Patchogue, Long Island, NY. Contact 631-369-9295 or now1@optonline.net



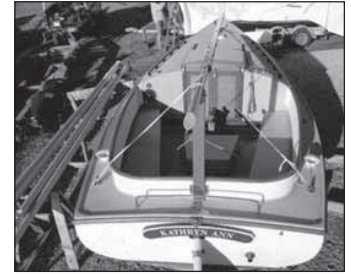
153-30. FOR SALE: 1975 Marshall 18' Sanderling catboat. Gaff rigged with outboard motor. Completely redone by Marshall Marine in 2005. Good condition. Sail number is 297 - boat won many club championships. Located NJ. Asking \$13,500. Please call Thea Lucarelli at 732-747-9442 or email theaandjoe@aol.com. no photo

153-31. FOR SALE: 2000 Marshall 22' Catboat. "Harvest Moon". The Most Completely Outfitted Cruising 22 Ever Built and Maintained by Marshall Marine. This boat, in Like-New Condition, is ready to sail away with a features list including two sails, complete electronics package with radar and gps/chart plotter, ram-arm auto helm, ray marine tri-data head with electronic



wind instruments and depth sounder, Icom VHF radio, loud hailer with electronic fog horn and bells, 4 Optima d34 batteries new last season, monel shaft, bowsprit with anchor and Fairclough winter cover. List is way too long to mention here. Asking \$75,000. Call Steve Ente at (508) 758-2473 or email spe@steveente.com

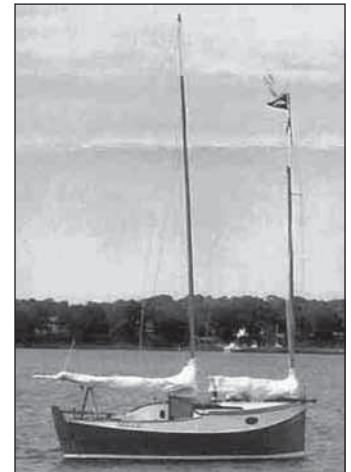
153-32. FOR SALE: 1985 Marshall Sanderling 18' 6" Catboat: Yard maintained. Very good condition. Decks are non-skid buff, green bottom, red boot stripe and white freeboard. All teak wood annually cetoled and in excellent shape. Cabin bunk and Deck Cushions, Ritchie Compass, Rudder Boarding Steps, Bronze Hardware, Humming Bird Depth Finder, new 12 V. battery, running lights, cabin lights, sail and sail cover. Lazy-Jacks, Jiffy Reefing System, Porta-Potty, two Danforth anchors, 4 life-preservers, boat-hook and fenders. Protected winters ed inside in shrink wrap. Yanmar 7 HP diesel available. Galvanized Easy-Load trailer included. \$15,900. Call Charles McFarlane, South Orleans, MA 508-247-9301



153-33. FOR SALE: 1983 Nonsuch 26' Catboat. Imagine a 26' catboat which is close winded, fast on all points of sail, has a modern underbody, minimal weather helm w. pedestal wheel steering, easily single handed w. all lines leading to the cockpit, a 22 hp 3 cyl. Westerbeke diesel, double lifelines w. a stern pulpit, over 6' head room, enclosed head, full galley w. gimbaled propane stove plus oven, h & c pressure water, sleeps 4 comfortably, etc. You can have all this and more in "INUA", a 1983 Nonsuch 26 which is for sale in Pelham, NY (western LI Sound), in the water and ready to go. Many photos available from owner, Robert Weeks, New Rochelle, NY, tel 914-235-0625, email RDWeeksJr@aol.com. Asking US \$29,500, offers invited.



153-34. FOR SALE: 2007 19' cat-schooner BRILLIG, 7' beam, William Garden Design #130 plywood hull with fiberglass sheathing and teak trim throughout, Dynel deck, 300# fin keel, lead trimming ballast, double berth, hanging locker, sink with pump, wood burning stove, alcohol cooking stove, electric navigation lights, depth sounder, bucket & chuckit, Farymann 7HP diesel (hand or electric start), Sestrel box compass, Garmin GPS-50, 15# CQR and 100# mushroom mooring anchor with chain. Foresail, mainsail and fisherman staysail like new. Fast and handsome. Now \$18,000. She is presently hauled out at ShipShops on Bass River, Cape Cod. New 6'-8" x 3'-8" Murray Peterson dinghy available. 508/771-2534 or email hickman31@verizon.net. William B. Hickman

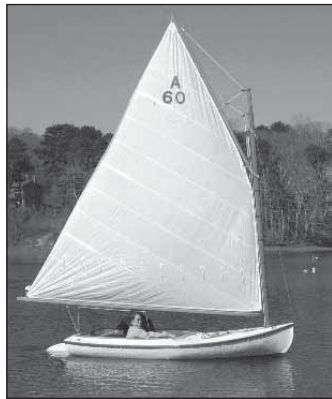


153-35. FOR SALE: 1974 Peter Legnos 20' Mystic Catboat. 'OBADIAH' on Nantucket, MA. Beam 8'. Fiberglass hull. Headroom about 4'. Cockpit is 7'9" long. Draft is 2'1" board up, 4'3" down. Sails great. Hull #2 of



less than 50 Legnos catboats made between 1974-81. Motor 4-stroke 8hp Yamaha outboard, no trailer, painted aluminum mast, Wood spars, boom, gaff are Sitka spruce. Hairline crack fiberglass boom repair in 2004. Sails are 5 years old from Thurston Quantum (2 reef points). Wooden hoops, Pert Lowell Oak. Sink, fresh water tank, no stove. Ritchie Compass, 2 anchors, dock lines, green canvas sail covers, berth cushions, solar vent, lazy jacks. Owned since 1989, purchased on Nantucket. Currently stored at Grey Lady Marine on Nantucket. Inquire at 508-228-6525 (G.L.Marine). Photos available by email to Charles Balas: anchorin@nantucket.net. Asking \$9500.

