

Catboat Association Bulletin



No. 155



Spring 2011

ON THE FRONT COVER

Summer Rendezvous in a Harbor of Your Choice . . .
Just Around the Corner!

Nantucket Harbor, July 2009

Four cats from Bass River, Cape Cod enjoy a peaceful raft-up in Nantucket Harbor; preceding a friendly race with four other Nantucket cats.

From Right to left:

Old Skulpin, wood 24 ft. cat by Manuel Swartz Roberts of Edgartown, Marthas Vineyard; owned by Bill Mullin of W. Barnstable, Mass.

At Ease, Marshall 22, owned by Brian Smith of Chatham, Mass.

Pumpkin, Marshall 22, owned by Paul Cook of Bass River, Mass.

Hope, Marshall Sanderling owned by Shep Williams, Bass River, Mass.

Catboat Association

www.catboats.org



BULLETIN NO. 155

Spring 2011

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THE CATBOAT ASSOCIATION BULLETIN

Editorial Board: Lou Abbey, Paul Cook, Mark Alan Lovewell, Bill McKay, Karen Seo. *Proofreaders:* Ned Lund.

Contributing Editors: Lyn Behne, Dave Calder, C. Henry Depew, Dolores Cole, John Conway, Spencer Day, Charles Ladoulis, Mat Leupold, Bob Reddington, Jane Walsh.

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Where To Send... Editorial Copy

- *boat building and maintenance:*
Bob Reddington
235 Lake Avenue, Bay Head, NJ 08742-4750
(732) 295-1590
- *book reviews:*
Dolores Cole
1 Mayfair Street, So. Dartmouth, MA 02748
(508) 993-0133 dolores.cole@catboats.org
- *catfood:*
Jane Walsh
4 Anne Circle, Sandwich, MA 02563
(617) 877-6719 jane.walsh@catboats.org
- *cruising:*
Charles Ladoulis
5 Grand Tour, Locust, NJ 07760-2342
(732) 291-9446 charles.ladoulis@catboats.org
- *history:*
Judy Lund
7 Middle Street, So. Dartmouth, MA 02748-3413
(508) 996-4864 judy.lund@catboats.org
- *piloting, navigation & electronics:*
David Calder
46 Wagonwheel Road, Sudbury, MA 01776-0775
(978) 443-8432 david.calder@catboats.org
- *races and rendezvous:*
Lyn Behne
6 Hawthorne Lane, Niantic, CT 06357-1214
(860) 691-2074 lyn.behne@catboats.org
- *sailing techniques and seamanship:*
Mat Leupold
246 Old Connecticut Path, Wayland, MA 01778-3114
(508) 358-4897 mat.leupold@catboats.org
- *yarns and adventure:*
Bill McKay
79 River Road, Mashpee, MA 02649-3543
(508) 477-9674 bill.mckay@catboats.org
- *editorial board:*
Lou Abbey
16 Bateman Avenue, Revere, MA 02151
(781) 286-5004 lou.abbey@catboats.org
Paul Cook
25 Woronoco Road, Weymouth, MA 02191-1146
(508) 760-5443 paul.cook@catboats.org
Bill McKay
79 River Road, Mashpee, MA 02649-3543
(508) 477-9674 bill.mckay@catboats.org
Karen Seo
37 Farrar Road, Lincoln, MA 01773
(617) 873-3152 karen.seo@catboats.org
Mark Alan Lovewell
P.O. Box 2034, Vineyard Haven, MA 02568
(508) 696-4655 mark.lovewell@catboats.org

Directory for CBA

- *policy, guidance, & general information:* **Tim Lund**
262 Forest Street, Needham, MA 02492-1326
(781) 444-9695 tim.lund@catboats.org
- *technical advisor:* **Roger Compton**
29 Crescent Beach Road, Glen Cove, NY 11542-1398
(516) 656-3243 roger.compton@catboats.org
- *awards nominations:* **Butch Miller**, chairman
307 Bentons Pleasure Rd., Chester, MD 21619-2221
(410) 271-2540 butch.miller@catboats.org
- *invoices, donations, etc.:* **Tim Fallon**, treasurer
11 Monroe Avenue, Bristol, RI 02809-2322
(617) 501-3744 tim.fallon@catboats.org
- *memberships & updates:* **Dave Calder**, membership sec.
P.O. Box 775, Sudbury, MA 01776-0775
(978) 443-8432 dave.calder@catboats.org
- *computer webmaster:* **Spencer Day & Neil Titcomb**
Contact info. under *cats for sale* and *publications* (below)
- *cats for sale:* **Spencer Day**
7 Cottage Place, Milton, MA 02186-4504
(617) 696-1067 spencer.day@catboats.org
- *Bulletin back issues/publications:* **Carol and Neil Titcomb**,
publications coordinators
38 Brookwood Dr., Branford, CT 06405-2325
(203) 488-3088 carol.titcomb@catboats.org
- *CBA merchandise orders:* **Jim Burns**, storekeeper
78 Ridge Street, Millis, MA 02054
(508) 376-5483 jim.burns@catboats.org
- *annual meeting coordinators:* **Eric and Dawn Peterson**
112 Wading Place Road, Mashpee, MA 02649
(781) 856-8873 eric.peterson@catboats.org



WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

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



– *Bulletin Editorial Board*

CBA Storekeeper Sought

The Steering Committee has begun the search for a new storekeeper. This unique and helpful opportunity presents itself once again and we are looking for qualified volunteers who are willing to serve the members of the association. The store consists of a relatively small collection of CBA wares, most with our logo. An energetic presence and willingness to think of new items is needed. For details, please contact Tim Lund at tim.lund@catboats.org for further details.

Editorial Board Opening

The bulletin leadership is seeking an enthusiastic volunteer to sit on the editorial board and help put the publication together. The Bulletin is the flagship of the Catboat Association, where lots of like-minded sailors contribute stories, photographs and ideas. Three issues are published annually.

Experience in publishing is not necessary, but helpful. A love for the written word, editing and an ability to collaborate with others is all that is needed to join.

A full job description is available. Send an email, pick up the phone and contact an editor if you are interested.

Mystic 2012 – 50th Anniversary Rendezvous

The Steering Committee is pleased to announce the formation of a committee for the 50th Anniversary Rendezvous, scheduled for Mystic Seaport the weekend of July 6th-8th, 2012. In the coming months, we'll be building to the big event with more planning and more information as it becomes available. We'll be posting new information and schedules on the CBA website. If you are interested in getting in on the fun, we're still looking for a few more helpful volunteers to help out with the effort. The current committee consists of Lyn Behne, Karen Fallon, Judy Lund, Tim Lund and Eric Peterson. They would love to include others in the efforts to make the process easier on everybody. Eager volunteers should contact Tim at tim.lund@catboats.org or via phone at 781-444-9695.

If your library contains the bulletins from 1989-1990, you can peruse the articles leading up to the last Mystic rendezvous, held in July of 1990. We'll be reprinting updated routes and paths in the next three bulletins, leading up to the event. Look for further updates on the website soon!

Looking for stories...

The CBA Bulletin is in need of stories about the Catboat Association during the last 50 years. We would like to see articles from people who have had long association with the CBA and from newcomers as well. What does the Catboat Association, catboats and sailing etc. mean to you? How has this organization affected your life? You don't have to be an experienced writer, just have a story, anecdote or thoughtful commentary that you are willing to share with the membership. We plan on publishing these articles in the Bulletins leading up to the 50th Anniversary in 2012. Please contact any member of the editorial board or one of the contributing editors about your idea. We look forward to hearing from you.

Dogs on Cats

The CBA Bulletin is interested in publishing tales of pets on catboats for next winter's issue. We are interested in telling your pet's story aboard your boat. If you've got a great photograph of your favorite non-human friend aboard, that is even better. If you've got advice, we think others may want to know it.

You don't even have to write it out. Just let us know your pet's name and we'll contact you and do the writing. Write to mark.lovewell@catboats.org.



Stephen C. White
President

November 16, 2009

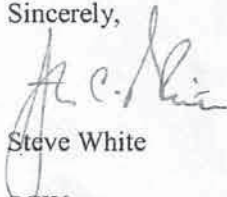
Judy Lund
7 Middle Street
Dartmouth, MA 02748

Dear Ms. Lund,

Mystic Seaport is honored to have been chosen as the location for the Catboat Association's 50th year anniversary celebration, especially since you graced our waterfront for your 25th year celebration as well. The dock space has been reserved for July 6-8, 2012, and our catering vendor has been informed.

We appreciate your continued support and the long term relationship Mystic Seaport has enjoyed with the Catboat Association. I know that Dana Hewson and Shannon McKenzie met with you and look forward to working with you to develop a successful event.

Sincerely,



Steve White

SCW:sm

cc: Dana Hewson

P.S. My first sailing experiences ⁽¹⁹⁵⁶⁻⁶⁰⁾ were on my grandfather's Catboat (Hull Down, formerly Sea Hawk, now Sea Hawk again in Chatham), and he earlier owned Ranger. It will be great to have you here.
S.

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.

Charlotte II at the 50th CBA Anniversary Groningen, 18 february 2011

Dear editors of the Catboat Bulletin,

About a year ago, I read in *Wooden Boat* magazine that the CBA will celebrate its 50th anniversary in 2012. Already at the time of building my catboat CHARLOTTE II, in the Netherlands, my dream was to transport her one day to her 'home waters' and sail in company with the catboat fleet. When I was awarded with the Broad Axe Award in 2006 (as the first non-American?) I was so sorry that I was not able to come all the way from the Netherlands to the annual meeting to receive the award personally. At that time I was recovering from a very serious accident in my workshop. So I think, next year will be The Time to bring my little catboat over to the USA. It will be wonderful to meet all the catboat sailers and their boats. My plan is to be present at the Mystic Seaport gathering and then stay the rest of July and August to take part in the catboat races and happenings during the summer months of 2012.

CHARLOTTE II is a wonderful trailer-sailer, and has actually travelled more (land) miles behind my car than (sea) miles in the water. In 2004 we took her to the Sail Caledonia Raid in Scotland. The picture shows her on a windy Loch Ness. Last year we sailed in England with the Old Gaffers Association on the East Coast Rivers (Rivers Orwell, Deben and Stour), and this year my sailing buddy Barend and I are going to travel 1000 km to participate in the Semaine du Golfe, on the south coast of Brittany in France. Here we will sail a full week in company of 1000 beautiful big and small traditional sailing boats!

The reason that I am writing to the Bulletin now, is to ask you if there are fellow catboaters who can help me to find sponsors, as it is rather expensive to transport the boat to and from the USA. Unfortunately, my catboat is exactly 8 foot wide, and ship-containers are 8 foot on the outside. The boat

therefore has to cross the North Atlantic on a roll-on/roll-off freighter. I still have a year and a half to organise everything, also to organise a (pickup) truck to pull the trailer (total weight catboat and trailer is 2000 kg). It would be great if CBA members could help me think about this exciting plan.

Happy sailing,

Jaap Kraayenhof
jaapkraayenhof.nl/catboat

Wooden Catboats???

– Paul White

Announcing attempt to set up a Wood Catboat Website



Photo Courtesy of Vern Mowrey.

At the CBA Annual Meeting, I met up with Bill Mullen of Cape Cod and the owner of *Old Sculpin*, (formerly *Winsome Wiggie* of Edgartown), a 24 ft. wood cat built by Manuel Schwartz Roberts in 1912. Bill told me he knew of only three Roberts boats, sized over 20 ft., still left of the 50 or so believed to have been built. I own a 1920 Wilton Crosby and for 10 years have wanted to create a place to store info about how many old (or new), large (...say over 14 ft.), wooden catboats are out there. A registry type website (much like the Mystic 20s) would be perfect

to keep track of these famous and sadly disappearing catboats.

I have obtained and reserved a name for this site and am now deciding how to solicit and document the existence of these boats. I intend to devote much space for each boat including photos, locations, past and present owners etc. I would welcome any ideas or even some early information as I set up questionnaire forms and design the site.

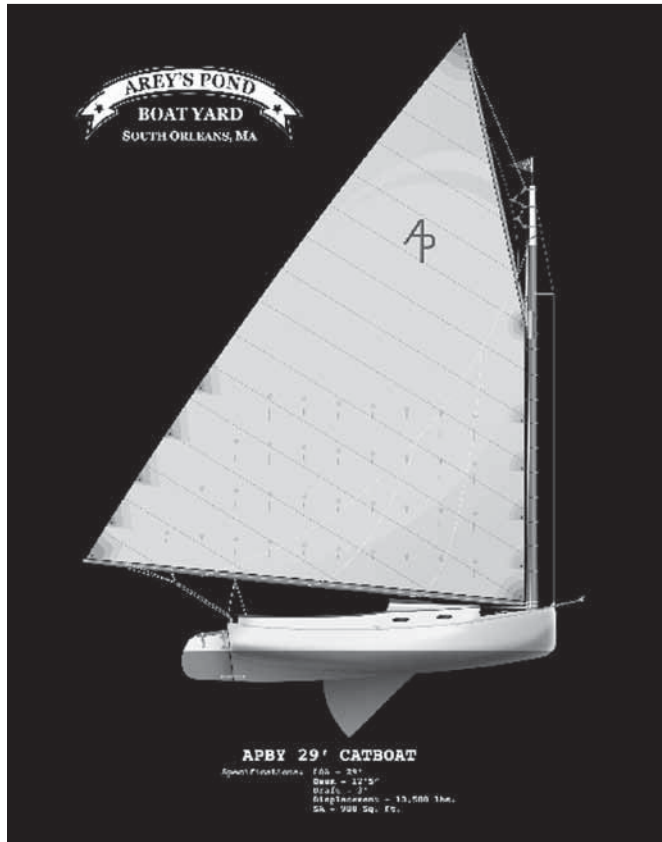
Anyone interested in participating can send me email at pwcarving@comcast.net

Looking forward to hearing about your wood cats. Thank you, Paul.

THINKING BIG...BUILDING BIG

– Tony Davis

We at Arey's Pond Boat Yard loved watching the races of *Kathleen* and *Silent Maid*. They have inspired us to dream big for our east end of Cape Cod, Orleans, Mass. We are looking to put together a syndicate of owners to build a 29 ft. wood catboat.

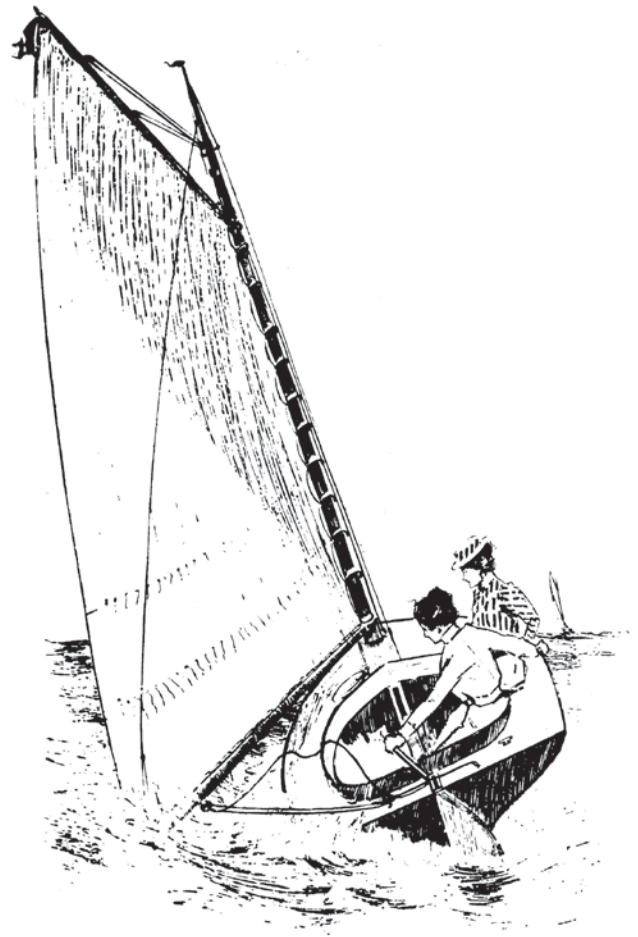


Arey's Pond 29ft. Custom Catboat.

Sail area 900 sq.ft with a 12ft. 5in. beam; 3ft. draft and a displacement of 13,000 lbs. If powered she will have a diesel engine. Hoping her homeport will be Stage Harbor Chatham, Mass., she will be available for owners to race, daysail, cruise and be available for charter. Built to Coast Guard certification codes in wood and fitted out to compete with the big boats and others, she should have comfortable space for 17 passengers.

You will hear more about this project in the Fall Bulletin but if you are in the area stop in and talk with us. If you want to be included in specific mailings, get on our mailing list by sending your email address to: "G. Anthony Davis" <catboat@cape.com>

Arey's Pond Boat Yard
areyspondboatyard.com



2011 Race/Rendezvous Schedule

– Lyn Behne, Editor

GROTON, CT – Members of the Catboat Association and the Chesapeake Catboat Association may have scheduled races and rendezvous for 2011, in addition to those below. If there are other regional catboat races, cruises and gatherings planned by groups or individuals, we would like to know about them.

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

June 12

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

June 25

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

July 9

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

July 9

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

July 16

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

July 16

Martha's Vineyard Catboat Rendezvous, Vineyard Haven, MA
Mark Alan Lovewell
P.O. Box 2034, Vineyard Haven, MA 02568
(508) 696-4655
e-mail: mark@markalanlovewell.com

July 16

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

July 16

Western Long Island Sound Catboat Race, Indian Harbor YC
Greenwich, CT
Mats Josefsson
161 Rowayton Woods Dr., Norwalk, CT 06854
(203) 517-5406
e-mail: jwr116@hotmail.com

July 23

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

July 23

Squeteague Harbor, Cataumet, MA
John Greene, Howard Crow
4 Anne Circle, Sandwich, MA 02563
(508) 944-0465
e-mail: johngreene4@comcast.net, hcrow@earthlink.net

July 29-31

Padanaram Rendezvous, Padanaram, MA
Geoff Marshall, Jerry Smith
PO Box P-266
55 Shipyard Lane, South Dartmouth, MA 02748
(508) 994-0414
e-mail: mcs1@hotmail.com

August 6-7

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

August 6-7

Leo J. Telesmanick Beetle Cat Championships,
New Bedford, MA
Tom Kligerman
Harwich, MA 02645
(508) 432-0549, (646)456-6168
e-mail: Tkligerman@IKBA.com

August 6

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

August 13

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

August 13

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

August 20

Casco Bay Cruise, Casco Bay, ME
John Van Orden & Jenny Jorgensen
146 Shoal Cove, West Bath, ME 04530
(207) 442-7865
e-mail: Jenny_Jorgensen@yarmouth.k12.me.us

August 20

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

August 26-28

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

August 27

3rd Annual Townie Hornor Perpetual Sail Around
Catboat Rendezvous, Osterville, MA
Paul and Karen White, Mark Anschutz
295 Route 6A, East Sandwich MA 02537
(508) 888-1394/(508) 284-7773/(508) 398-3488
e-mail: paulwhitewoodcarving.com,

September 2-10

Provincetown Schooner Regatta, Provincetown, MA
(Catboat race: September 8)
John Wolf (508) 214-0176
e-mail: johnwolf@bonehenge.com

September 4

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

September 10

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

September 10

Norwalk Yacht Club Catboat Regatta, Norwalk, CT
Mats Josefsson
161 Rowayton Woods Dr., Norwalk, CT 06854
(203) 857-4770
e-mail: jwr116a@hotmail.com

Sundays, September/October

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

ANNAPOLIS, MD – Members of the Chesapeake Catboat Association (chesapeakecatboats.org) scheduled these races, rendezvous, cruises and gatherings for 2011. Catboat skippers who sail or trailer to the Chesapeake area are welcome to take part. Please write, e-mail or call the chair of the event you will attend for the many details not included here.