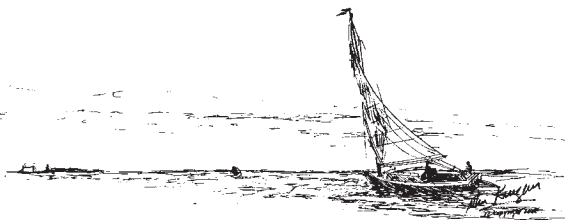
153-36. FOR SALE: 12' catboat - Arey's Pond 'Kitten', Sitka spruce mast, gaff, and boom, iroko rail (beautiful condition, varnished this year), fiberglass hull, bronze hardware, Harken swivel cam main sheet system, trailer, removable Edson motor bracket, 2.5 hp Tohatsu outboard, custom cover for sail and entire full cockpit, 2 sails, made in 1995, but only sailed last 4 seasons. Ready to sail. REDUCED to \$5,000. Mystic, CT. Call 860-536-0871, or email: mystmary@sbcglobal.net



153-39. FOR SALE: 2006 Hutchins Compac 14' Catboat. Picnic Cat model, beam 6'6". Boat looks like new. Boat, sail, electric motor and trailer included. \$8000 or best offer. For more info call: Steven Eggers 203-550-1115, or Email Sheoil@Gmail.Com



153-40. FOR SALE: 2007 Bolger 12'6" Bobcat. Like new gaff-rigged catboat built to or above the specifications in the plans by Philip Bolger and Harold Payson. The hull and deck are marine plywood covered in West System epoxy and fiberglass before painting. The interior marine plywood was sealed before being painted. The mast, boom, and gaff are spruce, sealed and varnished. Boat has only been sailed a few times, it's kept on a jetski lift at my dock. Now stored indoors for the winter. Everything, including the sail, is like new, except for the samson post, which came off a 1932 Richardson. The forecabin is full of flotation, as well as the port and starboard quarter areas. Rudder has the horizontal foot and hollowed trailing edge as designed by Bolger, giving the blade more bite and improving the turning action. PRICE REDUCED: \$3,800 OBO with good trailer, titles on both boat and trailer. Construction photos available on CD. Located in Heathsville, VA 22473. Built by Fancy Nancy's Boatworks. E-mail for more info and pictures. cvinroot@gmail.com



153-45. FOR SALE: 1965 Marshall 22 Catboat, Hull #5, Sultana. Manchester mainsail, plus original Thurston. Yanmar 2 cyl. diesel in good running order, very strong hull in good condition. Boat can be sailed but needs cockpit and cabin work. Detail digital photos on request. Boat lying Waupoos Marina, near Picton, Ontario. \$CN.14,000. arthurearl@nexicom.net 613-756-1955.



153-46. FOR SALE: Beetle Cat #1635, sound hull, needs deck canvas and cockpit coaming replacement to put in good condition. \$2000. Contact Arthur Earl at arthurearl@nexicom.net or (613) 756-1955. no photo

153-47. FOR SALE: 1961 Concordia 12' 4" Beetle Cat. Well loved boat, single owner for the past 30 years. Bronze refastened, new centerboard box, high quality work, great condition, nicely finished, spars just re-varnished. Sail and cockpit tent. Concordia built in 1961. Looking to sell to a responsible owner. Brooklin, Maine. Asking \$5,500. Email beetlecat875@gmail.com or call 207.236.6432.



153-49. FOR SALE: 1978 Marshall 18' Sanderling. Excellent condition. Garaged October to May. White hull with blue deck and cockpit floor, 12 volt system with cabin light, running lights, depth finder, 12 volt accessory plug in fuse panel, bottom stripped 2006, cabin bunk cushions, cockpit cushions, Danforth anchor with chain and line, lunch anchor with chain and line, bronze swim steps on transom and rudder, swim ladder, new pintles and gudgeons, porta-potti, sail cover, lazy jacks, one line cockpit reefing for all three reef points, new mast hoops, fire extinguisher, teak shelves in cabin, teak swing out compass mount and compass, spring line cleats, teak cleat guards, fenders, dock lines, life preservers, boathook, flagpole and flag, easy lift outboard motor bracket, Evinrude 8 horse outboard motor with tank and fuel line, oak tiller, adjustable tiller extension, removable varnished teak cabin floor boards, teak hand rails and trim, tool kit, air horn, manual bilge pump, windex and more. Located on Martha's Vineyard Island Massachusetts. Contact Rich Washington at 508-693-7424 or hotchklt@comcast.net . Asking \$11,500.



153-50. FOR SALE: 1980 Marshall 22' Very rare, sloop rigged catboat - Time to sell a beloved, beautiful, family boat. 16 HP Universal Diesel, Garmin chart plotter, depth finder that will measure to .1 feet, 2 batteries, new holding tank (never used) and all new plumbing (never used), plow anchor, all lights and all systems are in excellent working



condition, located in Virginia Beach, Virginia, always stored on a lift behind my home. I have owned this treasure since June of 2004. Excellent condition - \$24,900. Contact: Jon Gorog, 757-359-9393 jongorog@verizon.net

153-54. FOR SALE: 1989 Marshall 15' Sandpiper catboat. "EEL" has cuddy with hinged mast. Rigged for racing through out. CBA champion 5x SYC, NERYC, 5 more trophies! 100% Harken fittings - 100% non-stretch braided line- windex - three sails - covers for cockpit, sail, and tiller - bow air bags and shelves. Included Loadrite galvanized trailer w/side guides and bow ss-eye plus ss hull lifting rig - spare tire w/bracket and jack - belt tie down - buddy bearings w/covers and a Honda 2 hp 4 cycle outboard w/bracket. Excellent condition - 7 coats varnish - loaded and ready to sail, dream, or race, but first 25K please, and thank you. Located NE Maryland, easy on easy off, I-95. Call K. D. Lee, 410.392.2804.



153-57. FOR SALE: 1985 Nonsuch 30 Ultra catboat. Shoal draft, in excellent condition. Bottom redone in 2003 with 5 barrier coats. Topsides AWL Grippd in 2006. Most recently bottom painted in Sept 2009. Westerbeke 27 diesel runs great. Balmar 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.



153-58. FOR SALE: 1984 Handy Cat 14' catboat. Built by Nauset Marine. 14' LOA, 6'8" beam. Wood spars & coaming, fiberglass hull. Sail in very good condition. New cockpit cover, trailer and motor mount. 2001 Honda 5hp outboard only used twice per season. Boat needs a new centerboard pivot pin. \$6,500. Call Dianne Sampson at 978-281-1974.



153-59. FOR SALE: 1981 Atlantic City 24' Catboat. This is a stalled project- no time to finish. Boat could be sailing with engine installation but needs much work to make like new. Complete with BMW 12HP diesel, usable sail, and all cushions. Major projects required are- reinstall engine, repair FG on port cabintop corner



and hatch slides, and replace cabin sole. Good opportunity for someone with more time to spare than I presently have. \$4500. Contact Roger Holzmacher holzboat@aol.com for more info and photos.

153-60. FOR SALE: 1993 Compac 23' 3" Trailerable Sloop. In pristine condition. I am her sole owner. Always stored in side and has only seen seven seasons in the water. She needs a home back near the ocean. Great Family cruiser sleeps four and a must see boat with lots of bronze. 8hp Johnson recharges battery. 155% Genoa on furler too. She is a beauty and to replicate would cost over 45K. Will consider trade for a Sanderling or comparable boat with a folding Mast. Firm at \$18,500. Call Larry Decker at 207-652-2213 or email lkd71@tds.net.



153-61. FOR SALE: 1980 Marshall 22 Sloop Chance Along. Universal 5416 diesel, new Bimini, complete enclosure. New halyards, 1995 new mail sail, GPS, VHF, 2 autopilots, commercial PFDs. All brass cleats and wheel, new belts and hoses. 20 and 25 lb. CQR anchors. Call for pictures, survey or more details. Health forces sale. Location Florida. Includes Walker Bay dinghy. Asking \$20,000 OBO (see another picture at 151-26). Contact Capt. Harvey Phillips at 239-218-6969 or email captharv1@verizon.net



153-63. FOR SALE: 1993 Marshall 22' Sloop. MMC 22232A393, Yanmar 2GM 18hp single diesel. LOA: 22'2" Beam: 10'2", Displacement: 5660 lbs., Draft: 2' / 5'5", Ballast: 850 lbs. Classic Marshall cat boat, sloop rigged for optimal cruising. Professionally maintained by experienced Chatham boatyard. All teak bright work refinished and Cetoled 2009. Sloop layout w/ 7' spruce bowsprit. V berth forward; manual head with holding tank. Settee pulls out into double berth; hanging locker; large chart storage drawer. Galley with S/S sink, CNG stove; drawers and stowage compartments. Ice chest under cockpit seat. Hinged dining/navigation table. Teak and holly cabin sole; cedar paneled bulkheads; oil lamp; bronze opening porthole. 12V system w/ 2 batteries;'07; selector switch; circuit breaker panel. Navigation and cabin lights. Fresh water pump and cockpit hose connection. Autohelm ST3000 autopilot, Ritchie 5 compass, Datamarine GPS on custom swing out bracket, VHR radio, Datamarine S400DL fathometer. Fiberglass hull with bowsprit, centerboard, wheel steering. Rub rails replaced 2008. Sound insulation under engine box top: scuppers with seacocks; solar vent in coach roof. Bronze cleats; bronze steps on rudder and transom. Sales and Rigging: Gaff sloop rig (eliminates weather helm); Harken mainsheet ratchet block w/quick release jam cleat. Aluminum keep-stepped mast, boom, gaff and jib. Stainless wire standing and Dacron rigging. Thurston mainsail and jib; jiffy reefing from the cockpit; "stoppers" for two sets of reef points on the cabin top; custom lazy jacks; shock cord furling gear. Sailcovers.: Cockpit dodger and awning; cockpit cushions. Danforth anchor with 150' rode. Docklines and fenders. Screens for companionway doors. EPIRB, PFDs; flares. Price: \$39,000. Contact: Dave Wilber, Chatham, MA. davewilber@aol.com 508.945.4061 home 508.237.1218 cell.