July 3

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

July 23-24

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

September 4

Great Whitehall Bay Race, MD
 Butch Miller
 307 Bentons Pleasure Road, Chester, MD 21619
 (410) 271-2540
 e-mail: anmiller03@aol.com

September 10

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

September 11

CTSA/Old Salt Race, MD
 Van Nield
 1682 Fairfax Rd, Annapolis, MD 21401
 (410) 268-6008
 email: heavitree@comcast.net

October 1

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

EARLY CALL

2012 Useppa Island, Florida Catboat Rendezvous

The Useppa Island every-other-winter catboat rendezvous will be held from Thursday, February 23rd to Saturday, February 25th, 2012.

Come a day or two early, stay a few days later. As always, there will be lots of sailing, races for the world championship 15ft. sandpipers, beach party, and other fun events.

For sailing information, contact Mike Albert: 941-376-1200, or Jay Taylor: 941-737-4807.
 Email: mycopres@aol.com

For Housing call Useppa Island Club: 239-283-1061. Mention Catboat Rendezvous 2012 for special rates.



49th Annual Catboat Association Meeting 2011

President's Opening Remarks and Welcome

– *Tim Lund, President*



Tim Lund, CBA President.

Groton, CT -- Welcome to the 2011 Catboat Association Annual Meeting and thank you all for coming. This is the 49th Annual Meeting. I'm glad to welcome all of the new faces and many of the old back to Connecticut for the Annual Winter Rendezvous. I'm amazed how many were able to come, looking at the weather.

I'm going to apologize right now because, as I finished writing this, it ended up being a lot longer than I had hoped or expected.

A few weeks ago, I gave myself reason to question my own sanity. That murmuring you just heard from the front row is my parents saying "That's not the first time and it certainly won't be the last." Anyway, I had the pleasure of traveling north with my kids to enjoy a day of skiing. Cleverly, I emphasize, we chose the coldest day of the year. At the bottom of the mountain the thermometer read a brisk 2 degrees. My daughter Megan brought a buddy with her, so they happily strapped on skis and hit the trails. My son Nathan also happily headed off to the lesson area to hone his snowboarding skills. I, on the other hand, lifted my warm laptop out of the car and headed for the lodge.

Soon it was lunch time and my daughter returned to the lodge, chilled but happy. I bundled up and trod off to find Nathan, hoping the cold had knocked some sense into him. The temperature had risen to a balmy 9 degrees, but strangely, wasn't inviting. With great anticipation, I asked him how the lesson went. He replied, "Great!" I was crestfallen. I knew what this meant - I'd have to bundle up, strap on my skis and join him. Now don't get me wrong, I love skiing. What else are you going to do for recreation in the winter in New England? But, 9 degrees? Attempting to be a good parent, I dutifully strapped on my skis and followed him around the bunny slopes for several hours. At last, he'd had enough. But curiously, I wanted more. I gave him the car keys and told him I was going to the top of the mountain to take a final, faster run. We parted ways as he headed down and I headed up – straight for the high speed quad.

Thinking back on it, this wasn't the best move. After all, wind chill is rarely higher than the actual temperature. I got on the lift, which had seating for 4, with a pair of teenagers, who I quickly learned, wanted to get as far away from me as possible. Normally on a chair lift, you're forced to be close enough that you share a little heat with your neighbors. However, this ride was fast, cold and lonely. It did, however, give me ample time to think. Why do we do this – suffering seemingly forever on a frozen cable and pipe contraption in arctic wind? Oh yeah, that's right, so we can enjoy the short trip to the bottom of the mountain. In my cold-addled brain, I somehow equated this to suffering through these crazy winters in New England just to make the short summer sailing season that much more enjoyable.

Looking outside, I think we're about halfway up the metaphorical ski lift and about to cross the treeline. Remember, it gets colder above the treeline. But, the ride to the bottom will be here soon, and by that, I mean summer ... and sailing.

Before we eat, I have a few short – I promise – announcements to make.

First, I'd like to take the time to acknowledge the wonderful volunteers who do everything to make this organization function. They include the Steering

Committee, the Bulletin editors and writers, the Membership Secretary, the Clerk & Treasurer, the Storekeeper and the Publications directors. Without them, this organization wouldn't function. They're all volunteers who work for that rare beast, the free lunch. You know what they say about free lunch. They should all stand up and be recognized for their efforts.

I'd like to take this opportunity to mention a rare opportunity that this year presents. The storekeepers, Jim and Martha Burns, have expressed interest in finding a replacement. This is a volunteer role that requires a few special talents, the least of which is the ability to house a few boxes of CBA merchandise. But this year, there's an added bonus – the use of a company car (Tim showed a small toy car.). If you're interested, you can contact me and I'll share more information about this rare exclusive opportunity.

Lastly, planning for the 50th anniversary summer celebration at Mystic Seaport is under way. We've booked the weekend at the Seaport, but need help. We're looking for a volunteer, or volunteers, to help with the planning and coordination of the event. This opportunity also comes with the use of a company car. (Tim showed another small toy car.) At this point, I like to apologize to the treasurer, Tim Fallon, because I didn't tell him I'd be purchasing a car, let alone two. But seriously, we do need help in the planning. We have all of the information from the prior event (in 1990), but there's more to do. You'll also bask in the undying gratitude of the world-wide membership of the Catboat Association. If you have any interest, and even if you don't, please (did I say pretty please), contact me or any steering committee member after lunch. We're very excited about this event. We've already been contacted by a member from the Netherlands about bringing his boat over. Another Mainer is already looking at tides and how he's going to bring his boat from Down East. We're all looking forward to the event and hope most of you plan on joining us.



In Memoriam

– *President Tim Lund*

Members of the Catboat Association paused for a moment of silence to remember those members who passed over the bar in 2010. President Tim Lund read the following names into the Catboat Association Necrology.

Charles Froelich, sailed *Ineffable*, Lake Lanier GA, member since 1987

Carole Diamond, sailed *Wave*, Waquoit, MA, member since 1990

Dodge Morgan, of Harpswell, MA, member since 1991. He was an honorary lifetime member.

Joseph Lechleiter, sailed *Channel Cat* out of Smithtown, NY, member since 1976

Emily Steele, sailed *Emily J* out of Padanaram, MA, member since 1978

Sammy Smith, sailed *Puddleduck* out of Padanaram, MA member since 1973

Joanne Jones, sailed *Match Point* out of Orcutt Harbor, ME, member since 1978

Richard Murray, sailed *Peter B. Rumsey* out of Glendale Lake, PA, member since 1988

Sam Garber, sailed *Meow* out of Good Ground, NY, member since 1997

2011 Business Meeting

– *Tim Lund, President*

GROTON, CT – The CBA Annual Business Meeting was convened by President Tim Lund during the February 5th Luncheon. As usual, the officers were clear and succinct with their reporting. The actions of the Steering Committee during the past year were accepted. The Treasurer reported that the club is solvent. The membership approved the following donations:

- \$500 to the catboat fund at Mystic Seaport to support the museum’s efforts to preserve the catboat.
- \$500 to the Martha’s Vineyard Museum for the *Vanity* Fund.
- \$500 to the International Yacht Restoration School, to continue their efforts to educate their students on the restoration of catboats.
- \$250 to The Independence Seaport Museum’s “Workshop on the Water” program.
- \$250 to The Cape Cod Maritime Museum for the building a replica of *Sarah* a 20 ft. Crosby Catboat.
- \$250 to The Herreshoff Marine Museum for preservation of the catboat *Sprite*.

The following slate of officers was proposed and approved by the membership:

For President and Director — Tim Lund
For Treasurer and Director — Tim Fallon
And for Clerk and Director — John Greene

The Business Meeting then adjourned and Tim introduced Butch Miller, Mark Anschutz and Steve Flesner of the Awards Committee.

Annual CBA Awards Presentation

After the business meeting, Tim introduced Butch Miller, Mark Anschutz and Steve Flesner of the Awards Committee. Next year’s chairman will be Butch Miller.



Butch Miller.

First the committee presented keeper trophies to last year’s winners:

- J.K. Murphy - John Conway
- Dolphin - Steve Flesner
- Broad Axe - Peter Kellogg



John Brady (on behalf of Peter Kellogg), John Conway, Steve Flesner, Mark Anschutz, and Butch Miller.

Next, they presented the 2011 awards:

- J.K. Murphy – Peter Legnos, presentation by Mark Anschutz
- Broad Axe - Chris Sawyer, presentation by Steve Flesner
- Dolphin – Bob Luckraft, presentation by Butch Miller

The Henry M. Plummer award, being for a true voyage of note or for a significant act of seamanship is awarded as the occasion arises. Unfortunately, this year the occasion did not arise so the committee is looking forward to next year for tales of intrepid catboaters who followed Plummer’s lead.

John Killam Murphy Award

– Mark Anschutz



Peter Legnos, Mark Anschutz, Steve Flesner (presenting award), and Butch Miller.

The John Killam Murphy Award was established by his friends and admirers in 1965 on the occasion of his 90th birthday and in recognition of both his avid love of catboats, their traditions and lore, as well as his deep devotion to this Association. The actual award is a half-hull of his beloved fourth Catboat, *Tabby*, designed by Fenwick Williams in 1947. The actual model was constructed by Don Rosencrantz of Essex, a nationally renowned model builder.

The list of previous recipients reads like a litany of easily recognized persons who have contributed mightily to both sharing the joy we all take from these, the finest of all sailing craft, and furthering the overall purposes of The Catboat Association. Today we add to that esteemed list someone so very worthy of inclusion.

He has designed and built catboats that reflect the best characteristics of the class and yet incorporate new technologies, construction methods and modern materials. While drawing upon such wizards of catboat design as C.C. Hanley and paying particular attention to varieties of transom shape, under-slung rudders and bow shapes, he has created a number of fresh designs that have proven themselves. Specifically, his designs handle ably in a variety of weather conditions. As one of his nominators stated, his boats are “stout and able.” In addition to being seaworthy, his designs provide an enviable level of on-board comfort. The summary result is that his boats have a strong and faithful body of admirers, some would say a “cult.”

While his catboats are no longer being built, he has found time to continue creating superb designs for both catboats and other small sailing craft. Finally, he remains to this day a good friend and able mentor to many of those who want to perfect their skills in sailing catboats.

It is thus an honor for the Committee to present the 2011 John Killam Murphy Award to Peter Legnos.

Broad Axe Award

– Steve Flesner



Chris Sawyer (second from left) receives award.

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

The award is a mounted broad axe that once belonged to two catboat builders dating back to 1886. Charles C. Hanley owned it until he passed it on to Merton E. Long in 1936. In 1976, it was acquired by John Leavens and subsequently presented as a gift to The Catboat Association.

Sometimes I think it's a small catboat world out there! After my article on Maynard Lowery appeared in the *Catboat Bulletin* a few years ago, I was contacted by a fellow on the West Coast who was building a catboat. We exchanged emails and I began following his progress from the East Coast. By now, if you have read his articles in the last three *Bulletins*, you will have guessed who that fellow was on the West Coast, Chris Sawyer, this year's winner of the Broad Axe Award!

Chris selected a Fenwick Williams cat after reading “Catboat Design” by Fenwick Williams,

published in “The Catboat Book” by John Leavens. Chris built a Fenwick Williams 16 cat in his backyard in Carmel Valley, California using Yankee ingenuity to take advantage of current technology. He used new materials and methods such as computer generated lofting, wood epoxy, carbon fiber mast and synthetic lines that look traditional. Prior to the 16, he had built a 14 ft. Penguin as a teenager and upon retiring 50 years later, his next boat was an Arch Davis designed 14 ½ ft. Penobscot row boat. Growing up with wooden boats, the lines of traditional boats were very much appreciated by Chris, leading no doubt to the decision to build a traditional catboat. Disciplined independent creativity and attention to detail brought this project to a very successful completion in the absence of having local catboat building knowledge available, such as we would have on the East Coast. I suspect Chris may have a long lost Yankee relative!

I could go on about the construction of *Christopher Robin*, named after his wife, but it would be a repeat of what is in the Bulletin articles. I would like to say though, for any of you considering building a catboat in your back yard, you might want to talk to Chris about renting the crane he used to lift both boat and trailer out of his yard! I’m not sure what he would have done had it been built in a basement! Chris, Robin and his brother Tim have plans of sailing her on the East Coast in the near future. So hopefully we will get the opportunity to see her on the water. Maybe, just maybe, we could interest other Fenwick owners in joining in a rendezvous so we could watch these traditional boats romp around the buoys.

Congratulations Chris on building such a beautiful catboat!

Dolphin Award

– *Butch Miller*



Mark Anschutz, Steve Flesner, Butch Miller and Bob Luckraft.

The Dolphin Award was established in 1975 to honor exceptional service to The Catboat Association as an equal and parallel award to the John Killam Murphy award and is named after Mr. Murphy’s last catboat, a 21ft. Wilton Crosby built in 1917. The trophy is a half-hull model of *Dolphin* made by Don Rosencrantz.

I can think of no better way to relay this person’s contribution than to read the very compelling nomination that was submitted. I quote:

“I know of no other more deserving of this honor than Bob Luckraft. This award is given for exceptional service to The Catboat Association. Bob and his wife, Susan, have been helping to guide the association for more than two decades. With wide-eyed discernments, willingness to fill needs where others might hesitate, quiet cajolery and great human reserves of good humor, he pulled us into the new millennium, technology and all, volunteer work and all. But he worked more than any other member.

Now you might look back to 1995 when Bob was given the John Killam Murphy Award. That was for contributions starting in the 80’s. He had with his own hands restored two Crosby catboats, *Sarah Hope* and *Genevieve*, for his own sailing. He had restored a Shiverick cat, *Gran’Cat* for Doris Johnson, former CBA Bulletin editor. He began the Waquoit Bay Rendezvous and was also sailing to other summer gatherings. He joined our Awards Committee; found its papers were a great hoard and jungle of disorganized paper. He reorganized them all, set up new guides and standards for the future. Then he began work on the Editorial and Steering Boards, and began to modernize the bulletin.

That was then and this is now. Bob became leader of us all in 2000 as chairman of The Steering Committee. But before that as de facto head of the Editorial Board he had brought its members and others into the computer age, however reluctantly. Bob began listing e-mail addresses in the Bulletin, then in the Membership Book. He combed the resources of his friends for donations of computers for those who had none. He brought new, useful sections into the Bulletin. Bob fostered development of new CBA books and publications, including modernization of the “Nine Lives” video. He repeatedly took time from his own work for talks in person on places and facilities for our annual meetings, then went back to make sure they were delivered. There is more, of course. But I hope you understand this is a man who, when he stepped down in 2006 had, with volunteer help from many, brought The Catboat Association into the 21st century.”

Catboat Association Bulletin Editorial Board Meeting

– Lou Abbey



The CBA Bulletin Editorial Board met at 5 p.m. on Saturday, February 6, 2011 during the 2011 Annual Meeting. Most of the editors and contributing editors were present. Discussion of the new edition of the CBA Bulletin Production Guide took up most of

the meeting. This guide has been extensively revised to reflect a more critical editing process with emphasis on closer scrutiny of early drafts and the role of a proofreader. This attention to detail in the manuscript stage will result in fewer proofs prior to printing. Ned Lund has joined the editors as the proofreader. The editorial board has adopted a mission statement and revised the job descriptions of all editors, contributing editors and the proofreader. All of these people are volunteers.

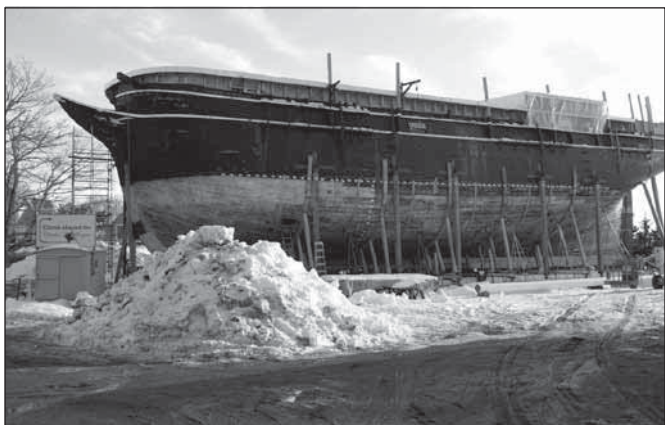
The editorial board is looking for a new editor to join the Bulletin staff. See the announcement of this search in the Now Hear This section of this issue.

Looking to the future, the editorial board is carving out a role for the Bulletin in publicizing, encouraging and aiding participation in the up-coming 50th Anniversary of the Catboat Association July 6-8, 2012 at Mystic Seaport and Museum in Mystic, CT. You will see evidence of this in forthcoming Bulletins.

Annual Meeting Seminars & Activities

A Tour of the *Charles W. Morgan*

– Mark Alan Lovewell



The Charles Morgan.



On Friday, before the annual meeting weekend, Catboat Association members got another afternoon tour and an update on the restoration of the *Charles W. Morgan*, the last of the wooden whaling ships from the 19th century. This was a third specially conducted tour for the members, in as many years. The ship is being restored and readied to sail in 2014. She was hauled out of the water in the fall of 2008.

The 114-foot sailing ship hasn't moved an inch at her on-land location, though there is plenty to report from inside and around, said Quentin Snediker, director of the Seaport's Henry B. DuPont Preservation Shipyard.

Association members in attendance were given a tour of the ship above, but not inside. The interior was off-limits this time, as the ship is undergoing another full below-deck laser scan.

The *Charles W. Morgan* is perhaps one of the most documented and digitally recorded old vessels. Electronic renderings of her hull are helping the Mystic staff understand and move forward in the extensive restoration project. She was first scanned soon after coming out of the water three years ago.

Matthew Stackpole, an official with the seaport, and long-time friend to catboat enthusiasts, talked about the ship's history, about those who sailed her and where she went. He outlined the museum's goals to preserve and protect the vessel but also to go for a sail. Mr. Stackpole is a familiar face when it comes to saving vessels. It was under his leadership at Martha's Vineyard Museum, as executive director, that the historic catboat *Vanity* was acquired as a museum piece, and was restored. She is the last working catboat, built in 1923.

Mr. Stackpole's father, Eduard A. Stackpole, wrote on a number of whaling subjects including "The Charles W. Morgan: the Last Wooden Whaleship", published in 1967. Mr. Stackpole, the son, has childhood memories growing up at Mystic Seaport, of climbing the rigging of the *Morgan*, long before he knew that years later, he would one day take on the greater challenge of preserving the ship for future generations.

It was a cold sunny afternoon. The tour included a walk around the shipyard, where most of the surrounding landscape was covered with two feet of snow, and there were extra tall piles of snow all around the yard.

Last year, Mr. Snediker told stories how the museum went out to acquire 200 tons of live oak from Southern states, following the wreckage caused by Hurricane Katrina.

Mr. Stackpole and Mr. Snediker spoke of an even greater discovery this past year of 19th century timbers that had been buried underground years ago, and are being used in the remaking of the ship.

Involving no wind at all, nor fallen trees, these timbers were discovered at a construction site in Boston. While doing excavation work in the expansion of the Spaulding Rehabilitation Hospital, in close

proximity to the Charlestown Navy Yard, workers found a timber basin underground. They found wood almost as old as the whaling ship. A timber basin is where shipwrights, more than a century ago, stored their wood in seawater prior to use. Timing couldn't have been better.

Mystic Seaport crews transported the wood for use on the *Morgan*. In dating the wood, they found it was perfect, cut in Ohio sometime between 1865 and 1868. "It is as good as new," said Mr. Snediker.