153-65. FOR SALE: Sail for Marshall 22. Sail made by Manchester. Good condition, 388 sq.ft.; sail has not been used for several years. D.A. Bevan tafbevan@gmail.com no photo

153-66. FOR SALE: Marshall 18' Sanderling catboat. No. 140. In fresh water since 1999. Marshall Marine installed the 8 HP Yanmar diesel inboard engine in 1985. New injector this spring; new battery in 2009. Thurston sail new in 2005; also an older but still usable sail. Buff spars, ash-shell roller-bearing blocks; three-strand dacron sheets, halyards, lift and lazyjacks. Rigged for two one-line jiffy reefs. Interior was repainted and cockpit coaming lining was replaced this spring. Teak trim has been refinished with Cetol every season. Brass running lights have been electrified. Shipmate "Skipper" wood stove in cabin with stainless smokejack and water deck iron. Nice berth and cockpit cushions, sail cover and winter storage cover. Load-Rite trailer with surge brakes (new in 1999; never in salt water). All in all, a proper little yacht that we're reluctantly selling to get something a bit larger. \$16,000. Tim and Barb Graul, Sturgeon Bay, Door County, Wisconsin 920-743-6842 tgraul@sbcglobal.net



153-67. FOR SALE: 1971 Cape Dory 14' Handy Cat. Hull #7 with 6 HP Mercury outboard and 1992 galvanized Load Rite Trailer. New Sitka spruce mast and oak mast hoops 2000. Fiberglass hull; Teak seats and trim; Foam floatation; Storage cuddy; Thurston sail and sail cover; Lazy jacks; Canvas cockpit cover; Danforth anchor and line. LOA 14'; Beam 6'8"; Draft 54" (board down) 12" (board up). Well maintained and lovingly sailed by this family for 12 years. \$5800. Molly Lee mollylee@cox.net or 401-247-7205.



153-68. FOR SALE: 1968 Marshall 22' catboat. A beautiful Cat Yacht; CAT NAP, formerly Felix. Complete 2010 topside rehab by Crockers Boatyard included replacing the old with new teak coamings, rub rails, eyebrows, hand rails, hatch & companion way trim, helm seat, etc. Plus new Allgrip finish on entire decking, house roof, and cockpit. All new cushions above and below. Very reliable 1988 Yanmar 2gm20 18hp diesel inboard. Equipment includes mainsail, dodger, sail cover, cockpit cover, anchor, fenders, etc. The boat has been very lightly used in recent years. A must see, if considering the purchase of any Marshall 22. Additional pictures available. Asking price \$43,500. Email: Sarahappleton@msn.com or call 978-524-0720



153-69. FOR SALE: 1972 Cape Dory 14' Handy Catboat. Day sailer. Fiberglass hull, positive flotation. Galvanized trailer 2007. Full equipment, many extras. Located Vineyard Haven, MA. Inspectable. \$6,500. Gerry La Marque. Phone 508-693-0553 and let ring 10+ times.

153-70. FOR SALE: 1980 Atlantic City 24' Catboat. Perfect Winter Getaway in warm sunny SW Florida, close to Florida Keys. Sleeps 5 but ideal for 2 on an extended Vacation in full Comfort. Explore shallow Coves, stay at great marinas + resorts. Fully equipped. Newer 2GM20F Yanmar Diesel less than 360 hrs. Full Galley, sink and Stove, Ice Box. Interior Teak+Holley Sole. GPS W/Maps, Raymarine depth+wind, newer Cushions throughout. Location: Ft. Myers, FL 33902. For specs try Google, for info specific to this boat e-mail FRED at akl2299@comcast.net or call 239-849-7849. Price \$24,900. Also see ad 152-4 for details.



153-71. FOR SALE: 1976 Herreshoff America 18' Catboat. Centennial Edition. 5hp Evinrude, two sails, sail cover, cockpit cushions & cabin cushions. Spars epoxy painted in 2009. Solid boat in fine condition. Asking \$7900. Located in Bellport, Long Island, New York. Contact Roger Terrel 631 803-2871 or email terrels@optonline.net



153-72. FOR SALE: 1975 Legnos Mystic 20' catboat. Hull #11. Fiberglass hull and deck with aluminum hinged mast (by Marshall Marine). Spruce boom and gaff, extended mast (24') and larger sail (324 sq ft). Sail has two reefing points and is in good condition. Another sail (260 sq ft) is in fair condition. A new Vetus 10hp inboard diesel engine was installed in 2008 and has only 50 hours. Cabin and cockpit cushions included as well as a new sail cover, bronze deck hardware and wood blocks. White hull with celadon deck. Included also are two Danforth anchors, assorted lines, life jackets, fire extinguisher, and single axel triad trailer. "Bobcat" is a beautiful attention-getting boat with classic catboat lines and a solid sailer. \$13,900. Contact Bob Huber in Chelan, WA at thehubers@yahoo.com