On the *Morgan*, below deck a great deal of wood has been replaced. As much as 80 per cent of the futtocks (180 pieces) of old wood is being recycled.

And despite the ship's career of 37 voyages around the world, hurricanes and foul weather, beginning in 1841, she is still in pretty good shape, Mr. Stackpole said. Her keel is fine. A good deal of her outside planking will not be replaced.

Mr. Snediker reported that the 11-inch hog they found when she came out of the water three years ago, has been reduced to almost none at all.

Old ships, when they sit unused in the water, have a tendency, because of their excessive weight at each end, to hang (or "hog") at the bow and stern. It is a natural and not unexpected process. Through the significant rebuilding of the ship, this time around, the issue is solved.

In the large shipyard boathouse, where work crews have a chance to assemble large pieces for the *Morgan* and also build small boats, Mr. Snediker showed the *Morgan's* original ceiling planks, each plank sitting on the ground. The planks that essentially hide the sight of the futtocks are essentially the interior planks that run along the inside of the hull.

When the whale ship was built at J&Z Hillman Brothers Shipyard in New Bedford by Jethro and Zachariah Hillman in 1827, the work took six months, at a cost of \$32,562.08. She was built then to last a couple of decades.

The restoration work, today, which includes raising an endowment to guarantee her health for years to come, is \$10 million. So far, the museum has been able to raise \$4 million plus. The work project is expected to take about 60 months. The ship will be fully rigged and also get new sails.

Mr. Stackpole reminded the crowd that the motives are entirely different today, from back then. In the early 1800s, this was one more ship in a long line of new whaling ships being launched. In this effort, there is only one.

Though the technology may be highly advanced today, the value of this effort is for all time.

Attending the tour was one of the association's newest members Chris Scott, executive director of the Martha's Vineyard Preservation Trust, from Edgartown, MA. Mr. Scott was greeted for the first time by Tim Lund, president of the association.

Last fall, Mr. Scott's organization acquired the 80-year-old catboat *Edwina B.* from Boatner and Wendy Reily of Edgartown and New Orleans. Mr. Scott came with his wife Pam and daughter Victoria to enjoy the weekend and learn first-hand about catboat sailor camaraderie in the offseason. Mr. Scott and Mr. Stackpole are long time friends.



Quentin Snediker, tells story of the ceiling planks, from the Morgan.



Quentin Snediker, director of the shipyard, at Mystic Seaport, with Matthew Stackpole, historian and lead fundraiser for the restoration project.



Left to right: Quentin Snediker, Matthew Stackpole, one of the newest members of the Catboat Association, Chris Scott of the Martha's Vineyard Preservation Trust, and Tim Lund, president of the association.



Crowd gets an inside tour of what is going on in the Henry B. duPont Preservation Shipyard building.



GAM at the Mystic Marriott Ballroom

— Paul Cook

The Friday night GAM (Get Acquainted Meeting), as usual, was very well attended. Longtime members met new attendees and summer sailing friends were able to catch up with one another since their last meeting. All were treated to some tasty

hors d'oeuvres and concertina music. Neil and Carol Titcomb's popular slide presentation, highlighted this year with photos from our fellow sailors from the Catboat Association of Venice, proved to be the centerpiece of the evening again.



The Gam in full swing.



Plenty of tasty hors d'oeuvres.



First time attendee Lenny Sinowitz and his concertina.



Joseph Hliva, former owner of the catboat *Conjurer*, brought Maureen Johnson to her first Annual Meeting.



Mystic Seaport Vice President of Watercraft Preservation and Programs, Dana Hewson with longtime members Ned and Judy Lund.

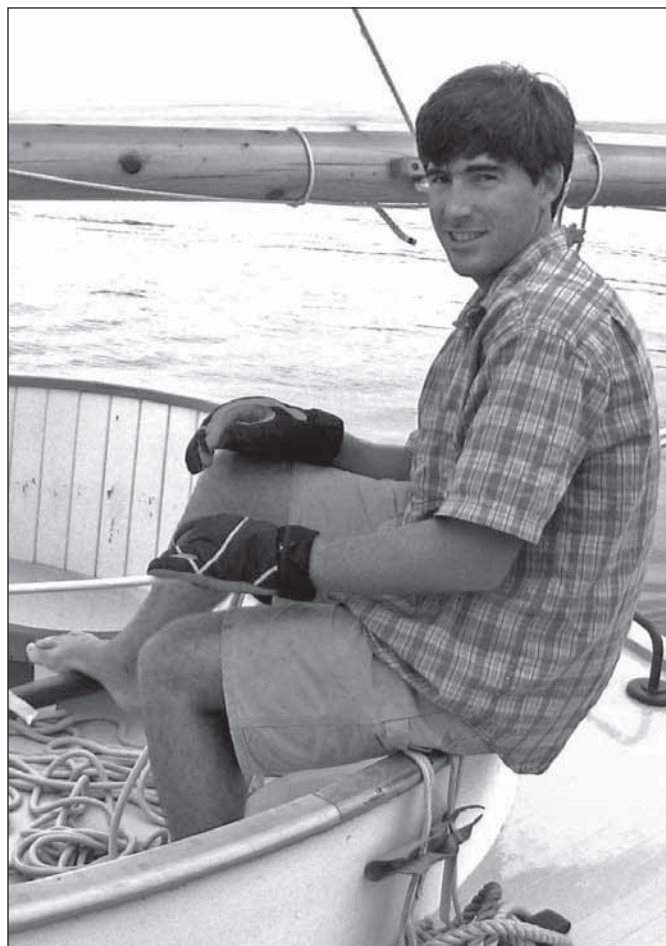
Challenge on the South Coast

— *Bill McKay*

Just as after any contest, much can be learned by listening to the coaches talk about their team and their opponent. On Super Bowl weekend, attending members of the CBA were treated to just such analysis – of our Super Bowl of catboat racing, the summer series, 2011, between *Kathleen* and *Silent Maid*. In our Fall “Bulletin”, we detailed the respective races and results. But on this Saturday, we were treated to a talk by the two ‘coaches:’ Tim Fallon and John Brady, were seated together and shared their strategy and other recollections of the series. Peter Kellogg, owner and skipper of *Silent Maid* was unable to make the meeting.



Peter Kellogg.



Tim Fallon.



John Brady.

John Conway, the CBA resident author and master presenter, opened with Bob Luckraft who filled in the members on the history of ‘big’ cat racing; much of it from 100 years ago:

“From the 1870s to 1920s, fiercely competitive racing emanated from the metropolitan cities of New York and Boston and extended to ports up and down the East Coast. Hundreds of large, comfortable racing-catboats like *Kathleen* and *Silent Maid* were built, and there was good sport to be had!

So what happened? Why haven’t catboats like these two been built for decades? What caused the decline?

Oddly enough Edwin Schoettle who had the original SILENT MAID built in 1924 wrote on this very topic in *Sailing Craft* published in 1928. “It is interesting to state that when these boats were built in the 1890’s the average builder’s price for a 30-foot catboat, completely rigged was about \$1,000 to \$1,200. The Herreshoff creations cost over \$5,000 each, and for that reason their purchase price was limited to men of means. The racing of catboats on the Sound was more or less discontinued when Herreshoff built *Wanda* for Mr. Fred Bedford, which so outclassed all its rivals that boat builders and owners were discouraged from making further efforts to compete.” In other words, when the outcome of the catboat races became un-winnable for the participants they moved to “one-design” boats where the playing field was leveled by affordability.

It has been 80 plus years since traditional racing catboats like *Kathleen* and *Silent Maid* were built, which is why the match-races between these two great boats was so exciting and inspiring. It granted us a unique window into the past.”

Following this, John introduced the two captains with several minutes of digital photos on two large screens. The music, the photos and the videos took us back to each of the races.

Tribute was also paid to ‘Bad Bob’ Reddington, whose behind the scenes planning and encouragement was the major reason this series took place and justly earned him the title, Instigator.

During the slides from Wickford, Tim and Brady immediately demonstrated their mutual respect for each other and for the cats. There was a comparison drawn of the two men: Tim Fallon, a single man who had *Kathleen* built rather than own a home sailed with a bunch of friends and his fiancée; pretty much whoever he could convince to spend a weekend with him. John Brady on the other hand is the builder/



A very close series.



The Instigator.

supervisor of *Silent Maid*. The boat is staffed and transported by volunteers but usually raced by owner, Peter Kellogg and any number of friends and other A-Cat sailors. *Silent Maid* travels with two significant support boats and a racing sail. *Kathleen* travels

towing a dingy, has no motor and the transport crew is Tim, Karen and their black Labrador pup, Hadley. Forgetting those differences, both skippers admitted much apprehension with how the boats, crews and captains would perform.



(photo C.A. Hill)



(photo Emily Ferguson)

The details of each race may be read in the Fall “Bulletin”. Their discussion was backed up with the photos. *Silent Maid*, being of a design 30 years newer, had some advantages: a higher aspect ratio to her rig, an underslung rudder, a different (more narrow) forward section... she should be better upwind and in lighter air on some tacks. Kathleen had a bigger boom and less weight to sail area percentage. She would be the faster in some conditions. Both crews would have an effect and certainly each captain and racing strategy would be paramount. It was very interesting to hear both talk of errors they made, risks they took and what led to a win or loss in each race. Both were most gracious and respectful in their comments.



Buckrammer and *Kathleen* at Padanarum

(photo C.A. Hill)

Currents and lighter winds played a big part, especially Wickford, Chatham and Bristol. New tactics were used; including anchoring the boats when becalmed. Tim gained some good ground a few times by sailing a risky, very shallow water route; he was honest to say it was pure luck that he didn't ground out.



Photo Onne van der Wal.

One race was cancelled, the 100 mi. race from Chatham to Bristol. The 35 kn. NE wind was pinning them in Chatham and the forecast was for worse the next day. Brady and team decided to wait it out; Tim and team had to get to work so departed across the bar, reached out to the south tip of Monomoy, and steamed west. Conditions worsened and they tucked in to Osterville for the night. The next day, in bigger winds, they passed through Woods Hole into the worst conditions he had ever seen on Buzzards Bay. With no main and just a small storm jib, *Kathleen* was doing 4.5 kn. Finally under the lee of *Sakonnet Point*, several hours later, they found calmer waters.



Silent Maid chose a 'gentler' day?

(photo Wendy Byar)



Start: Bristol to Newport

(photo Onne van der Wal)



Herreshoff Regatta

(photo Onne van der Wal)

The final two races in Bristol returned them to calm waters and close consideration of tides and currents. Overhead slides of each cat's course helped each member of the audience to learn some important lessons.

All in all, John Conway put together a very fun and interesting presentation. Having Tim and John there explaining each race was perfect.

Editor's Note: All of the photographs and videos used to produce "Challenge" (and literally thousands more) are available for viewing on-line by contacting or visiting the web sites of the respective photographers and videographers listed below:

Wendy Byar at uubyar@gmail.com

Peter Corbin: www.petercorbin.com

Mary Lotuff Feeny: marylotuff@cox.net

Emily L. Ferguson: www.landedgephoto.com

Carol A. Hill: <http://cahill.smugmug.com>

Onne van der Wal: www.vanderwal.com

If you and your catboat participated in any of the races, there's a pretty good chance that one or more of these photographers captured your vessel under sail and that the photo or photos are viewable on-line.



Business/Award Luncheon and Winter Rendezvous

– Karen Seo

Thanks go to Eric and Dawn Peterson for organizing these events.



Eric and Dawn Peterson running the association table.

There were 385 people served for lunch. A clam chowder appetizer was followed by a grilled chicken with black bean and corn salsa as the main dish and strawberry shortcake for dessert.

The Saturday evening dinner dance was attended by 85 people. The food was petite filet mignons in a bourbon sauce and grilled salmon with a corn coulis. A butternut squash and apple soup was the appetizer and various salads accompanied the main dish.



Rex Brewer and Pamela Page, of Wickford, RI.



Mark Williams and Marlene Galizi, of Pleasantville, NY, just bought a Marshall Sanderling last November.



Mark Kelleher, and Kathy, of Chatham, just joined CBA a year ago. They have a 18 Marshall called *Eva Marie*.



Neil Titcomb and wife Carol, Bradford, CT., boat *Calynda*, 1932 Fenwick Williams cat. members since 1985.

Catboat Sailing for Beginners

– Mat Leupold



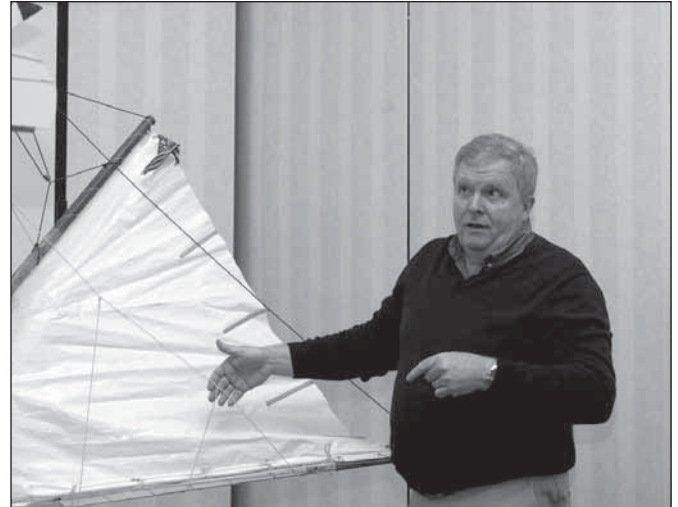
Jack Cornish and his wife Gayle, Oak Ridge, N.J., new members, 18-foot Marshall, *Kalyra*.



Dancers: Nancy Laudemberger and her husband John, of Hightstown, N.J., Marshall 22, *Copy Cat*.



The DJ was terrific . . .



When John Conway began his talk about sailing for beginners, he started with three questions: “How many new to sailing?”

Three hands rose.

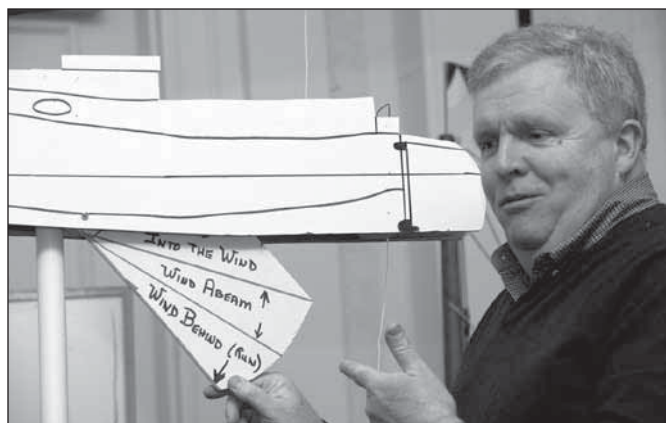
His next question: “How many have sailed for 5 years or more?” brought up too many hands to count.

The answer to his third question gave him an idea of the interest of his audience: “How many are new to catboats?” brought almost as many hands.



John Conway is an expert in the field of sailing and talking about sailing. He has sailed plenty of boats. He sails *Buckrammer* out of Westport Point, Mass. On Saturday morning, Feb. 4, Conway had plenty of attention from a lot of sailors for his talk on catboat sailing for beginners. He took the sailors through the basics, using the trusted model sail

catboats. One is called *Seabeyay* (CBA) and the *Bernie Huddleston*, which included a working and well marked centerboard.



He also brought a wind machine (fan), which kept the sails full as long as he wasn't pointing the boats too much into the wind.

With a diagram on the screen, he identified gaff rig basics.

Topping lift is the most friendly, he said. Then he moved onto the other key parts: throat halyard, peak halyard and main sheet.

Did anyone know the origin of the term lazy jacks? Someone did. British sailors were "Jacks."

In the first steps of sailing, Conway spoke of technique. Take your boat out. Point the boat into the wind. Take up the topping lift. Remove the boom from the crutch.

Pull the throat and peak halyards together, while also keeping gaff horizontal. Take care to keep the gaff from becoming fouled with the tightened topping lift.



Cleat the throat halyard. Raise the peak halyard until a wrinkle from peak to tack appears, then cleat it. That wrinkle will disappear once the wind fills the sail.

Ease the topping lift.

Quarter lifts are more preferred to the use of a topping lift by some sailors. With quarter lifts, there is a line on each side of the boom. Each is able to raise the end of the boom which is sometimes desirable either tack when sailing.

When sailing is done, Conway said: lowering sail is somewhat more tricky than raising it. Tighten and set the topping lift. Let gravity help. Keep the gaff angled high so its weight is forward on the throat. Lower the throat first and make sure that the topping lift line is clear of the gaff jaws.

Comforting notion: In an emergency, let go of the tiller and allow the weather helm to bring the bow up into the wind where the sail will just flap.

Conway reviewed the points of sail: reaching, running and tacking. Reaching is the most fun, when the sense of speed is greatest. Running carries the risk of jibing. Tacking or beating can bring wet spray on board.

The centerboard's purpose is to keep the boat from sliding sideways (to leeward) as it sails. (Remember: Neither the centerboard nor the rudder do anything unless the boat is moving through the water.)

On a reach the board should be only partially down. When tacking it should be all the way down. Play around with your GPS device to find the optimum speed of the boat as it is moving through the water.

(Note: GPS gives ground speed, not water speed.) Weather helm is caused by a long boom (sail area aft) and boom set out to leeward together with heeled hull-shape that the water sees all contribute to catboat's wanting to head into the wind, to weather.

Conway was asked about the value of changing the mast rake? He responded that a mast pointed more forward, if possible reduces weather helm somewhat. However, that is often not possible.

Catboats are prone to jibing, because their long booms and proportionally larger sails can be more energetic than other boats. Jibing is potentially dangerous to both gear and crew. Be vigilant about trying to avoid an uncontrolled jibe. When the wind starts to lift the end of the boom, that is a signal that a jibe is imminent. It happens when the wind gets to the lee side, "sailing by the lee". Racing aside, there are times when safety calls for a jibe.

Heaving to is a technique for making a sailboat stand stationary in the water. With the sail and the rudder properly trimmed, brings on a repeating cycle where the boat heads up but, unable to complete a tack.

Scandalizing is a quick and dirty way to depower the sail. It is a technique unique to the gaff rig. First set the topping lift and then slacken the peak halyard to bring the gaff nearly horizontal. Half of the sail area is immediately taken out of action.

Scandalizing is hard on a sail. It is especially hard on the flapping leech and should be a temporary measure only. Scandalizing is useful when preparing for reefing while underway. Scandalizing can make leaving or picking up a mooring more gentle.

On the subject of anchoring, Conway said the Danforth anchor does not live up to its popularity. "It's a poor design, especially when anchoring on a grassy bottom. Instead, he prefers anchors that act like a plow. He gave high marks to the traditional fisherman or yachtsman design.

If a boat is going to experience current changes, like in a river, anchors should be set bow and stern to avoid a single one tripping out as the boat is turned.

To set an anchor, come up into the wind and lower the anchor. Let out the rode to at least a 5:1 scope. Make sure line is cleated!!

Anchoring in a river when the current and wind are in opposite directions. It can be tricky. Approach

the anchor location with wind aft and current from ahead. Be prepared to scandalize.

Duffleschtuff is a term to describe extras that can be used when sailing. Conway spoke about Bob Luckraft rigging Genevieve with temporary beach umbrellas to provide shade.

In a slideshow, Conway shared a picture of a hammock slung under a boom with a youngster in it. Looked good but not recommended for an adult at night, he said.

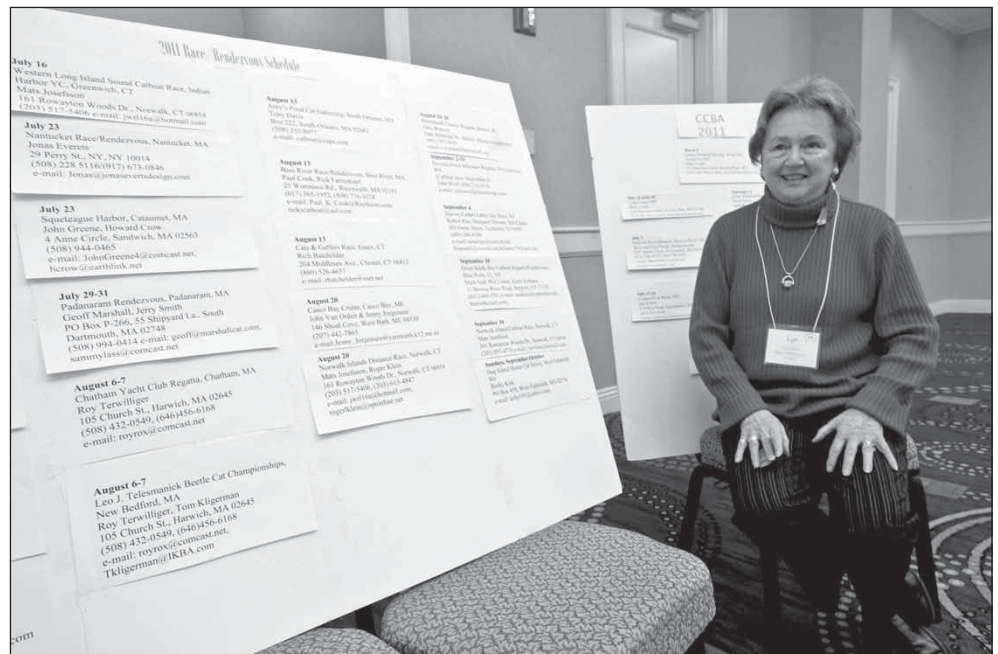
A compressed bug sprayer can be turned into an ideal warm water shower. Paint the outside black, which will get warm under a hot sun. Oil lamps make for a cozy atmosphere in an otherwise austere cabin.

Conway shared a list of publications that will help the beginning catboat sailor: "The Classic Boat" The Time and Life Library of Boating; "The Craft of Sail" by John Adkins; "Gaff Rig" by John Leather "Hand; Reef and Steer" by Tom Cunliffe; "The Sailor's Sketchbook" by Bruce Bingham; "Practical Sailor" a periodical; and "Messing About in Boats" a periodical. Thank you John.

Race/ Rendezvous Scheduling

-- Karen Seo

Lyn Behne provided information and advice on scheduling race dates. The current "2011 Race/Rendezvous Schedule" can be seen elsewhere in this Bulletin.



Lyn Behne with Race/Rendezvous Schedule.

“Catboat in a Squall”

Fine Art with Peter Arguimbau

– Paul Cook



draw, you’ll never paint. Painting is drawing with a brush.” His composition of the catboat began to take shape; and he broadened his work with the horizon and a lighthouse on a distant shore. As a light effect painter (painting cause and effect of the sun), white paint was applied to where he wanted to give the perspective of where a line of light was illuminating upon the boat’s sail and on the rough water.



The artist at work.

CBA member, internationally renowned and professionally trained artist, Peter Arguimbau captured everyone’s attention right from the start of his morning seminar. Having only an hour and fifteen minutes didn’t prevent him from covering more information and technique than most of us could have expected in that amount of time.

He began by opening what he called a thumbnail box, which is a compact kit he uses for travel on his catboat. In it is kept a pallet, brushes, paints, charcoal, oils and turpentine. The box, when opened, can act as an easel as it has a wooden tab on the inside lid to hold a piece of canvas board or a gesso panel in place while he paints.

Peter went on to explain the importance of a simple palette of colors as he attached a gesso panel, which he had made, to the easel. He likes to use earth colors such as ochers, umbers and greens and combine them together with red, yellow and blue to create other colors. Color, he explained, is last of the five Principles of Art; the others being composition, perspective, light and shade and form.

While sketching with a piece of charcoal, he explained to us the elements of form, such as a boat being a figure eight; and before our eyes we saw him transform the eight he drew to a distinctive hull shape. It was at this point he informed us that “if you can’t

As he added paint to the sketch, it was to outline what he had done with his charcoal. It was at this time he decided to create the squall with a blue/gray color that he washed over the entire work with a much wider brush than he had been working with, just leaving bits and pieces of the original showing through. He then worked from those remnants to bring back the form he had earlier. He went through this process several times before the hour was up

There were many questions asked of Peter while he was teaching:

Question: “Do you paint from photos?”

Answer: “Sometimes, but mostly I have a sketchbook I use because I don’t want to get stuck with a photographic image, in my business the camera is the one eyed liar; I would rather use my own inspiration.”

Question: “What do you do about brushes drying?”

Answer: “I use lots of thinner on my brushes.”

Question: “Why do so many people paint landscapes?”

Answer: “Because they are easy, you don’t have to worry about the size of someone’s nose.”

Question: “How do you keep paint fresh when painting?”

Answer: “Paint in the shade!”



Catboat in a Squall.

It was then that he added the details to the painting. To watch the whole composition appear before your eyes from an empty board was truly amazing.

Peter made it look so easy, as though anyone could do it; he didn't waste a stroke while he painted. Don't be fooled by this; what we saw here was a master at work. As anyone knows, who has tried this before, it takes years of experience to reach this level of proficiency.

When Peter was just eight years old, his father handed him a paintbrush. That year, 1958, he met Frank Mason and began a 20 year tutelage. He worked with restorer Piero Manonni, trained at the Instituto del Restauro in Rome under Cessere Brandi over a period of 15 years. He spent three years in Europe copying paintings from major galleries and drawing from Classic statuary; starting with a six month permit to copy Rubens at the Prado in Madrid, another six

months at the Uffizi, Academia in Florence and in Rome, two years in Naples copying statuary from the Farnese Collection and Pompeii at the Archeological Museum, and Cappodimonte with trips to Piraeus, Olympia, Delphi, Corinth, and Parthenon in Greece.

Peter Layne Arguimbau is a contemporary artist who has painted in the Flemish tradition for over 40 years. These techniques come from a lifetime of experience recreating the Luminist tradition of the Dutch guilds in the Golden Age of painting. Like the work of the Flemish Masters, Layne Arguimbau's paintings have an extreme quality of light that is timeless. To learn more about Peter and his paintings, visit his website at arguimbau.net.

So, as you have read, we were very lucky to have an artist of his caliber to thoroughly entertain and teach us for what turned out to be a very quick hour and fifteen minutes.

Builders Seminar with Geoff Marshall of Marshall Marine

– Mat Leupold



Geoff gave us the history of his company starting with his father Breck Marshall in the 1920s. Breck was an avid sailor in Bristol Rhode Island in the 1930s. In WW II He served in the USCG. After the war he resumed sailing and racing. He cleaned up in the 1949 sailing competitions with *Tradewinds*, built in City Island, NY after changing it to a Marconi rig and adding sail area. Racing was his principal occupation at the time.

In 1956 he went to work at the Beetle Boat Co. in East Greenwich, RI as they were going into production with BB Swans.

Breck wanted to build a catboat. At the Beetle Boat Co. there were three of the station frames for a catboat designed by Pop Arnold. They were up for grabs when the shop was closing - Breck asked for and got them. From those he recreated the shape in New Hampshire with some adjustments. In contemplation of molded fiberglass construction he eliminated the tumble home from the design. The Sanderling evolved from the effort. In 1964 he relocated to the present location in South Dartmouth.

Success came with orders for boats from New Jersey in 1967 or 1968. The NJ fleet reached 30 to 40 boats by the late 1970s.

The Marshall 22 came next around 1965, and the 15ft. Sandpiper came in 1972. All three boats have essentially the same lines. The M-22 is offered optionally sloop rigged with a jib and smaller main sail. With the mast farther aft, its step intrudes somewhat in the cabin space. Surprisingly, the cat rig sails upwind better.

The 22, with hull number 276 being fitted out now in the Marshall shop, general specifications are; a LOA of 22 feet 2 inches, a LWL of 21feet 4 inches, a Beam of 10 feet 2 inches, a Draft of 2 feet (board up) and 5 feet 2inches (board down). A Sail Area of a Cat Rig at 388 square feet with a Sail Area of a Sloop Rig of 338 square feet (main) and 100 square feet (Jib). Displacement is 5,660 lb. with an additional 850 lb. of lead ballast scattered in the cabin bilge. It also comes equipped with a Yanmar 3YM20 Diesel engine.

In 1975 Marshall built two 26ft. boats, the aim being a catboat with standing headroom. One was a catboat, and the other was completed as a trawler. Both are still actively used by their owners, but he realized that the 26ft. hull was too costly to build.

Breck's death in 1976 would have finished Marshall Marine were it not for John Garfield, his able protégé who took over the operations. Ten years later, John bought Marshall from Geoff's mother. John appreciated the importance of the camaraderie which exists among catboat sailors. Under his stewardship owners of Marshall, boats were all treated as part of the family.

Geoff who had been working for Concordia came to work for John in 2001. He had taken the lines off the Sanderling back in the early 1990's shortly after graduating from Maine Maritime Academy. Until he did so the lines had never been recorded.

The Sanderling has been immensely popular with 820 having been built. It is offered in both inboard and outboard powered versions. An elegantly designed tabernacle mast is available as an option. One is offered for the Sandpiper too. In 2002 an open-cockpit day sailor version was introduced. Its performance is comparable to that of the older one. On account of the floor being lower the cockpit is not self-bailing.

The cockpit floor structure was redesigned in 2008. Older boats were showing deterioration of the plywood used in the floors. Now, a molded grid supports a molded cockpit sole. The seats have been reconfigured for better comfort.

General specifications for the Sanderling are; a LOA of 18 feet 2 inches, a Beam of 8 feet 6 inches, a Draft of 19 inches (board up) and 4 feet 4 inches (board down). A Sail Area of 253 square feet with a Displacement of 2,200 lb. and a Ballast of 500 lb. The Yanmar 1GM10 diesels, which were standard options for the Sanderling, are no longer sold in the United States and have been replaced by the French Nanni. The Yanmar was a good engine and they still offer a line of diesel engines, but not one small enough for the Sanderling.

1972 saw the introduction of the Sandpiper. Five hundred and eighty have since been built. Geoff said it's a pure day sailor. However, when he bought his, *Stumpa*, the previous owner told of having overnighted in it with his wife. Sandpiper racing offers keen competition; a racing package is available. It also comes in a cuddy version, which mine was; there was no evident performance compromise.

The Sandpiper specifications are; a LOA of 15 feet 6 inches, a Beam of 7 feet 1 inch, a Draft of 16 inches (board up) and 3 feet 9 inches (board down). A Sail Area of 166 square feet with a Displacement of 1050 lb. and a Ballast of 200 lb. a Displacement of 1050 lb. and a Ballast of 200 lb.

The boats are built in South Dartmouth, although the molding is contracted out to a shop which specializes in hand laying up fiberglass and polyester resin. (John Garfield once told me that not having everything under one roof was good protection against being wiped out by a fire.) Hulls are delivered with the decks already attached ensuring their true shape.

Boats are generally built to order although occasionally one will be built on spec. Color options and trim options are offered. Sails supplied by Marshall upon purchase of the boat are made by Thurston although sails from other sail makers can be used.

In the pipeline is a Sakonnet 23, a shoal-draft day-sailor designed by Joel White. Marshall obtained

the right to build it from Edey & Duff in Mattapoisset. Also, on a back burner is an 11 and 1/2 foot catboat designed by Starling Burgess for which Marshall has a mold.

Both the Sanderling and Sandpiper are readily trailered. The 22 is not as it is too wide for trailering without a special permit. The 22 makes a great coastal cruiser and is raced widely.

Some of the questions which came from the audience were:

Q: Does the 22 come without an engine?

A: No, in addition to the 850lb. of lead ballast which is standard in the Marshall 22 an additional 300lb. would have to be added if the engine were removed.

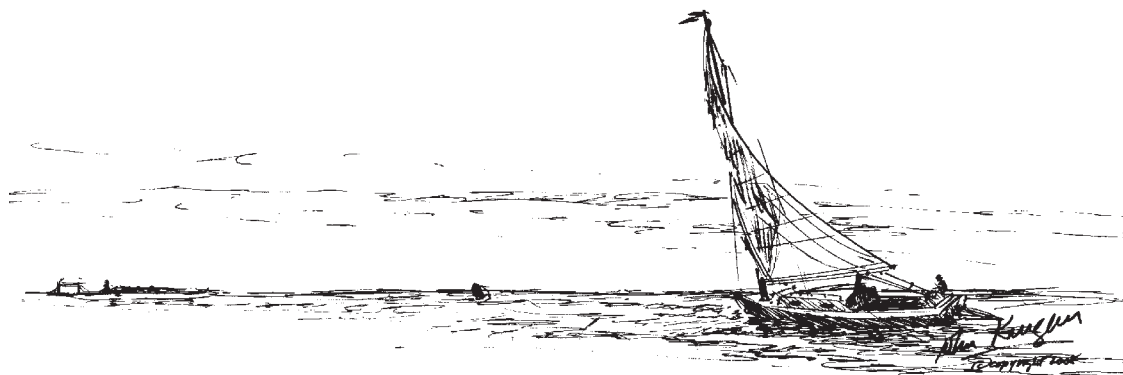
Q: Are any models equipped with an electric motor?

A: No, it was tried a while back and found not to be feasible at the time, but the idea is not dead and may be looked into again.

Q: Typically, how long is it until the hull would need new gelcoat or awlgrip?

A: Our hull gelcoat finish is so thick that with the proper care you may never have to refinish.

Not only are Marshall Catboats of the highest quality, the whole Marshall experience is top notch, from after purchase support, stock of replacement parts, help with technical questions and as was said earlier of their treatment of the boats as part of the family, boat owners get that same treatment. To learn more about these great boats, check them out at: marshallcat.com.



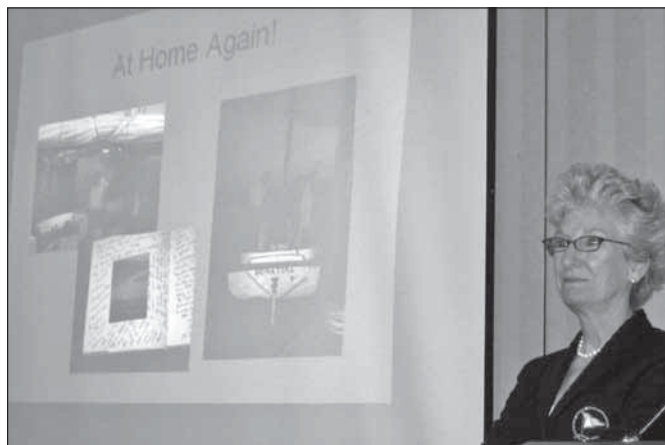
Catboat Cuisine

– Bill McKay

Some years back, anchored in Hadley's Harbor, I was watching the early morning sun warm up the resident horses on shore. Eating my Cocoa Puffs in drinkable cardboard box and anticipating the last Enteman Donut in its soft container, I smelled the divine sounds and smells of bacon drifting down from a big catboat a bit up upwind of me. Paul White in *Rugosa*, rafted to *Calico*, looked at me and said, "Hey, my PB&J tastes pretty good. How's your breakfast?"

"Really good... like yesterday's and the day before." What LIARS. The thought of Neil and Carol having pancakes, bacon and fruit was killing us. How could we 'eat good' on future cruises?

Well, Jane Walsh and friends taught us well in their 75 minute workshop. Three cruising couples shared their methods with an appreciative audience. And not only did they tell us their secrets, they presented an excellent group of slides detailing their boats right down to their inside storage compartments.



How would you like Teriyaki Pork Tenderloin and Italian Summer Squash?

The first 15 minutes were done by Jay and Diane Webster, of Pembroke, Mass. who cruise all of Cape Cod, the Islands and Buzzard's Bay in *Ishmael*, their Marshall 22. Diane started with an often mentioned strategy for good food on one week to ten day cruises, "PLANNING". Many great foods can be cooked ahead of time, frozen and enjoyed. She packages in plastic containers and layers in two coolers. Stressing cleanliness and ways to avoid mold in a sometimes damp cabin, she offered other ideas about dishware and utensils. Jay followed up with suggestions for

stoves, for cooking lobsters and clams on a Weber Grill on the engine box, and rafting up with other boats to share the wealth. Mentioning Linda Greenlaw and her book, "Recipes From a Very Small Island", he had his audience almost tasting those Greenlaw crab cakes, prepared before the cruise and cooked up several times in a week. A last memorable comment by Jay was that eating aboard is in many ways more special than at home. Without distractions and at the waterfront table, a couple can really take the time to prepare meals and enjoy each others company.



Carol, Jay and Diane react to John's "recipe".

The next couple was the "bacon and pancake chefs" from Hadley's Harbor. Neil and Carol Titcomb of Branford, Conn., who sail and dine in their 28 ft. cat / ketch, *Calynda*. This monster catboat sports an electric system capable of refrigeration and other serious appliances. So it is no wonder that their summer cruises offer meals perhaps even better than at home? While Neil ran the slide show, Carol detailed their preparations for two week to 20 day summer cruises. After making a distinction between "live aboard food" and "step onboard food", she detailed a sample day: three meals for a family, quick foods for snacks (Pizza for kids), and a few special dinners they enjoy. Having non-perishable foods (canned items and condiments) is important in the spring. These help out with extra guests, kids, or in an emergency. Now, resolved to NEVER anchor downwind of *Calynda* again, I move to the third cruising couple.

John Greene, who has held many post in the CBA sails a Marshall 22, *Sonatina* out of Squeteague Harbor, Falmouth, Mass. Jane Walsh is the Catfood Editor for the "Bulletin". They have a really organized catboat – and clever slides showed us how to make good use of every square inch. After details about coolers, ice, decorations to make, the two burner alcohol stove and gas grill on the rail, Jane had us

itching for a taste of her “Haddock a la Hadley”. John, the Captain/Bartender described a few of his favorites... and a few “basic” menus he had perfected aka “food before Jane”. Especially of interest were their suggestions for preparing clams on the grill or chowder for those chilly days. They graciously awarded a basket of cabin décor, dishes and food to a lucky member of the audience.



And the winner is...

Questions from the audience resulted in more ideas for next summer. Reflector ovens, Dick Pepin’s method for cooking lobster with seaweed, baking on board, use of curry powder and multiple uses of frozen shrimp – all were shared among the group until it was time to take three handouts. The panel left a generous invite to send comments or questions to the unofficial Catboat Food Network: john.greene or jane.walsh @catboats.org

As I left they had done their job very well: I was resolved to get my catboat organized, plan ahead for my meals afloat and NEVER again row out in the dinghy, carrying a paper bag of impulse goods from a local store – doomed to be soft before we find the boat.



Advanced Sailing Techniques

– Lou Abbey



Tim Fallon and John Brady.

Shortly after the 2011 Featured Presentation, Challenge on the South Coast – the Summer 2010 races between *Kathleen (K)* and *Silent Maid (SM)*, the two skippers of these large cats, held forth again in the afternoon seminar, Advanced Sailing Techniques. The large audience was eager to continue discussion with Tim Fallon, *Kathleen’s* skipper and John Brady of *Silent Maid*. Questions covered a wide variety of issues from the differences between A-cats and B-cats to the physics of sail handling and centers of force and lateral resistance. Tim and John handled the discussion with competence and an ample supply of good humor.