153-74. FOR SALE: 1973 Herreshoff America 18' catboat. Sailboat is named "Bob Cat" (formerly "Annie") Hull# TSP 1-1A 197 0473. Includes 1988 Nissan 5hp outboard motor, portable fuel tank and trailer. (I purchased this boat in Chicago and trailered it home on this same trailer.) Folding mast for ease of launching and retrieval. Mast, boom, gaff all powder coated for durability. Flag sail with Sunbrella sail cover. Lazy jacks, and single line reefing for 1st and 2nd reef with all lines leading to the cockpit. New portable head. Compass. bunk cushions, sink with water tank, Danforth anchor with rode. Fenders with all dock lines. New skeg with nylon bushing (to prevent electrolysis). West Marine 4 Pack w/bag Runabout life vests. Spare water pump kit for the Nissan motor. Laminated ash and mahogany tiller, plus spare tiller when left at mooring. Navigation Lights. Price:\$7,500 USD. Located Bracebridge, Ontario, Canada. Contact: Bob Sweet, email: bobdianne@vianet.ca or call 705-645-4997. Other pics available upon request.



153-75. FOR SALE: 1978 Mystic 20 Catboat. Built by LBI, Inc. 20' LOA, 8' Beam, 25" draft with board up, 51" with board down. Fiberglass hull with teak trim, cat rig with sitka spruce mast and booms, she has 600lb of lead ballast and displaces 3000lbs. Sail area is 282 sq ft and has aux powered with 8hp Yanmar 1GM diesel engine(1990). Self-bailing cockpit, manual Whale gusher bilge pump in cockpit as well as auto/manual electric bilge pump. Fuel tank is 8 gal, water tank 10 gal. Most hardware replaced in 2000 with bronze including through hulls. Layout: Large cockpit with cushions, V berth with cushions, porta potti starboard, galley sink port. Electrical: 12v battery (2009) with 110v charger, navigation lights, cabin lights, 12v DC plug in cockpit, fuse panel. Other equipment: Compass, digital depth finder, CD player with cockpit speakers, Danforth anchor with 150' rode, fire extinguisher, engine maintenance manual, fenders, dock lines. Asking \$15,000. Located Mystic Connecticut. For more information contact Jeff Messina at (860)884-8118 or via e-mail at fhpharm.jeffm@earthlink.net



153-76. FOR SALE: 1979 Bill Boyd 23' Family Cat. William Garden, designer. Gaff rigged with folding mast. 10hp inboard diesel. Marine head. Fatty Knees dinghy with new sail kit. Dinghy davits on stern of catboat. Heavy duty 3 axle road-worthy trailer. Sail reconditioned this year. New deep cycle batteries this year. Shore power. VHF radio. Depth/Speed Gauge. More photos and information at www.thecatboat.com/billboyd.htm. Boat docked in Grafton, IL. Asking \$15,000. Email August Adams at augustadams@hotmail.com or call 217-370-6009.



153-77. FOR SALE: 1985 Landing School 18'7" Carter Catboat. "Solstice" is mahogany planked on white oak, oak rails and cap, all bronze hardware. Sitka spars and ginpole mast raising system Just completed out of water cosmetic restoration. All brightwork sanded to bare wood and finished with 6 coats Epiphanes. Shipmate stove, wheel steering Manchester sails in excellent condition. Swedish 7hp auxiliary. This boat has a bowsprit for cockpit anchor setting and jib. New Pert Lowell mast hoops. Roadworthy aluminum dual axle trailer included. Boat is currently out of water for the season in Plainfield, MA. Pictures coming soon. Offered at \$24,000. Call Steve at 413-634-0029.



153-78. FOR SALE: 2008 Marshall 18' Sanderling Catboat. Flag-blue hull, bone decks, teak hand rails and trim. Self-contained head, drop-leaf table, running lights. Ritchie compass. Lazy jacks, Harken main sheet system, jiffy reefing, Oyster sail cover. Blue cockpit and berth cushions. 5hp Honda 4-stroke outboard and other accessories. Well-equipped for overnights or daysailing. Excellent condition, priced at \$35,000. Berthed in South Dartmouth, MA. E-mail Robert Allio (rallio@mac.com) or call 401-316-4240.



153-79. FOR SALE: 1970 Marshall Sanderling 18' catboat. Hull #161 with 5 Starr by Load-Rite custom trailer. Boat has been in our possession for five years. Bottom completely sanded of old paint, new undercoat and ablative paint applied. New Quantum/Thurston sail with two sets of battens two seasons ago. Spare used sail too. New standing and running rigging four seasons ago. All blocks Harken 3" and all lines Sta-Set. New gudgeons and pintles on transom. Used for daysailing only, trailer has never been submersed. Boat always lifted on and off the trailer by Travelift. Mast stored indoors every winter. 2000 Mercury 9.9hp 2-cycle outboard with approximately 125 hours. No head, galley or heater. Cabin and cockpit cushions, Anchor and rode, 100' line, lifejackets and all other necessities to go sailing. Like all older Marshalls, this boat needs a cockpit sole and benchwork. Cabin needs paint too. Additional photos and info upon request. Asking \$11,750 including trailer, or will sell without trailer for \$9,500. Call Ken at 631-332-8392 or email schuke23@optonline.net