Is *SM* an A-cat? John Brady explained: During the catboat-racing heyday in the 1920s and 30s, in venues off the Jersey and New York coasts, wealthy owners built bigger, more complex and faster cats. Their features were so similar that they fell into what amounted to a “one-design” class. These “top” cats eventually were labeled A-cats and all the rest of the large racing catboats were called B-cats. *SM* would fall into the B-cat category.

Why did *SM* take all her excess gear off the boat in the light air races? “Did you see how many people we had aboard?” John Brady asked. It boiled down to the issue of weight and that *K* was a better light wind boat. *K* also never had as many passengers aboard as did *SM*.

What makes *K* a good boat in light air? Both boats carry 900 sq. ft. of sail, but a smaller boat often has

an advantage in light air. Some have speculated that because *K*'s hull shape has an inward curve toward the bow at her water line, she may have less resistance to entering the water in light air. Tim Fallon suggested it might also be that *K* carried fewer crew aboard.

Did you try to get any rake in the mast? Bending the mast fore and aft moves the center of effort on the sail fore and aft. This can reduce weather helm. Cats go a little better with less weather helm. Both skippers agreed, however, that rake adjustment would not have much effect in big cats like *K* and *SM*.

There was a long discussion on reefing under sail. With large cats, reefing is quite an effort under sail. *SM* has electronic winches that John Brady claims make reefing under sail much easier. Tim Fallon said he tended to reef early, in anticipation of needing a reef. Brady favors reefing only when you need to and not before. Brady also advised that when racing a large cat, bring along a strong crewmember, because since electronic winches are not allowed in races, it is very hard to reef under sail in those circumstances.

Steering to avoid a jibe in big cats while sailing down wind was the subject of a number of questions. Both skippers agreed that the real problem was the uncontrolled jibe, since jibing is a normal and necessary maneuver in sailing. Down wind, the boom begins to rise when a jibe is pending. In smaller cats, this can be quick and the following jibe can be violent. In large cats like *SM* and *K*, the boom takes longer to rise, maybe ten seconds or so. If a controlled jibe is called for at that point, you have more time to prepare to jibe and start getting the sheet in. If you don't want to jibe, you have more time to adjust your helm. Generally an uncontrolled jibe is less common in a larger cat, but there can be major consequences if one occurs.

Is tiller or wheel steering better for large cats? Tim Fallon favors the tiller because, "I've always been a "sideways" sailor." He said he likes a tiller because it gives truer feel for boat action in the water and the response is fast. John Brady said *SM* had quadrant steering that gives great feel of the boat and rudder in the water. Tiller sailors agree, though they still prefer the tiller. The drawback of quadrant steering is that it tends to break down and makes an emergency steering mechanism necessary. Worm gear steering with a wheel is a little more reliable than quadrant, but Brady said it is less responsive. Wheel steering in general does not eliminate weather helm, and with worm steering down wind, you have to watch out the wind doesn't get ahead of you.

There was a long discussion about center of force (the wind) and the center of lateral resistance (the keel or centerboard). Reefing effects the balance between these two forces and this balance must be kept in mind when any sail adjustments are made, including reefing. Tim Fallon described how he learned that scandalizing the sail moves the center of effort forward and shortens the time it takes to come around a mark in light wind. He also advised practicing the maneuver before trying it in a race. Another point involved raising the centerboard to move the center of lateral resistance toward the stern, when you want to decrease weather helm or avoid reefing. Generally it seems this would have little effect on either easing weather helm or avoiding reefing in the large cats.

Someone asked whether or not *SM* had carbon fiber in her spars. John Brady referred everyone to woodboatbuilder.com for a detailed description of *SM*'s construction. Briefly he explained the mast construction. What follows in italics is abstracted from the web site. *Silent Maids spars are lined with carbon fiber. The wooden staves are scarfed together, birds mouthed and tapered. But before the staves are assembled, carbon fiber cloth and rod is vacuum bagged to the inside face. This facilitates making a very stiff spar of a smaller diameter, wall thickness and weight. In this case the carbon is in the form of a woven layer, a 1/4" rod set in a groove down the middle of the stave, and a layer of unidirectional cloth. In effect the wood is a matrix for the carbon fiber, which does the real work. The vacuum bag assures a good bond between the carbon and wood and keeps the amount of epoxy to a minimum.* Tim Fallon related that *K* had a carbon fiber gaff that is colored to match wood. He described a problem he has when the carbon fiber gaff sticks on one side of the mast when coming about. Thus the sail twists and resists moving through the wind. He hasn't completely resolved that yet.

Other issues: Battens — *K* does not have battens in her sail. Tim Fallon said it does not affect performance. He mentioned having only a tiller for steering and no battens keeps things simple. Leech line — Both *K* and *SM* have one but neither uses it. Boom vang on a gaff rig — these are used on some schooners but are not considered useful on a cat rig. Back stay function — back stays tight upwind and loose down wind.

The above is a cross section of issues that were dealt with during this interesting and spirited seminar. The session ended with both skippers promising their boats will be in Mystic for the 50th Anniversary of the Catboat Association and neither has ruled out future racing.

Insurance for Your Catboat

– Paul Cook

The afternoon seminar of Insurance for Your Catboat was both entertaining and informative. It's not as simple as you may think. Experts Ed Meaney (Educational Director for the Insurance Industry Association) and Chris Pesce (Managing Partner, Gowrie Group) who also happens to be the CBA's insurance broker, had lots of friendly advice and entertaining scenarios.



Ed Meaney of the Insurance Industry Association.

They began by going over the basic coverage of a typical homeowner's policy and endorsements as they relate to watercraft. As evidenced by the questions from attendees, most did not know that they had limited property and liability coverage under their homeowner policy. Due to low limits and limited coverage most people will add endorsements to their policy to broaden coverage. For most homeowner policies, basic coverage is listed below.

Property Coverage:

- \$1,500 on watercraft of all types, including *their* trailers, furnishings, equipment and outboard engines or motors.
- No theft coverage when away from premises

Liability Coverage – Sailboat

Coverage is afforded IF:

- Your Sailboat is less than 26ft. LOA or more than 26ft. if certain conditions are met. Carefully go over this with your insuror.
- You are not renting out the boat

- You are not charging passengers a fee
- The boat is not used for business purposes

Liability Coverage - Powerboat

Coverage is afforded IF:

- Your Powerboat is equipped with an Outboard less than 25hp.
- No coverage for your Powerboat with an I/O or Inboard
- A non-owned powerboat with an Outboard even if rented
- A non-owned powerboat with an I/O or Inboard less than 50hp. coverage while renting
- You are not charging passengers a fee
- Not while racing
- The boat is not used for business purposes
- Any boat If the vessel is stored ashore
-

While it is a good solution for small sailboats for liability, it does not contain all of the broadening coverage afforded in a typical boat policy.



Chris Pesce, Gowrie Group.

Sailboat Insurance Policy

Typical Coverage afforded includes:

- Hull and Liability (Protection & Indemnity Coverage)
- Medical Payments
- Personal Effects
- Towing/Emergency Services Coverage
- Hurricane Haul-out Coverage
- Pollution/Fuel Spill Coverage
- Uninsured Boaters Coverage
- Trailer Coverage

What to know about Hull Insurance:

What's covered:

- Your hull, sails, machinery, furniture, fixtures, accessories, electronics, tenders

- Equipment on Shore: Coverage for equipment that is stored separately from the vessel, ashore. e.g. Extra sails, rigging, etc.

Racing – Am I covered?

- Most policies cover sailboats while racing
- Rig conditions/exclusions may apply

Agreed Amount vs. Actual Cash Value

- Agreed Amount = The agreed upon hull value, typically based on the current market value at the time of placement.
- Actual Cash Value = Replacement cost less depreciation
- Losses to sails, protective covers, carpeting, upholstery, cushions, fabrics and outboard motors are always covered on an Actual Cash Value basis – meaning they are depreciated

Most common Exclusions:

- Wear and tear or gradual deterioration
- Marine life, insects, animals and mold
- Electrolysis
- Fiberglass blistering
- Failure to winterize you vessel
- Mechanical Breakdown – Varies from policy to policy

Most common reasons for denial of a claim:

- Wear and tear or gradual deterioration
- Navigating during your lay-up period
- Failure to winterize
-

What to know about Liability insurance:

- Covers you, family residing with you and permissive operators
- Coverage for crew (Jones Act) usually needs to be endorsed onto the policy
- Covers the removal of your wreck
- Covers salvage of your vessel

Chris went on to explain the Jones Act. For most catboat sailors the Jones Act will never be an issue, for that matter, most boaters don't even know of it. The Jones Act comes into play if you employ crew.

Four rules to qualify as crew:

1. he or she is employed as a member of a crew on a vessel,
2. the vessel is in "navigation" on navigable waters,
3. the employment demonstrates a more or less

4. permanent connection with the vessel, and the seaman's duties contribute to the function of the vessel or to the accomplishment of the vessel's mission.

But there are exceptions....

Salvage vs. Towing

To qualify as salvage it must satisfy three conditions:

- The vessel is in imminent peril
- The services were rendered voluntarily
- The work was successful

Make sure you clarify what service is being rendered when calling for assistance!

Most common losses

Collision	31%
Wind and Hail	20%
Mechanical Breakdown	8%
Burglary, Pilferage, Theft	7%
Towing	7%
Fire or Lightning	6%
Breakage	4%
Sinking	3%
Water Damage	3%
Weight of Ice/Snow	1.50%
Upset/Overturning	1%
Loading/Unloading	1%
Other Marine Perils	1%

Pollution – Am I Covered?

The Oil Pollution Act of 1990 (OPA 90) holds boat owners personally liable for any damage resulting from pollutants released from their vessels. The current limit of liability is \$880,000

Pollutants can include gas or diesel fuel, hydraulic fluid, anti-freeze and many other chemicals typically stored aboard a vessel.

The seminar wrapped up with a discussion of the collision of a sailboat and a whale. The sailboat was in the middle of the Pacific Ocean when it occurred and the vessel ended up sinking. All on board were safely removed and yes, they were covered by insurance.

There were many questions from the audience and the time went quickly. This is just a report on the seminar and you should contact a professional when considering what would be best for you and your boat. Chris Pesce can be reached at: The Gowrie Group 800.262.8911 or info@gowrie.com

Anything Goes

– Bill McKay

***“What do you do with a drunken sailor,
Earl-eye in the morning!”***

If a Captain said, “Get ‘em all up at 7 bells, put ‘em in a room with 5 presidents and a guitar player, make ‘em stand up and SING REAL LOUD” ... the first mate would think, “Dat’s a crazy idea.”

But the “Anything Goes” Workshop was just that. Catboaters gathered Friday night, attended workshops and visited displays on Saturday, followed by a dinner luncheon and featured keynote presentation. On Saturday evening, many enjoyed a buffet dinner and danced away the night. So on Sunday morning, the only possible theme for the final workshop had to be open to chance.

Past Chair of the steering committee, Ben Brewster, brought the session to order and it was clear that this was to be a Max Fife Morning. Max was a former owner of *Shoveller*, the cat that sailed Tom and Susan Maddigan from here to the Keys in 2002. Over his years with the CBA Max held about every office in the association including Master Storyteller at various rendezvous. His way of spinning a yarn captivated sailors from 6 to 80.



And then Max would always say...

Seated to Ben’s left were Bob Luckraft, Tom Maddigan and Eric Peterson – also ex-chairs. In the audience was present chair, Tim Lund. Despite this royalty, many had a chance to comment, and sing.

One of Max Fife’s most endearing tales, “Climbing to Fix the Top of the Mast” was read by Tom Maddigan. The audience loved every one of the several unexpected “punch Lines.” Eric Peterson

told The Foggy Tale. Ben Brewster told another in perfect French dialogue. Bob Luckraft reminded us of a few “rituals” to be followed onboard.

Next, Mark Lovewell, our talented minstrel, jumped up and led us through the verses of “The Mermaid,” while accompanying himself on his Concertina.

“Twas Friday morn when we set sail, we’d not been far from home...

Oh the ocean waves may roll, and the stormy winds may blow.

But we poor sailors go skipping aloft, while the landlubbers lie down below.”

One special part of the morning workshop was an envelope Bob Reddington sent to Ben that contained many poems and short pieces perfect for a Sunday morning gam. This took us back to the days when Max did the session.

The soft sounds of another Lovewell guitar/harmonica tune reminded us that time was moving quickly:

*“Oh the sun is setting in the harbor my love,
And I wish I could remain.*

*For I know it will be a long old time,
before I see you again.”*



Oh the sun is setting...

There was time for last comments and questions from the audience; perhaps the best had to do with the Intracoastal Waterway experience. Brewster and Maddigan had done it; Peterson’ son, Kurt is half way along on the round trip. So the answers were specific and varied. Tom suggested a great book, “Skipper Bob’s Guide to Anchoring.” He calmed

us with his talk about creeks, marshes and birds. Describing the trip as a drive along US Route 1 at 5 mph. with water on both sides all the way, Tom said to do it the slow way – 25 to 30 miles a day. Ben’s experience contrasted somewhat, since he did it in the company of two other boats, one of them with a 65 ft. mast. Much talk ensued about larger boats and the considerable number of bridges and their schedules. Ben described Dismal Swamp as an amazing place in our history, where slaves were made to plant fallen trees to hold the banks in place. Those trees are now growing again, forming an arch over the waterway. Eric and Bob added comments especially about shoal areas and left us with a great image, “Catboats don’t sink, they just slip under.” The audience offered other ideas like taking the American Cruise line transits of parts of the Intracoastal and suggested other peaceful places along our East Coast.

Leaving this seminar, I wasn’t alone in my anticipation of preparing my boat for this next season and spending even more time on her. Many of us took to heart Ben’s “Boaters’ Blessing” and left the final workshop of the weekend whistling the last chanty we sang with Mark:

*“Fare thee well you...Happy times we’ve spent together.
Rolling Home, across the sea...
Rolling Home to dear New England”*

Free Drawing

At this year’s Annual Winter Meeting, a free drawing was conducted with prizes donated by:

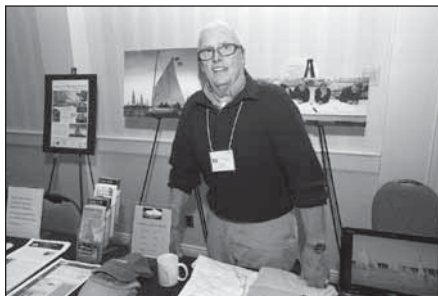
- Frayed Knot Arts, a pair of earrings
- Arey’s Pond Boatyard, 2 hr. sailing lesson
- Marshall Marine, clothing and accessories
- Thurston Sails, Kevlar Duffle Bag
- Mack Boring, 2 spare parts kits for diesel engines
- Connecticut River Books, 2 coffee table books
- Landfall Navigation, Plastimo Boarding Ladder
- Pert Lowell, chart tray w/mast hoop,
- Brewer Banner, \$25 Gift Certificate
- West Marine Mystic, zip jackets, sweaters
- R & W Rope, heaving line with monkey’s fist
- U.S. Sportswear, bag, hat, and t-shirt
- Cape Cod Maritime Museum, 1.5 hr charter for 6 aboard 1886 “Sarah”
- Paul White Wood Carving, Burgee Plaque
- T & L Tool, 2 turned wooden items

The 2011 All Catboat Resource Show

– Mat Leupold

The All Catboat Resource Show was well attended by both members and exhibitors. Many

thanks go to Chris and John Parker for organizing this event. Below are photographs of the exhibitors.



Skip Hall, Cape Cod Maritime Museum.



Travis Chamberland, West Marine Mystic.



Richard DeMello, with Bete-Fleming.



Johnny Sebastian, US Sportwear, fourth year exhibiting.



Nancy Day and Bill Leach, of Marine Consignment of Mystic and Wickford, old and near gear.



Ken Clift, Teakflex Products, Pawcatuck, CT.



David Wiggins, Pert Lowell Co. Inc, Newbury, fourth year, traditional marine hardware.



Jim O'Connor Catboat Calendar 2011.



Peter Brewer and his son Clark.



Geoff Marshall, Marshall Marine.



Group of Four: Left to right: John Jenkins of Jenkins Sails, Ty Jones, Deb MacRino of LBI, and Bob Jones.



Vince Brennan, Frayed Knot Arts



Penny Brewer, Brewer Banner, New Bedford.



Stanton Simm, holding caulking mallet, The Beveled Edge, Old Mystic.



Orville Haberman, Connecticut River Books, of Deep River, CT.



Paul J. White, Woodcarving.



Louis Ducharme, Atelier Nautique Richelieu, Saint-Charles-sur-Richelieu, Quebec .



Tony Davis, owner, Dik Dee, of Arey's Pond Boatyard, South Orleans.



Beetle Inc. left to right: Michelle Buoniconto, office manager, Mark Williams ship wright, and Bill Womack, owner.



Capt. Henry E. Marx, Landfall Navigation, Stamford, CT.



(left to right) Bruce Osborn, catboat owner, and Steve Thurston, a sailmaker.



Steve N. Smith, S.N. Smith & Son, boatwright, timber framer.



Douglas Ingram, Pleasant Bay Boat and Spar, Orleans, MA.



Bob Dollar, R&W Enterprises Traditional Rig.



Steve McGovern, president Mack Boring & Parts Co., Union, N.J.



Brett Starke, Tred Avon Yacht Sales, for Com-Pac Yachts, Oxford, Maryland, first time exhibiting.



Rick Batchelder, Connecticut River Museum, Essex. Duck Island Rendezvous.



Boat Building and Maintenance

– Bob Reddington, Editor

Hello Shipmates:

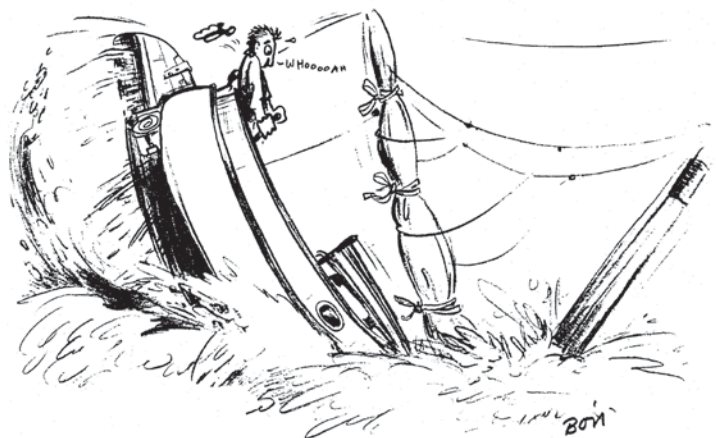
Well Shipmates, hear we go again, being late getting my material to the Editorial Board. It has happened often since around 1969 or 1970 before computers and all this modern electronic jazz and stuff. We had no problem then. But here goes, maybe you might see it in Bulletin #155 or who knows Bulletin # 156. Guess you have figured it out by now that I am not into the 21st century. Still use a dial phone at home and have a black and white t.v. Do not read well or spell correctly. Old school seadog, pain in the ass and old fart. Not happy, just might quit, can't adjust. Anybody want the job? But enough of my dissatisfaction ramblings, seems we're getting quite a bit on hinged mast. John Kromhout of Saint James, Florida, has another idea that might help others with hinged masts. John Marinovich of Booton, N.J., sails a 22' Marshall. Dulcinea has a catboat race weathervane. Steve Kring of Anna Maria, Florida, sails Pokie, an 18' Herreshoff – hinged mast again, long long bowsprit very similar to a Nowank sloop. Now we're going back into catboat history, Bulletin #61, pages 16 and 17. Peter Wells sailed a number of catboats, one being Katzenjammer. Peter and Due were a wonderful couple. Peter was a cartoonist. I can remember at least 25 to 30 cartoons he had sent into the Bulletin. Here are some of his ideas, only way he could put it. Paul Wagstaff, I haven't forgotten you. Send your material to Bob Reddington, 235 Lake Ave., Bay Head, N.J. 08742.

P.S. Start getting geared up for July 2012, our 50th Anniversary in Mystic, Conn. Let's make it bigger than our 25th. We had over 100 boats then from all over.

Your sinking shipmate,
– Bob Reddington

Dear Mr. Reddington,

In Bulletin #152, you printed an article by Roger Klein in which he describes the difficulties experienced on his Marshall 18 equipped with a hinged mast. He provides a solution to this problem in the form of a



wood filler plug which is inserted in the handhold at the forward side of the hinge mechanism. The plug is designed to prevent the parrel balls and sail hoops from snagging at the handhold when raising the sail. A novel response to eliminating an annoying problem.

I have also experienced this condition on my Marshall 18 with a hinged mast and have cured it by wrapping a piece of aluminum flashing around the hinge area and, using two-inch wide duct tape, attaching it at the top and bottom to the mast. This solution has worked well for me. The flashing can easily be removed when necessary and the installation also provides an added advantage by protecting the hinge area from the elements.

The flashing should be about six inches wide and long enough so it will overlap an inch or so at the rear of the mast. Pre-forming the flashing by bending it around a cylindrical object like a paint can also be helpful prior to the installation.



Aluminum flashing around mast hinge prevents parrel balls and sail hoops from snagging.

A second problem described by Mr. Klein is that of raising the upper folding section of the mast vertically from its normal locked sailing position when the mast is to be lowered. His breaker cam constructed of a short piece of pipe and a bolt to which can be attached a lever is a novel way of responding to an inherent problem with foldable mast hinges.

Thanks for sharing this information.

Sincerely,
 John Kromhout.
 3892 Coconut Dr.
 St. James City, FL 33956
 January 25, 2011

Pokie – A Herreshoff 18

*AKA “Pokie the Pirate -- The World’s Most Beautiful Pirate Ship”
 Christened by Kaleb Rice, age three*

The dock where I keep our boat is two minutes from the Bay and the Gulf of Mexico. There is a 10 ft. vertical restriction, a bridge, between the dock, Tampa Bay, and the Gulf of Mexico. The mast would have to be lowered to clear the bridge, then after passing under the bridge and reaching open water, the mast would be raised. The process would have to be simple enough that one person could do so quickly and easily.

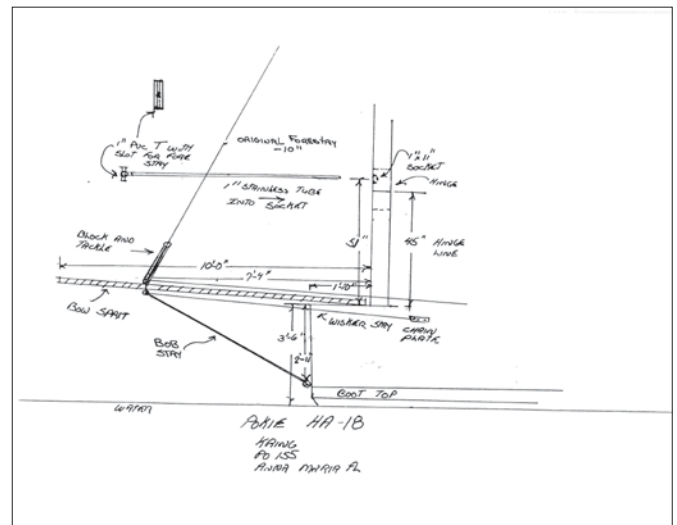
THE SOLUTION:

Phase one:

Fabricate or purchase a mast hinge. This was a simple decision – Marshall Marine makes a mast hinge that not only hinges but controls the side to side movement of the mast. A new mast, with hinge installed, was purchased and loaded onto my pickup truck and my wife, Dee, and I drove it from MA to our home in FL. I installed the mast and it worked perfectly as designed. However, it was not intended to be raised and lowered by one person at sea. I could not handle this operation on a regular basis.

Phase two:

Travel back to New England and visit my favorite boat, the sandbagger *Annie*, to further investigate an idea I had -- a bowsprit, similar to *Annie’s*, that I could use to relocate a new modified head stay, including a block and tackle. After measuring *Annie’s* bowsprit, and doing some calculations, I got to work mocking up a bowsprit.



The one fitting that made all this “possible” was the Marshall hinge. So they are to share the “responsibility,” good or bad, for the entire project.

Was it expensive? Yes.
 How much? Boat secret

Steve Kring
 PO 155
 420 Pine Ave.
 Anna Maria, FL 34216

941-778-5052 Home
 941-224-0293
 941-778-1849 Office
 941-778-1929 Fax

Kringco@Verizon.net

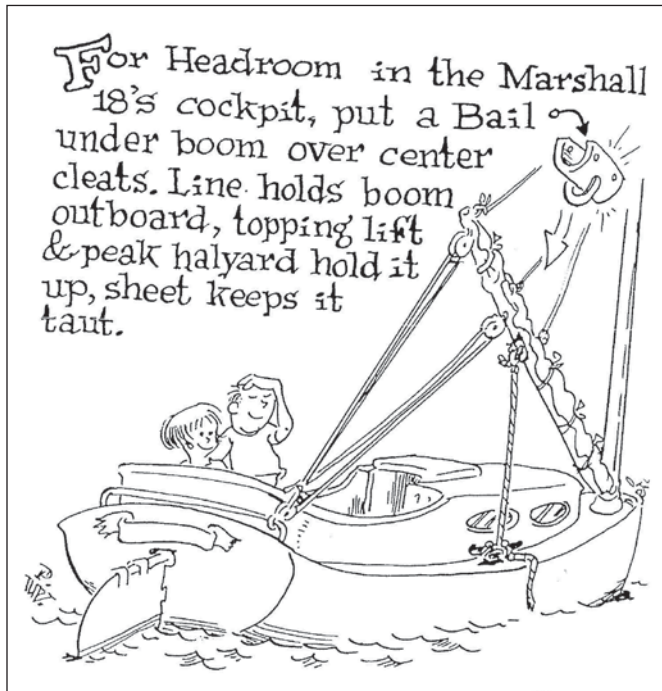
From Bulletin No. 61, pages 16 and 17

Cruising Ideas

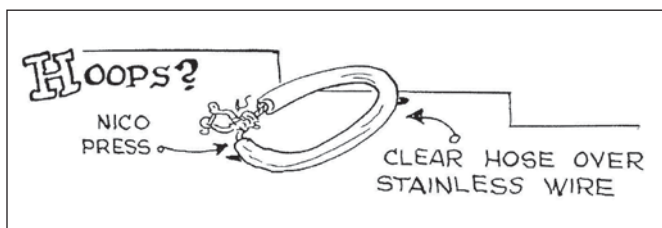
– Peter Wells

You may be interested in the enclosed ideas – mostly these apply to the 18' Marshall product; but they might even work on your favorite type of vegetable fiber construction.

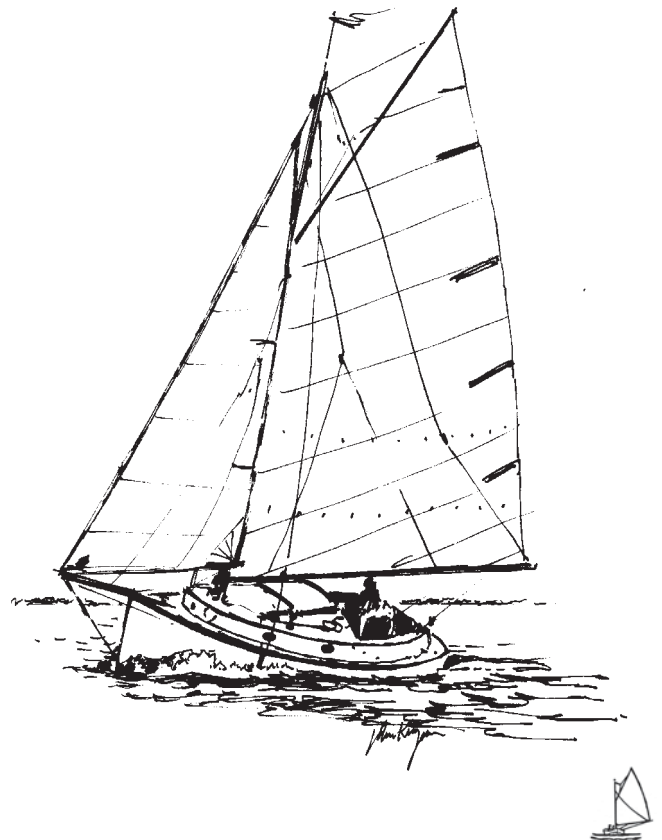
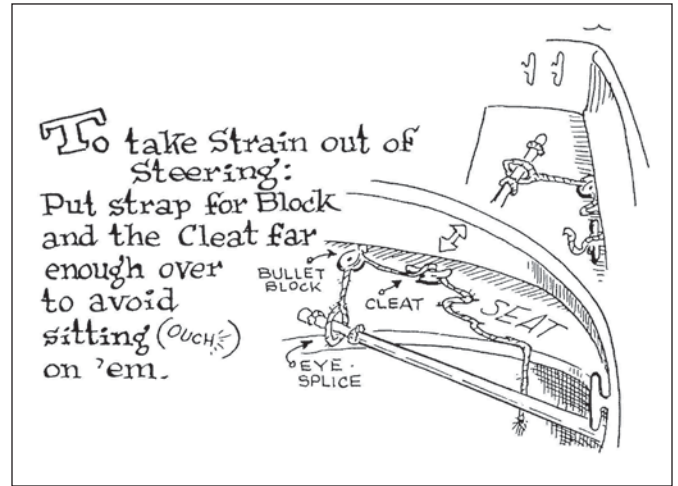
On every cat I've owned I've gotten knobs on my bean from rising out of the hatch and klaning skull-to-boom. After putting extra stations for the boom-crutch in off-set positions, using weird, long crutches, etc., I've found that simply using center deck cleats to hold the boom off to the side WORKS.



Breck Marshall made me up a set of mast hoops, as illustrated, back in 1964. I think they helped the shape of the sail on *Fancy Smile*. The transparent hose would (being a li'l larger than the wire) roll a bit and never gave any trouble sticking. Never busted apart either, which same used to occur on *Keithin* and *Valiant*, always in a blow when you didn't need hoop parturition [sic].



That business of installing a couple of bullet blocks & cleats to take the strain off'n the weather helm is almost as good as having a wheel. Better, in some instances. I have a lanyard with an eyesplice in each block, slipping off the leeward splice when tacking. Use a long enough line to double over tiller and hold line in hand – gives you a simple, easy double purchase. In a steady breeze, you can cleat it down and get away from the helm for short periods. Some one has probably done this better in the past, but this works for me.



Cruising

– Charles Ladoulis, Editor

CCBA MID-WESTERN SHORE CRUISE-LITE 2010 *Shoveller* Arrives . . . and Survives

– Marc Cruder and David Bleil

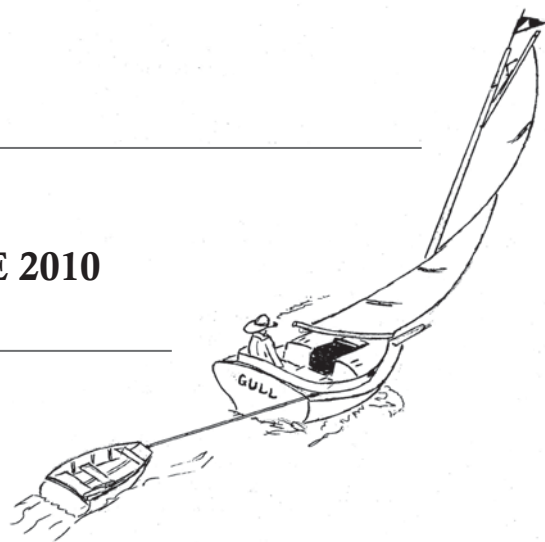
The vision for this year's cruise was two-fold. First, we were looking for cooler weather after last year's scorcher, so we intentionally started the cruise earlier than we ever have, Memorial Day Weekend. Second, we were looking for a low mileage local event that would offset last year's longer and more challenging trek to the Potomac. As everyone across the country knows, the weather has been unusually warm to say the least. For the Chesapeake, we experienced what is usually "only the month of August" weather from mid-May on. So, brisk and refreshing things weren't, but we did have some wind and even for those who opted to make the cruise somewhat disjointed (or short), we did enjoy some good local sailing. We also sighted a few stray cats and were joined by other CCBA kindred spirits shore-side. Of note was Mike Crawford's recent purchase of *Shoveller*, a strip-planked Fenwick Williams 25 originally built for the late CBA luminary Max Fife. This was her inaugural cruise on the Chesapeake. Here's how it went....



CCBA tries *Shoveller* on for size.

Returning Cruisers:

Marc "*I have been volumetrically surpassed*" Cruder with crew John "*This is a significant part of my life...but I have a few issues*" Brown sailing *Wanderer* –Wittholz/Prudence 25.



David "*One hand for you, one hand for the ship... or else*" Bleil with crew Jim "*I've only had the dory out once this season*" Ohlmacher sailing *Gull* - Mystic 20.

Butch "*I have standards and I'm not about to change them now*" with crew Denise "*Men are all the same*" Miller sailing *Dusty* - Marshall 18.

Mike "*I'm a happy guy with my big wood catboat*" Crawford with crew Rich "*I've been demoted to Mate*" McLaughlin sailing *Shoveller* - Fenwick Williams 25.

Butler "*Diver Dan E.C.M.O...No pooping allowed*" Smythe sailing *Caerulean* - Menger 23.

Jack "*I'm a lot late...but I have my own shade*" Smith sailing *Winters Dream* - Marshall 18.

Cruisers who joined us along the way:

Kerry and Kris "*We really don't have anyone else to play with and kind of like you guys anyway*" O'Malley with canine crew Grommet sailing *Chesapeake* - Bugeye Yacht.

Chip and Erik Miller managed each to join *Dusty* at different spots along the route.



O'Malley Bugeye Yacht *Chesapeake*.

Cruise Support that met us at Skipper's Pier:

Steve "*I shall return...maybe!?*" Flesner who only prepped a Marshall 15 this season.

Various others met the group for dinner including Deborah and Kenny Kerr, Denise Miller and new members Butch & Karen Garren along with Alan and Nan Suydam as well as conscripted Paradise Marina Dockmaster and owner of *Hesper*, Steve Verry.

Other Catboats Sighted:

Viola – Menger 19 on the Magothy River.

Hesper – Marshall 22 moored at Paradise Marine – Rockhold Creek.

Herreshoff Eagle – moored at Sherman's Marina – Rockhold Creek.

Sunday 5/30: Day One - Destination: Ponder Cove Sail In - White Marsh Creek

Scheduling the first night as a "sail in" to the community docks at Ponder Cove made my preparation somewhat different and easier than getting underway, although *Wanderer* had to be ready to go regardless. This was not a big feat since she was in the water again over the winter due to an unscheduled parting of the tiller arms on my Edson worm and roller gear at the end of last season. Aside from the steering gear overhaul (a whole diatribe of its own), other prep was just continuing maintenance, so the engine and rig had been shook down and the prop freed of winter barnacles by running the boat into a local shallow cove where I was able to stand up behind it...putty knife in hand.

Both kids were busy with their lives so I was happily cruising without them. My home from college for the summer son, Matthew was living at the Cove House, but working full time on the Woodwind Schooners in Annapolis. His contribution was to make sure the house was clean enough for transient shower users. He accomplished this by closing all extra doors and marking them "Employees Only." Nonetheless, the shower was clean and useable. My daughter Noelle would be graduating High School during cruise week and certainly had better things to do than hang out with dear old Dad, but she did manage to stop by for a hot dog with her boyfriend, a self-proclaimed "competitive sailor" in the local Annapolis sailing scene. Various catboats and others started trickling in during the afternoon, so Debbie had plenty of help with the usual support functions of a CCBA event. Normally, the first night out is something of a food-sharing event, if we get past "happy hour." This

was billed as a "cook what you brought" event, so only entailed ensuring adequate dockage, cleaning barbecue pits, lighting fires, throwing a few tablecloths around and lining up enough paper plates and other sundries. We even managed to raise an American Flag and have a moment of silence for our veterans, it being Memorial Day Weekend and all.

It was an interesting gathering and only the second time I used the community facilities. The first time, weather largely precluded catboats from arriving by water. This time, we launched one, had the pleasure of the O'Malley's bug-eye yacht *Chesapeake* anchored out in the creek not far from the schooner rigged skipjack yacht *Fortune*, and officially took notice of a CCBA adopted *Shoveller*. Originally owned by Max Fife, she was made famous or infamous more recently when past CBA president, Tom Maddigan, retraced the voyage of "The Boy, Me and the Cat" in her from New England to Florida via the intracoastal waterway. Mike Crawford, who spent more than a few years with *Homer*, a very original (down to the Palmer "Pup" one cylinder) gaff rigged Hermann 17 was ready to move up in a big way and recently purchased *Shoveller* from Richard Ronzoni on Long Island, then sailed her down to the Chesapeake Bay. CCBA is honored to have a catboat of such pedigree and CBA history in its ranks. Mike is the man for the job and we have committed him to his role in continuing *Shoveller's* cruising career on the waters of the Chesapeake Bay.



Shoveller cruise ready at Ponder Cove.

Fires were lit, the flag was flown, boats were docked or moored, the libation flowed and a good time was had by all without disturbing or involving local law enforcement.

Monday 5/31: Day Two - Destination: Forked Creek – Magothy River

The festivities wound down and although there was some friendly interaction with a local jet ski operator about his wake, things went smoothly. We did discover after the “smoking lamp” was lit, more than cigars were ignited when a black powder cannonade was fired somewhere in the vicinity of *Shoveller*. Thinking fireworks, teenagers and wood boats, I quickly made my way over to the other dock only to have a heart to heart with *Shoveller* and crew, who were found to be at the source of the munitions drill. Beyond that, it was a quiet and somewhat breezeless but bearable night at the dock.

Not pressed for time, breakfast was a slow individual boat to boat thing, the serenity of which was broken at about 0900 by *Chesapeake* getting underway to the strains of the signature O’Malley bugle...last heard outbound from Bodkin Creek aboard their Marshall 22 *Crabby Cat*. Obviously the bugle was not sold with the catboat. With *Chesapeake* calling us out, the group was shortly underway and followed. John Brown, my crew, had made it down the night before with Mei but elected to spend a last night ashore in comfort before returning bright and early. With short distances on the agenda, I elected to leave the dinghy ashore and we got underway unceremoniously about 0915 bringing up the rear with all catboats ahead.

By 0945, we were at the mouth of the Rhode River and had set sail as well as a course north up the bay, retaining the engine to assist negotiating the field of crab pots outside the channel. At 1000, we dropped off the engine and decided to check our speed only to find the hand held GPS inop....obviously not pre-cruise checked. The display had been slowly fading so this was its final death throw. In the vicinity of Thomas Point light off the mouth of the South River, we heard an unexpected and sharp bang. The centerboard pendant had let go, but a quick check indicated the bilges were dry. The board on this boat is large piece of ¼ inch stainless steel...think heavy. My only concern was the structural integrity of the centerboard pin and anything the board swinging fully down and coming to the end of its stroke might do. We were intact. One negative about being in the water for the winter was putting off a pendant repair from the previous season. I remember looking at the cable before the start of the cruise and thinking it would last another season. It had started to show chafing...it did not last. With board fully down, we continued off the wind toward the bay bridge, but knew we had to do something.