153-80. FOR SALE: 1978 Menger 17' catboat. Excellent condition with EZ haul trailer. Has 9hp Yanmar inboard diesel with comparatively few hours and which is in very good condition. Spars were repainted in 2007; interior in 2010. Most of the rigging is new. Mast on tabernacle. Two jiffy reefs. Small galley, alcohol stove, portapotty, electric bilge pump (also hand pump), compass, new running and anchor lights. Has two Danforth anchors and line. Sail is the original, in good condition. Cockpit awning and boom tent. This is a wonderful boat, but we are too decrepit and old to take her out anymore. At this time she is at dockside in Mystic, CT. Price is \$14,000. (At extra cost, we have a barely used GPS, hand held depth sounder, and VHF radio which we used on the boat.) Phone Ames at 860-844-0252 or e-mail ames11111@aol.com



153-81. FOR SALE: 1968 Wittholtz 17' catboat. Hermann Boat Shop. Good condition. It breaks my heart but must let her go due to personal illness. Fiberglass. Wooden spars and extra aluminum gaff. Lots of bronze. Doyle sail in very good condition. Custom sail cover and boot. 2006 Johnson 9.9 hp 2 cycle outboard engine (used two seasons) – last year 2 cycle made by Johnson. Mast head navigation lights and VHF antenna. New VHF radio. Danforth anchor with new coated chain, fittings, rode and bowsprit roller chock mount. Stainless steel side mount swim ladder. Lots of extras. 2006 Loadrite Trailer with mounted spare tire. Fits Marshall 18. Never in water – no rust. Dinghy (needs work). Boat currently in water in Daytona Beach, Florida. Catboat Association Member. Call Jim McAdams at 386-682-3210 or email at jamesmcadams@mac.com. Special Price \$6,500. Delivery option available.



153-82. WANTED: Sail for Marshall 18' Sanderling. Contact Karl Langefeld @ klfreestyle@aol.com or 954 695-8355

153-83. FOR SALE: 1976 Marshall 18' Sanderling catboat. Awlgrippd hull (white) and decks (tan) 2010, Nissan 5 hp outboard on removable bracket, bottom soda blasted clean in 2006, new sail cover (Oyster) in 2006, new folding mast from Marshall in 2006, new cabin house trim in 2010, loadrite trailer w/spare tire, depth sounder, handheld VHF and GPS. Vinyl cockpit (white) and interior (Navy blue) cushions in very good condition, Porta Potti, cabin top core material replaced and new fiberglass headliner fitted in 2010. Sail control via Harken blocks led to mid boom and ratchet block mounted on a swivel base in the cockpit for easy sail

control. Comes with Brownell boat stands and 10' x 20' car port shelter. Very clean boat for \$12,000. Located in Old Saybrook, CT. Call Joe at 860-441-3165 or email joseph.m.stoltz@pfizer.com no photo

153-84. FOR SALE: Spars and Miscellaneous Rigging Items. Sitka spruce spars from 19' Catboat designed by Charles W. Wittholz. Mast is hollow design, 27.6 ft. overall length built from full length stock, 4 1/4" x 5 1/4" at deck level. Boom is solid single piece, 20' overall. Gaff is solid single piece, 14.7 ft. overall. Also included: stainless forestay and shrouds with bronze turnbuckles; throat halyard, peak halyard, main sheet with assorted blocks; hoops in varying condition; 30" x 1/2" bronze traveler, and a mahogany boom crutch. All items can be seen in Hanover, MA. Total price for all items is \$1900. Contact Steve at 781-826-2762 or blampied@gmail.com.



153-85. FREE: Unidentified 25' catboat the Deltaville Maritime Museum would like to give away to anyone interested. Apparently there is very little information or history on the boat and it is in rough shape. If anyone would like the catboat for FREE, please contact Chuck McGhinnis at 804 694-6449 for more details and/or information. Website is here.



153-86. FOR SALE: 1985 Menger 17' Catboat. Yanmar 9hp diesel inboard. Excellent 1997 Load-Rite trailer. Tanbark sail in quite good condition. The boat has been lightly used, much of the time in fresh water, well cared for and well stored off-season. Teak in very good condition, has buff coating similar to the painted aluminum spars. Deck coating and non-skid are like new, cockpit gelcoat somewhat discolored. Box of special Yanmar tools and spare