Despite this little tryst with the centerboard

pendant, we were off Tolly Point and gaining on the catboat fleet. The order at that moment in time was: Marshall 18s x 2; the Mystic 20; the Menger 23; the Fenwick Williams 25 and finally my Wittholz 25.

The 1200 radio check just north of Whitehall Bay found *Winters Dream* clearing the bay bridge with *Caerulean* ahead broad on the port bow and *Shoveller* astern, but all catboats in sight. At 1330 we jibed around Sandy Point Lighthouse, still heading more downwind than not, but with the centerboard “humming” at higher hull speeds. Continued another hour into the Magothy River before turning up to starboard in hopes of finding a place near Dobbins Island to beach and reattach the centerboard pendant. This being the height of the Memorial Day weekend, there were simply too many boats already taking up space in the shallow beachable areas, so we doused sail and powered back around Dobbins Island to pick up the #9 green into Forked Creek.

By 1515, we were rafted up between *Shoveller* and *Caerulean*, both anchored, with *Winters Dream* outboard. The alternate raft-up was *Dusty* and *Gull* anchored further up the creek. Swim call commenced to give all a chance to cool off. Took the cursory raft-up photos for the record, then assessed the pendant problem below the waterline. With the board all the way down, the pendant attachment point was accessible...*Caerulean*, aka Diver Dan, ECMO, USN (Retired) to the rescue. Dropped ¼ inch double braided nylon thru the trunk from inside the cabin with a weight on it. Diver Dan ascertained the line location underwater and made the final dive to accomplish the needed connection. Onboard, the line was reeved onto the winch and board control regained.

With repairs behind us, happy hour commenced at 1700 as we were boarded by *Dusty*, *Gull* and crew. Dark ‘n Stormies and clams bedded in Cheese Wiz on triscuits were the order of the day. To escape the sun, we luxuriated in *Shoveller’s* ample cockpit under a low bimini designed to be used under sail. It was a little like sitting in a chopped-top ‘51 Mercury, but it did the job. Now getting a closer look at *Shoveller*, she was indeed a quality constructed vessel and so the recipient of many toasts to her continued service under her new owner’s competent stewardship. The CCBA membership present unanimously adopted the vessel without any of the responsibility, although we pledged to do what we could if called upon.

Dinner ensued. Aboard *Wanderer* it was “shrimp heads ala Mei,” with cigars to finish. Eventually oil lamps including the anchor light were lit and we retired on deck.

Tuesday 6/01: Day Three - Destination: Crab Creek – South River

Enjoyed a wonderful bug free and breezy night on deck. Up sometime between 0730 and 0800 greeting the day with coffee and Little Debbie pecan swirlies. We were unrafted and underway under power by 0845. The smaller cats headed up the river a little further for ice and fuel. The weather was predicting thundershowers and winds gusting to 25 mph, so tied in a single reef as we headed out. In another half hour we were underway under sail in company with *Caerulean* and *Shoveller*. Cleared Magothy Narrows at 0930 with *Caerulean* and *Shoveller* astern. Winds were out of the Southwest as we sailed without other wake or sea-state and in the shade of the mainsail. By 1030, the wind eased in the vicinity of Sandy Point lighthouse as the big cats shook out their reefs. The small cats were visible exiting the narrows. At 1200, numerous tacks and the right wind (despite the foul tide) put *Wanderer* under the bay bridge first with all cats visible astern. Handed the wheel over to John to make lunch. The wind was up and *Wanderer* was moving out.



Raft up at Crab Creek.

At 1330, shifted the watch and was handed the vessel going astern in windless conditions with a squall making up in the western sky over Annapolis! We were off Tolly Point in the Ship Anchorage headed south for Thomas Point hoping we would avoid said squall, which appeared to be moving north. By 1415 the weather was continuing to make up to the west and included the South River. We doused sail at about 1430, donned foul weather gear, then got hit by thunderstorms and lightning as visibility went to zero. Thomas Point Lighthouse eventually came up as visibility resumed. *Shoveller* and *Gull* visible ahead,

Caerulean abeam with *Dusty* astern. *Winters Dream* nowhere to be seen. As the weather continued to clear, *Winters Dream* sighted and all under power up the South River heading for clearing and sunny skies.

Navigated into Crab Creek about 1530. The area was marked by large homes on high and heavily wooded ground. Interestingly, not all homes on the water had piers so there were many mooring balls in the creek. We found a nice spot near wooded cliffs. By 1630 we were rafted up with Happy Hour happening simultaneously in multiple cockpits. Each to his own for dinner, with skillet chicken and pasta aboard *Wanderer*. As a result of the weather event, *Shoveller* reported finding the further extent of soft deck, laid and underlying, as plans for dinner were overtaken by close up wood inspection. With no further weather expected, the big boats stayed rafted up, including *Winters Dream*.

Wednesday 6/02: Day Four - Destination: Indian Landing - Severn River

Woke up to John's latest shoreside crisis, necessitating his returning home with me for a cruise break. My excuse was a daughter graduating high school. With John, it is best to use a version of the military's "Don't Ask – Don't Tell" policy, because the less I know sometimes, the better! After making a plan of action, I set John to cooking volumes of sausage, bacon and his version of loose eggs for breakfast. Invited *Shoveller* aboard for breakfast to mitigate and shore up any perceived buyer's remorse over the soft deck situation. "Deck Fund" donation boxes were suggested for installation port and starboard in the cockpit. Beyond that, consensus was that this situation was small potatoes and now at the top of the winter worklist with a bullet. A fitting project of which she is worthy.

Moving right along, the group was cleaned up and underway at about 0830, with a variety of agendas. Some were in search of ice and others were headed for the Severn River. *Wanderer* arrived at the mouth of the South River at about 0930 and continued under power due to light winds. Heading south, John and I navigated the crab pot field and turned the corner into the Rhode River at about 1030 headed for Ponder Cove on White Marsh Creek. We were moored and secure by noon with tentative plans to get underway again on Friday morning.

Editorial Note: The following is an edited version of events provided by Gull:

Due to excellent explicit sailing directions the remaining five boats reached the upper extremities of the Severn. After investigating the two small islands noted in the sailing directions the early arrivals decided to anchor in the spectator section of the local water ski circuit. We arrived early enough for plenty of time to row the dinghies or kayaks to and around the islands, one of which had a log cabin prominently posted for no trespassing. The other island proved to be a popular rest stop for large canines. *Dusty* had a crew change at a local yacht club which allowed him to take each of his sons on the cruise but not at the same time. Erik was aboard for this leg. *Dusty* showed himself a master at logistics. Everybody got transferred to and from the boat without a hitch.

Thursday 6/03: Day Five – Destination: Rockhold Creek – Herring Bay

The next day was a long day and most boats opted for an early start. The wind was brisk and on the nose which made for some exciting tacking duels. Around Holland Point, *Gull* tied in one reef that managed to delay us, just enough to put us in the cross hairs of the next afternoon thunder storm. Dropped the sail and pulled on the oilskins but this time not before the rain started. When visibility improved again we made straight for the entrance to Rockhold Harbor and our first and only night in a marina. We were guided in to the proper slips by the owner of the shiniest, most elegant Marshall 22 not in a showroom, *Hesper*. The Paradise Marina is a work in progress but finished enough to accommodate those wanting showers (all of us), ice and a place to recharge portable electronics (only two plugs, stand in line). It was the perfect place to bail out, dry out, clean up and go out to eat. Skippers Pier, a regional landmark, is identified by a large parrot statue which is reported to be one of the few items to survive Hurricane Isabel. We filled three reserved tables, supplementing the cruisers with other members who had driven in. The food was excellent, the service attentive and the bar well stocked. It is definitely a place worthy of a second visit and easily accessible by car so it probably will be. The thunderstorms were still out and about during our dinner but left us early enough to pass a quiet night. No reveille the next morning but a parade of charter fishing boats provided a wake-up call.

Friday 6/04: Day Six - Destination: Smith Creek - West River

Not having far to go for the last day we waited around to pay our dockage fee. The owner never

materialized so *Caerulean* collected for all, made change and deposited the dockage fees in the padlocked ice locker. We certainly paid with cold cash. A short run up to West River got us to Smith Creek early in the afternoon. Some of the other creeks and boat yards of the area were explored before setting up two rafts again. *Shoveller* and *Winters Dream* hung off *Caerulean's* shiny titanium anchor. *Gull* and *Dusty* were further in the cove hanging on *Gull's* mud shovel. In the midst of swim call, *Caerulean's* anchor pulled loose and the big boats began bearing down on the other two with remarkable speed. Frenzied activity and fending off caused the mobile raft to slide by with millimeters to spare. Whereupon *Caerulean* started engine and headed straight back for us again. Once the still rafted boats had steerage they were again able to squeeze by with no collisions and resume their former position, this time adding *Shoveller's* anchor to the holding tackle. Dark and Stormies in *Shoveller's* spacious cockpit soothed frazzled nerves and all was well again.

Editorial Note: There is of course a VERY different perspective on the "drifting raft event" from Caerulean's owner, who was allegedly clear on the other side of the creek rowing in his dinghy when he saw the raft drifting apparently before anyone else. As reported, he did make it back aboard, aborting the "drifting raft" by directing it with power and resetting the Fortress anchor in deeper and less debris ridden bottom.



Shoveller outbound.

That evening a fireworks display over Galesville was answered by *Shoveller's* ordnance. The Commodore always seems to miss the most exciting parts. We never saw him again for the rest of the cruise. Maybe he did know something he wasn't telling us.

Editorial Note: *The something to which this referred was that the weather did not change substantially from the time of Wanderer and crew's departure from the cruise. It continued to be hot, humid and windless with thunderstorms mixed in just for fun. Both John and I decided it was not worth a run down to join the group Friday night just to enjoy a "sweat-fest." We shamelessly remained in cooler surroundings and let our imaginations only wonder what the group was up to.*

Saturday 6/05: Day Seven - Destination: Homeward Bound

As best I can tell in absence of evidence to the contrary, all catboats returned safely home.

Editorial Note: *Since I was already home, I went to Chesapeake Rigging to borrow a nico-press tool to secure a new stainless centerboard pendant. The manager suggested doing something for his crew by stocking the refrigerator as an appropriate rental fee. It cost me a case of beer, but I made the fix. Feels much better than the ¼ inch nylon!*



GULL ghosting off the hook.

There was some evidence of catboats lingering on the western shore as I spied *Shoveller* early Sunday morning, just getting underway from a slip in Spa Creek. Later reports indicated *Shoveller* had a steering casualty in blustery southwest winds off Hail Point, but because the previous owner had a back-up steering provision in place, Capt. Crawford and Mate McLaughlin navigated her home otherwise intact.

Epilogue

Despite the fact that *Wanderer* did not finish the cruise, by all accounts the post mortem by email appeared good. Those in the group got to see some interesting places in the central Chesapeake that they usually pass to and from other local CCBA events. Sometimes, you never take the time to see what is right in your backyard that others travel miles to experience. That said, we found more creeks worth a second visit that we had not been in before. While the weather was not optimal, short mileage legs made the heat and light wind at times tolerable. Alternately, Paradise Marina and Skipper's Pier lived up to expectations and provided the venue for shore support.

A high point for all of us was the chance to spend some up close and personal time with *Shoveller*. While the new owner was kind enough to listen to all would problem-solvers, at the end of the day, it is a wonderful example of the breed and we are more than happy to have been witness to her inaugural cruise on the Chesapeake. As has been said before, Mike Crawford is the man for the job and we are all confident that he will bring his woodworking talents to bear in only the most positive way that will be a credit to himself and his commitment to *Shoveller* as she begins another chapter of her long and illustrious career here with us on the Chesapeake. We welcome her and are committed to her continued success.... may she swim well in these waters!

Finally, the little discussion there has been about next year's cruise continues to revolve around *Shoveller*. When you get some displacement under you, you want to take it places. That said, the suggestion, largely from the big wood boat is that an island exploration is in order. My response with the support of the membership is that we add a day or two to the cruise for 2011 and make Smith Island our destination. Until then, stay tuned for details on our website at

Fair winds my catboat friends,
Marc Cruder (*Wanderer*)



CATFOOD

– Jane Walsh, Editor

Greetings Catboat Friends:

Wake up and smell the coffee and the aroma of Lemon Ricotta Pancakes with Vanilla Sauce in your galleys. Let's hear it for sail season 2011! It was a long winter in the Northeast. Now that our harbors have thawed it is time to head out and enjoy some sailing!

I would like to introduce Larry and Jeanine Jones! Larry offered this pancake recipe for our Catfood column through the CBA Listserv.

Larry and Jeanine from Stonington, Maine recently bought a catboat from NJ, a Herreshoff 18. They named her *Juliet* after their daughter who is adventurous and full of life. *Juliet* has a tanbark sail and a distinctive look. She will be moored in Stonington Harbor where the Jones have sailed sloops since 1980. *Juliet* will have company with a Marshall 22 in the harbor. And Larry and Jeannine hope to sail *Juliet* down east to Swan's Island this summer where the motor-less Marshall 22, resides (see "CBA Bulletins # 148, 150, and 152" to learn more about *Penelope*!).



Larry and Jeanine Jones on the Deschutes River in Oregon on a boat built by their son.

LEMON RICOTTA PANCAKES with VANILLA SAUCE

We love to make these light, eggy pancakes when berries are in season, as they're especially good garnished with fresh strawberries or blueberries, and served with a side of smoky bacon or sausage.

Batter: 3 eggs, separated
1 1/2 cups buttermilk
3 tablespoons sugar
1 cup ricotta cheese
1 1/2 cups unbleached All-Purpose Flour
1 teaspoon baking soda
1 teaspoon baking powder
2 tablespoons lemon zest (the zest from 2 large lemons) OR 1 teaspoon lemon oil*
1/4 teaspoon nutmeg
1/2 teaspoon salt

Sauce: 1 cup ricotta cheese
1/2 cup confectioners' sugar OR 3 tablespoons Baker's Special Sugar*
1 teaspoon vanilla extract
1/4 teaspoon salt

Batter: In a medium-sized mixing bowl, beat together the egg yolks, buttermilk, sugar and ricotta cheese. In a separate bowl, whisk together the flour, baking soda, baking powder, lemon zest, nutmeg and salt. In a third bowl, beat the egg whites until stiff, not dry.

Mix the dry ingredients into the buttermilk mixture with a few quick strokes. A few lumps remaining are OK. Fold in the egg whites. Heat a lightly greased griddle or skillet over medium heat until hot enough to evaporate immediately a drop of water, and drop the batter, by quarter-cupfuls, onto the heated griddle. Cook for about 2 1/2 minutes on the first side; bubbles should rise and burst on the first side before you flip the pancakes over. Cook for about 1 minute on the second side. They should be a very light golden brown when finished. If you wish, the pancakes may be made a day ahead, cooled on a wire rack, then wrapped tightly and refrigerated. To reheat, preheat your oven to 375°F, place the pancakes on a lightly greased baking sheet, and heat for 5 minutes.

Sauce: Mix all of the ingredients until smooth in a small mixing bowl. For an ultra-smooth sauce, blend in a blender or food processor. Refrigerate until needed. Thin with 1 tablespoon milk or cream if sauce is too thick. Yield: 14 to 18 4-inch pancakes, about 5 servings.

Thank you, Larry and Jeanine! Happy Catboating!

"Boat" Appetite,
Jane



Yarns & Adventures

– Bill McKay, Editor

Editor's Note: There are four good pieces this issue. A new contributor, Ed Flint from Texas offers us two interesting, tough days on the water. William Winslow puts up another from his newly published sailing memoirs. Jack Hoey follows up last issue's "Inspired First Season" with a story of an Autumn day on the waters of Duxbury, Mass. And finally we have another new contributor, Dan McCarthy of Maine. Thanks for your hard work. It will be nice to see who else will write down their adventures over the 6 month sailing season. Send to

Bill McKay

Catboat Sailing In Upper Galveston Bay, Texas

– Ed Flint



Audrey Ellen at Bridge Harbor Marina, Galveston Bay, Texas.

RIDING OUT A THUNDERSTORM ON ANCHOR

It was the month of May and I was motoring about two miles northwest of Eagle Point, which is north of Texas City. At about 11 a.m. the sky turned black. The black area extended from due east to the southwest. In other words, it occupied about 135 degrees of the compass. Ten miles out, I initially thought the clouds might be moving away. That was not the case.

The first raindrops began to hit around 11:30 and I knew that I was going to get it. I wasn't too worried because I had ridden out thunderstorms before under sail with a couple of reefs tied in. This time, my sail was furled with the sail cover on. I put out my small

anchor (an 8 pound Danforth) with 8 feet of chain and 60 feet of rode. The water depth was 10 to 15 feet and the bottom was mud. I closed the forward hatch and the companionway. The waves began to build.

After another 15 minutes, I was hit by the full force of the storm. I was clad only in a pair of shorts and quickly became very cold. My judgment may have been impaired by my fear, but I believe the waves got up to 5-6 feet (coming from all directions). I guess the wind was 35 to 40 mph. My twenty-three foot catboat was pitching, rolling and yawing. There were no other dimensions in which it could move. The frequency and height of the waves provided for an occasional nose-dive with water crashing over the bow. But I never got water in the cockpit.

After a few minutes into it, I ran the engine 3/4 throttle and tried to hold the bow about 30 degrees off the wind. That took some of the pressure off the rode and reduced the roll and yaw. In spite of the engine, the boat was still sailing on the rode but much less than before. To my surprise, the little anchor held but with the engine I was unable to gain any slack in the rode. I considered cutting the anchor line and just motoring, but I didn't want to go forward under the conditions. After about forty-five minutes the storm passed and the waves slowly subsided. I put on a life jacket and safety harness to go forward to hoist the anchor and motored back to my marina.

Some lessons that I learned are:

- I should have put on my life jacket and rain gear before the storm hit.
- Putting out the anchor was probably a good move but I should have used my big anchor with a stronger rode.
- The engine helped to smooth out the ride and made me feel like I had some control over the situation.

- It would have been helpful to show a small amount of sail. It may be a bad idea to go to sea with the sail covered.
- Thunderstorms are dangerous! If you can run from a thunderstorm, that is the best thing to do. They do travel fast.
- My little boat can weather a pretty good thunderstorm.

BILGED IN ATKINSON ISLAND COVE

It was the month of August and very hot on the Texas Gulf Coast. My friend, John, and I were sailing in upper Galveston Bay, our normal operating area.

On this day we chose to explore a small cove between Atkinson Island to the north and an unnamed spoil island to the south. These islands exist as a result of the Corps of Engineers (COE) dredging of the Houston Ship Channel (HSC) to a depth of 65 feet in the nominal 12 to 14 foot bay.

The opening left by the COE between the two islands was nearly closed by a nice white sand spit that was built up by the ebbing and flowing of the tides. The movement of sand created a cove which is about 200 meters across, and open to the Upper Bay and HSC to the west. On the east side of the sand spit is Trinity Bay. We were about 500 meters from the ship channel.



SLOW, No Wake Zone???

While we were attempting to motor close to the sand spit which looked to be a good spot for a future picnic, the current changed. John was handling the engine and I was on the bow with a pole checking the depth. Suddenly, John shouted, the water is going out!

It was as if someone had pulled the plug out of a very big drain. This was much, much faster. We

looked up to see a super tanker steaming up the HSC at fast clip with the bow wave in front of the tanker being supplied by the water from the cove. In seconds we were sitting on the bottom and shortly afterwards we were sitting on the bilge and listing at a severe angle about 30 feet from the sand spit in very shallow water. The tanker rapidly moved away.