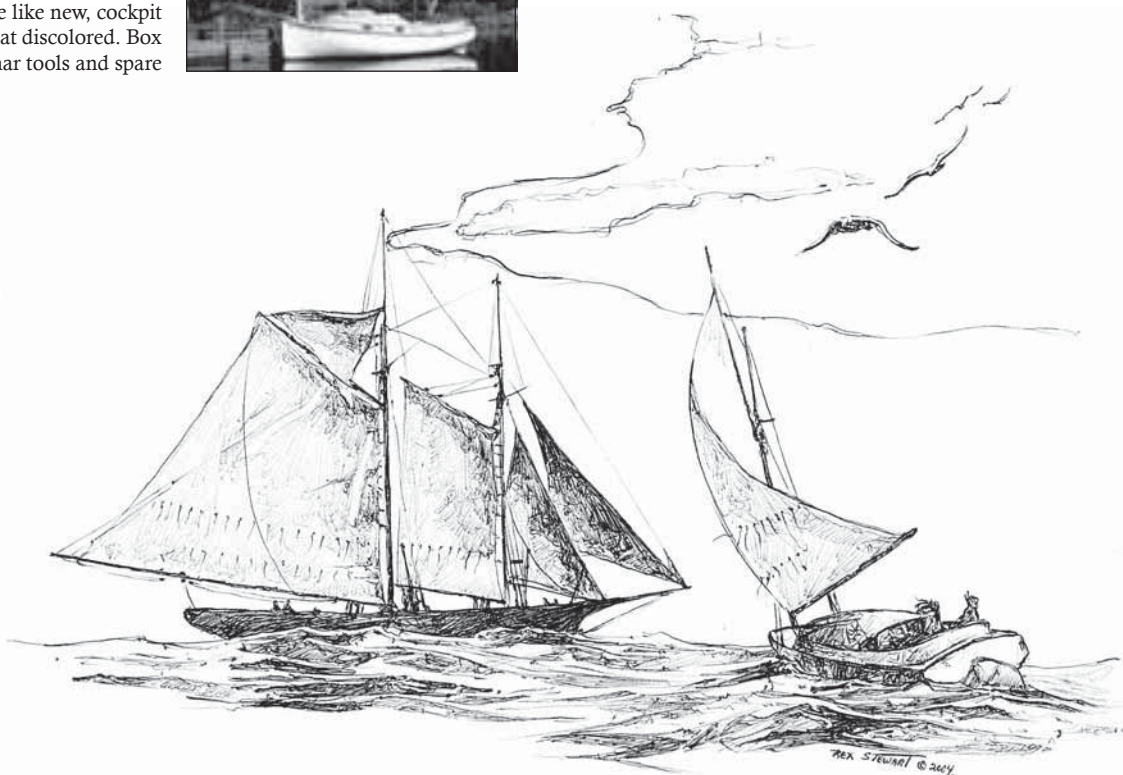


parts. Holes in mast for tabernacle pins are enlarged; repair included in the price, or price can be adjusted. Large heavy-duty battery, new in 2007. Single Danforth anchor, chain and rode. Lazyjacks, new lines, fenders, Depth-finder, compass, VHF radio and masthead antenna unused by present owner. Sail-cover and two other covers. Contact Mason Smith, or call 518 624 6398 www.adirondackgoodboat.com

153-87. FOR SALE: 1937 Cape Cod Junior Cat Boat. Wood. LOA: 13' LWL. 12' Beam 5'10" Draft 10" Sail Area: 100 Sq. Ft. Built 1937 by Cape Cod Shipbuilding of Wareham, MA. Designed by Spaulding Dunbar. Professionally restored & carefully maintained in fine condition by present owners since 1964. Stored indoors. Includes: Cockpit cover. Sail in good shape. Anchor, oars, travel rack for spars. 2 tillers (1 long, 1 short). Restoration records: No Engine. EZ Loader Trailer. Looking for an owner who will love her! Located Harwich Port, Cape Cod, MA. \$7,500. Call: 413-367-2425; 413-834-7157 cell ; 413-575-3156 cell. John and Lynn Reynolds. Email: johnlynnreynolds@verizon.net



153-88. FOR SALE: 1969 Marshall 18' Sanderling. With 2007 Loadrite trailer. Includes 5hp Johnson outboard. Two mainsails plus lifejackets, porta-potti, anchor, bilge pump. \$8,500. e-mail garfield.james@gmail.com or phone 978-373-1301.



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: _____

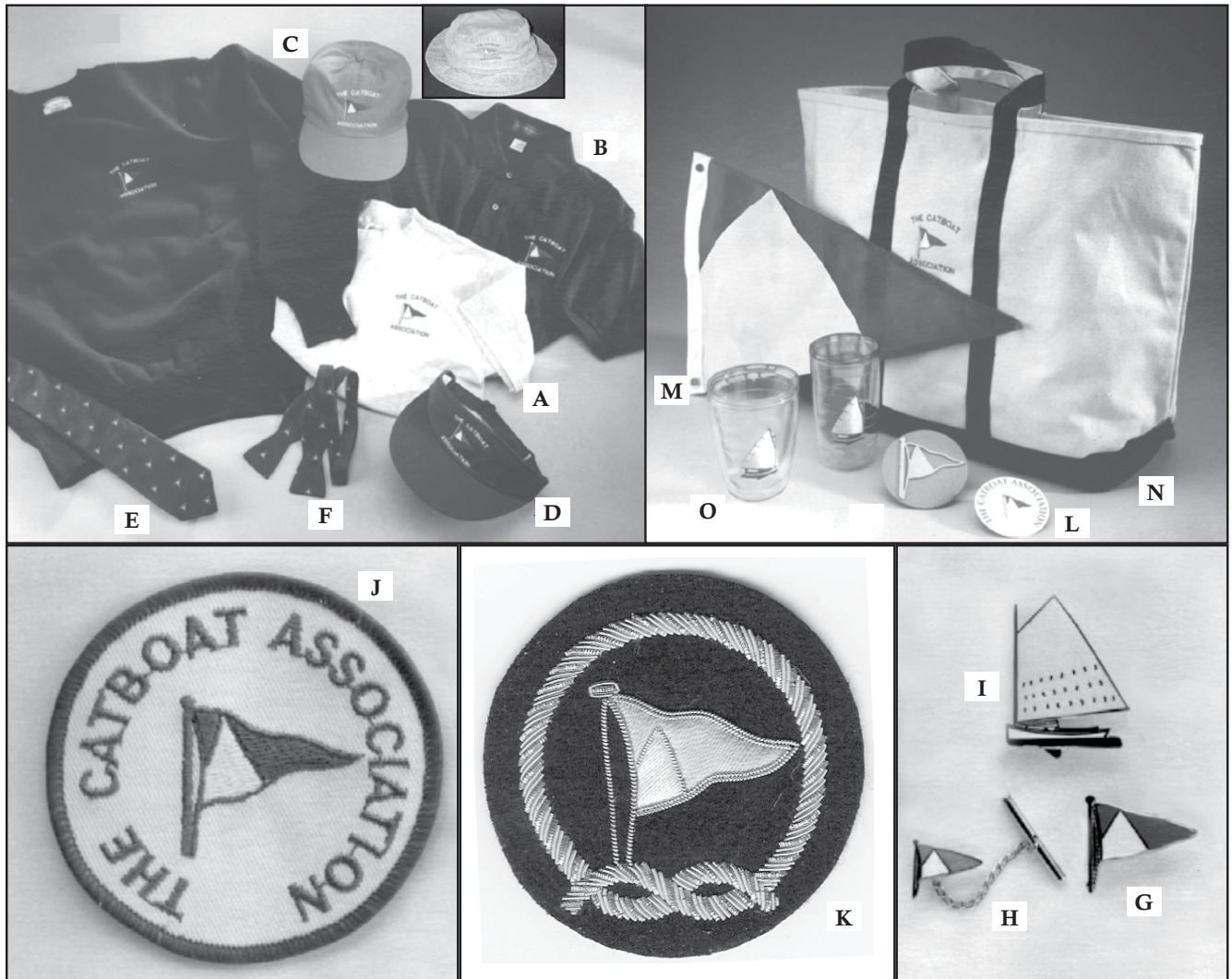
Description: _____

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: Catboat Association, Inc.



CATBOAT ASSOCIATION MERCHANDISE

APPAREL

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

ACCESSORIES

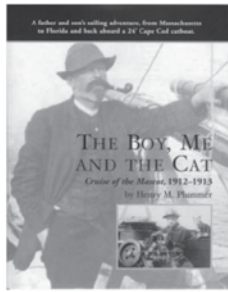
G. Lapel Pin, colored burgee		\$10.00
H. Tie Tack, colored burgee		\$ 5.00
I. Catboat Pin		\$10.00
J. Cotton Patch		\$ 3.00
K. Wool Blazer Patch (NEW ITEM)		\$25.00

MIXED MERCHANDISE

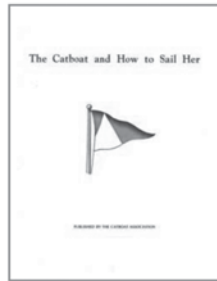
	Quan.	Price
L. Decal, colored burgee		\$ 2.00
M. Burgee, 12 in. x 18 in.		\$10.00
N. Tote Bag, large		\$20.00
Tote Bag, small		\$15.00
O. Tumblers please specify: 12 oz., plastic with catboat or CBA patch		\$ 7.00
16 oz. plastic, tall or short, with catboat or CBA patch		\$ 7.00
Lids, 16 oz.		\$ 1.00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

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Catboat Association Publications



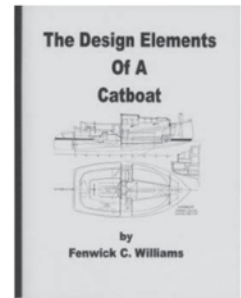
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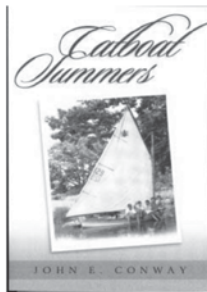
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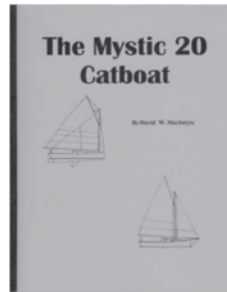
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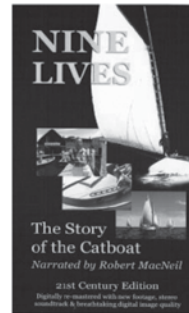
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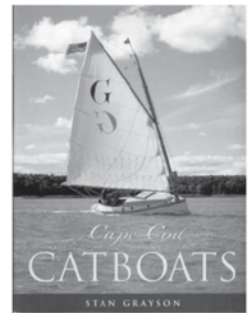
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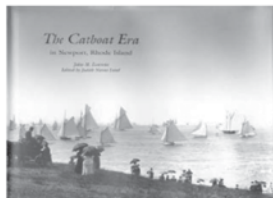
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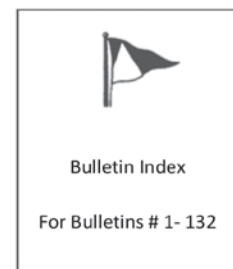
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CATBOAT BACK COVER

July 2009 on Nantucket. *PUMPKIN*, *HOPE* and *PINKLETINK* heading to Wauwinet.

(photo courtesy of Brian Smith)