You can guess what happened next! The water came back but in the form of large waves rather than rising gently. Each wave pushed the boat further towards the sand spit and into shallower and shallower water.

By this time, I had taken over the engine. The propeller was out of the water but each time a new wave rolled in, it was re-immersed. Each time it was re-immersed I gunned the engine and managed to get a little bite with the impeller. The boat was moving and in the right direction. After about five or six waves we were off the bottom and wiping the sweat off our foreheads.

We are currently looking for another picnic spot.

Tom Sawyer To The Rescue

– *William Winslow*

I grew up in Barrington, R.I., in the '40s and '50s, sailing a classmate's Beetle Cat. Jump ahead now, to 1983, when I married a woman who had just bought a summer cottage in Remsenburg on the East End of Long Island. Nearby Long Island Sound beckoned with its attendant bays and harbors, perfect for catboats. Looking for a project (we didn't have much grass at the cottage for me to mow), I thought maybe it would be fun to build a catboat. The challenge is, of course, that unlike with most other amateur woodworking projects, the ultimate test of your skill is whether the boat sinks upon launching.

After some research I discovered marine architect Charles Wittholz, whose 18-foot cat looked doable. I called him.

"Mr. Wittholz, I've never built a boat before. How hard is it?"

"Well, have you ever built anything else?"

"Yes, I made some kitchen cabinets."

"Fine. You can build my boat."

I didn't have the heart to tell him one cabinet was ripped off the wall when loaded with dishes.

I won't bore the reader with obscure construction details, except to mention that the project got off to a shaky start when a truck-load of expensive imported

marine plywood arrived all smashed up; the driver having stacked longer lengths on top of shorter ones. It set the building process back six weeks. Of course, our neighbors were curious about all the banging and sawing in the backyard. A couple with a new baby, within spitting distance of flying sawdust, politely inquired as to when the boat would be completed. Answer: I didn't know. As a matter of fact, in a burst of energy to speed things up, I once worked far into a Saturday night only to have the father wander over in his pajamas to persuade me that it was time I went to bed.

Following traditional fashion, I built the hull upside down, without giving a smidgen of thought to how I would turn it over. The boat sat on a platform outside with no trees nearby on which to rig up a hoist and tackle. "Why not a turn-the-boat-over party?" my wife suggested. She was eager to convert a distinctly antisocial solo project into a party to highlight the summer. So we did.

Our game plan was to invite a dozen men and their wives or girlfriends over. We'd fill them up with enough wine to prevent them from realizing I was perpetrating a modern version of Tom Sawyer and the painted fence on them. A side benefit was that they could flex their muscles.

Bring a bunch of men together for a challenge like this, and they will spend hours debating the right approach. They were getting well into this until one of our guests, a female engineer, brought an abrupt stop to the proceeding by announcing, "We'll do it this way."

We did it her way with six men on one side to lift and six more on the other side to lower. Her suggestion reminded me of flipping over a just-baked cake, which the lady in charge admitted was her inspiration.

Was this the nautical incarnation of an Amish barn-raising? Maybe, but the Winslows are famous for our wicked good wine punches.

The Richest Man in Town

— Jack Hoey

For my birthday this summer, my older son gave me five classic novels, all of them sea stories. His idea was that I would keep the books on my sailboat and read them when relaxing at the mooring in the bay.

The nautical tales proved an excellent gift. However, rather than stow the books on my little catboat, I brought whichever novel I was reading aboard in my old canvas sea bag. My retirement allowed me so much leisure that I voraciously consumed one after another, sometimes on land, sometimes on water. By early October I had read *Treasure Island*, *Robinson Crusoe*, *The Old Man and The Sea*, and *Moby Dick*.

On a sunny but blustery and crisp early fall day, I tired of battling the wind and headed *Oyster*, my boat, into a small, sheltered inlet off the bay. I picked up a mooring I knew was not being used. I had lunch and decided to spend the afternoon reading the fifth and final sea story, "Master and Commander," the first in the legendary series by Patrick O'Brian.

On such in-between days, neither vernal warm nor autumnal cold, the trick is to get out of the wind and stay in the sun. The tidal cove proved a magical spot to fool the seasons.

A sandy point, running south to north in parallel with the bigger bay, protects the inlet and provides a favorite spot for shore birds. Near land's end, a wooden pier over the salt marsh hints at the location of a house hiding in a glade of scrub pine and oak. A tidal estuary, which runs under a stone bridge, creates the coziest corner of this nearly circular cove. I have chosen this nook as my reading room.

At the edge of the marsh on the inland side of the cove, an ancient boathouse teeters on ancient legs, its cedar shingles weathered ghostly gray. A narrow pier extends back to a treed lot with a new home, the obvious result of a tear-down. The forlorn but beautiful boathouse has survived its original parent.



Bearing the winter winds...

Beyond the silvered boathouse, the salt marsh widens into a broad field of yellow grass, the long stalks undulating with each cool gust. A lush green line marks where a grassy slope begins. A vineyard belts the hill's midriff and a barn protrudes from its side. Near the top of this moraine stands a colonial farm house sporting several white chimneys trimmed in black.

North of the farm, the moraine cuts in closer to the western shore, reducing the salt marsh to bullrushes. Like the south end of the bay, the homes here have smaller, more treed lots and shorter piers. Some docks still have a power boat tied to them, but most are empty, as are most of the moorings in the cove. Beyond the rim of the tree-lined moraine, an occasional white cloud scuds across a deep blue sky.

Overhead, terns circle, squawking as if their protests will somehow produce more baitfish. The only other sound is the lapping of water against the hull, the wind strumming the halyards against the mast.

I am just beginning to read when I hear the distinctive put-put of an approaching small inboard engine. I lift my head to see a large elderly man steering a launch of about 17 feet in length, the kind of boat yacht clubs typically use to ferry passengers to their vessels. I'm hoping the launch is heading for one of the private docks, or perhaps is simply cruising around the inlet. To my dismay, the captain slows as he approaches. Damn, he picks up the mooring right next to me.

Standing at the wheel, my new neighbor is a large man with long white hair overflowing from under a broad-billed cap. He is wearing faded jeans and an old coat and seems totally oblivious to my proximity. From his slow, deliberate movements, I decide he's probably a decade older than I, and I wonder, looking at his unusual boat, if he's not some kind of eccentric.

Odd or not, he's too close to ignore. In fact, we are so close that I fear our boats will collide as they pivot on their mooring lines. I muster the nerve to venture my concern and ask: "Do you think we are going to hit each other?"

I go on to explain that the wind is blowing one way and the tide is ebbing in the opposite direction. The tide could push my boat towards his, while the wind pushes his boat towards mine. He readily agrees that such conditions can interfere with a moored boat's normal turning radius. But my neighbor is clearly unfazed. He smiles and booms across the few feet that separate us, "Well, we'll find out."

He continues to secure his boat. While there are many unused moorings in the cove, it's now clear that he considers the mooring he has chosen to be his spot and, as far as I know, or don't know, it could well be his mooring.

However, since I know the owner of the mooring I am on, which I find a way to mention and, since I got there first, which I definitely don't express aloud, I'm not about to leave either. There being nothing else left to do but see if in fact our vessels end up colliding, I introduce myself and he does the same. To break the ice during this standoff, I compliment him on his old-fashioned looking, teak-trimmed launch. I genuinely like the boat, which has the beauty of any object well designed for a single purpose. He tells me a bit about its history. (A limited number were built in Castine, Maine because they never caught on.)

I notice that he has used gray duct tape to lash a beach chair to the boat's original wooden bench seat. "I'm about to assume my favorite position," he declares in stentorian tones. He displays a book, as if to signal that it's time to shut up unless otherwise spoken to. I point out that I'm also reading. He asks what.

He laughs deeply when I tell him. "I'm reading a Robert Parker detective novel. What you've got there is a bit more challenging." Maybe this guy is OK after all. He unbuttons his jacket and I see that he's wearing an old woolen shirt. I'm reminded of what my dad used to say about the Yankee bluebloods. "They wear the first shirt they ever bought. That's why they have money: they are frugal, but they don't make a big deal of it. You'd never know they are rich."

Blueblood, oddball or both, my neighbor settles into his jury-rigged reading chair, and I resume my position, back against the bulkhead, legs stretched out on the port bench seat. Sure enough, our boats sometime swing perilously close. My boat is closer to the bridge and estuary's tidal out-flow, made stronger by the narrowed channel. Therefore, the outgoing tide affects my boat sooner and more than his. Meanwhile, his boat is to windward of mine, and any gust hits him first. As a result we circle and counter-circle each other like two children on the Mad Hatter's Tea Cup ride at Disney World.

When the conditions appear perfect for a crash, my thoroughly relaxed neighbor observes, "This will be a good test." We miss each other but are so close I could reach out and shake his hand in congratulations.

Sunk

– Dan McCarthy

For the rest of that lovely afternoon, we would intermittently read and talk. I learned that we both share the same boat-yard where he also keeps another boat. I tell him that this is my first season in the bay and how much I have come to respect how rough it can get. He agrees and shows no snobbery when I reveal that I live in a less affluent town. In short, he seems a totally unassuming and down-to-earth neighbor, if only for a few hours.

After a time, he falls asleep and the next thing I know, I hear, “It’s time to go. We’re running out of water.” I too have fallen asleep. My neighbor points to a rock at the edge of the marsh. “I can always tell when it’s time by looking at that rock. When it’s halfway out of the water, it’s time. A few more minutes and we’ll be in mud. I’ve got to head across the way to my dock while I still have water.”

With that, he says goodbye, starts up his engine, unlashes his line, and heads for home. I follow behind and as I exit the inlet for the open bay, see him tie up at one of those private docks connected to a lovely but not ostentatious shoreline home.

When my launch service guy picks me from my mooring in the harbor, I tell him the name of this interesting gentleman I met in the cove. Obviously impressed, he asks, “Do you know who that man is?”

I confess that I have no idea, other than he appears to own a house on the inlet and has a most unusual little boat.

“You met the richest man in town.” As if to prove his point, he then proceeds to tell me that my mooring neighbor gave a one million dollar gift to a local non-profit. “I don’t suppose he told you that his other boat is a 45-foot yacht?”

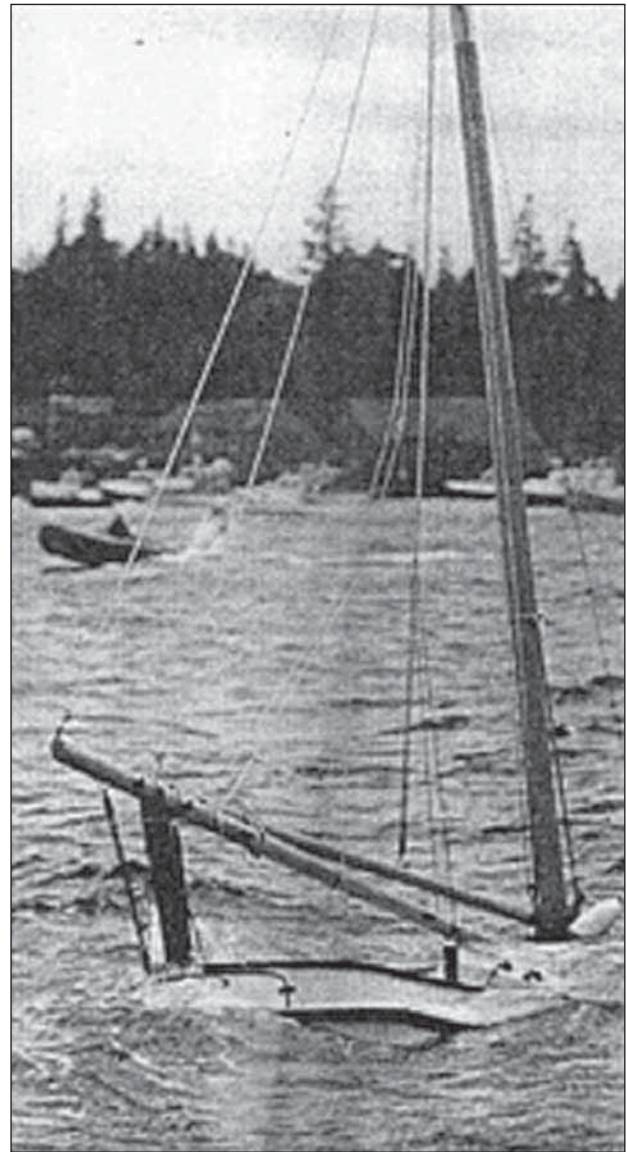
“No, he never did. He just said he has another boat besides the launch.”

“Well, that’s him. He’s a regular guy.”

This is when I have my epiphany. This is when I have my George Bailey/Jimmy Stewart, “It’s a Wonderful Life” moment. On that sparkling, early fall day, my unpretentious neighbor could have been anywhere on earth, doing just about anything he wanted to do. But the “richest man in town” chose to spend that afternoon doing exactly what I was doing, precisely where I was doing it.

That is when I realize, maybe I too am the richest man in town.

All the time I was talking to the harbormaster on the phone I was looking at the faces of the students filing into my last period senior English class. I was thinking about my catboat, *Constance*. Boats are important to me, maybe a little too important sometimes. I think about them a lot. Boats are projects that I plan and rehearse, when I should be thinking about something less engaging. They bring me pleasure, pain and heartache, but I try not to think about them at school. So the voice on the phone that day was intrusive...“sharp rocks...musta broke loose. She’s underwater.”



“Mr. McCarthy, I am afraid I have bad news for you.”

The students came in and sensed the serious tone of my conversation. I could tell they were straining, trying to pick up on what was going on. The voice buzzing in my ear, just didn't fit with my classroom in Waterville. "I hate to be the bearer of bad news," said the harbormaster. Thoughts about sailing, pink granite, blue water and spruce trees flowed through my brain like the rhythm of the tides, but they were not supposed to intrude on my classroom which had its own ebb and flood of students and a rhythm of its own.

"Your boat's between the Underwood Factory and the ferry terminal, about on the low tide line," said the harbormaster. The catboat that I loved so much was giving up her soul on a lee shore in Bass Harbor, and I was supposed to teach a class.

What was I going to do?, the harbormaster wanted to know. What could I do from my classroom? My boat was grinding out its bottom on the sharp rocks on the shore between the Swan's Island ferry pen and the old cannery converted to condominiums. There was a late October blow. She chafed through her mooring line at the buoy, was driven up on the beach and was filled with water.

The harbormaster found a lot of items spread over the shore: cushions, gas can, fenders, 14 of the 300 pages of a cherished volume of Masfield poetry, most of a porta-potty, cabin doors, dishes, spiral binding that once held an \$80.00 chart book and other gear from the cabin that was washed out with the tide through any one of a number of holes in the hull. The harbormaster and a few waterfront regulars collected my soggy stuff in a pile above the tide line and called me.

I called the yard where I kept the boat, the one I had asked to haul her ten days before, and asked them to send someone down to survey the damage and see what might be done to minimize the loss. The harbormaster suggested it might be possible to re-float her when the tide came up. I was encouraged by that.

Three hours later, a yard workers called to say they had gathered up as much gear as they could find and carried the dripping mass back to the shop. I could tell from his tone of voice he was trying to let me down easy. The boat was a mess. She had ground off much of her bottom on the rocky shore, you could pass a five gallon bucket through her in a couple of places. She was way too far gone to re-float.

They'd need a barge to get the wreck off the bottom and out of the water. I said OK to the barge at \$300 an hour, scheduled for high tide at 9:30 that night and blew out a breath. I didn't realize I had stopped breathing, while I waited to hear what the barge would cost. I knew I was obliged to clean up the mess that had been my heart's delight, regardless of what I did about fixing, or selling her or carting her off to the transfer station.

Constance, a long suffering boat-wife and the catboat's namesake, and I made a fast trip to Bass Harbor. I thought a lot about whether or not I wanted to go look. I didn't really. I wanted to go to bed and sleep. Maybe I'd dream that I still had a catboat. Maybe I'd even hoist that big sail for a perfect day on Blue Hill Bay. Maybe I'd win the lottery and be able to pay for her repair.

We went to meet the barge and crew from the boatyard on a perfectly still fall evening. The harbor was like glass, the moon and lights from across the harbor reflected on the still surface. I began to take in the damage in contrast to the beauty and tranquility of a quiet harbor on a clear night. Engine under water, hull holed in several places, but it could be fixed, lots of gear broken or missing.

She would sail again...for a price. The price turned out to be just a bit more than what I paid for the boat in the first place and I thought long and hard before I said OK.

The next week I drove up to see the harbormaster and hear his report about what happened. He had completed a written form and he handed it to me to read. Among other things it listed "possible causes of the sinking as an old mooring line that had chafed through" and "a boat left unattended on its mooring for several weeks". I pointed out to him that I had used the boat on Saturday and that it broke loose and sank on Wednesday and that the mooring pendant, buoy and chain were replaced by a marine contractor licensed for mooring work by the town within the previous 60 days. The conversation went downhill quickly from there; but he stood by his erroneous report. This went down hard, but I let it go.

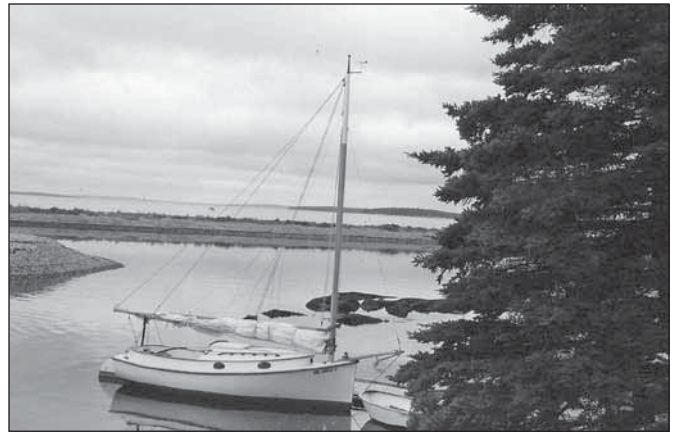
I wanted to save the boat. I didn't want to be responsible for the loss of a boat carrying my wife's name. If I had known then what I know now about the actual cost of the repair -- the yard work, the materials -- which was a lot more than the estimate, I

would have lost heart. But there was my labor to give to the project. There was an opportunity to set things right. Once the yard was finished repairing the holed hull, I hauled the *Constance* back to my house and squeezed her into my garage and got started on jobs like refinishing all the bright work and the topsides and replacing all the electrical wiring and devices.

I spent a couple of hours every night through the winter burning off the old varnish with a heat gun and scraper and then laying on seven coats of fresh varnish. Smaller pieces of trim, binocular holder, table, cup holders, seat supports etc. I took off the boat and delivered to an antiques refinisher who stripped off the old varnish from bunks, seats, cabin doors, bowsprit; about 20 pieces in all for \$150. Then came bleaching, sanding, filling and varnishing. The project occupied most of my free time that winter and was good therapy for me. The more I worked on the boat, the better I felt about the sinking and the less time I spent beating myself up for not buying hull insurance and letting her get damaged in the first place. My thinking shifted and as the hull was renewed, I too began to think about another season on the bay.

In early spring I filled and sanded the topsides and rolled out a new two-part finish. I bought a new outboard to replace the one that spent two turns of the tide under saltwater and was ready to take the boat back to the harbor.

I experienced the therapeutic advantages of making something right. Using labor to restore or regenerate a hull did as much for me as for the boat. Long hours alone with her gave me time to think about how boats are things, how no one was hurt in the sinking, how no one was even placed in peril. In the events of the universe, this thing, my boat, was really unimportant, despite my emotional attachment.

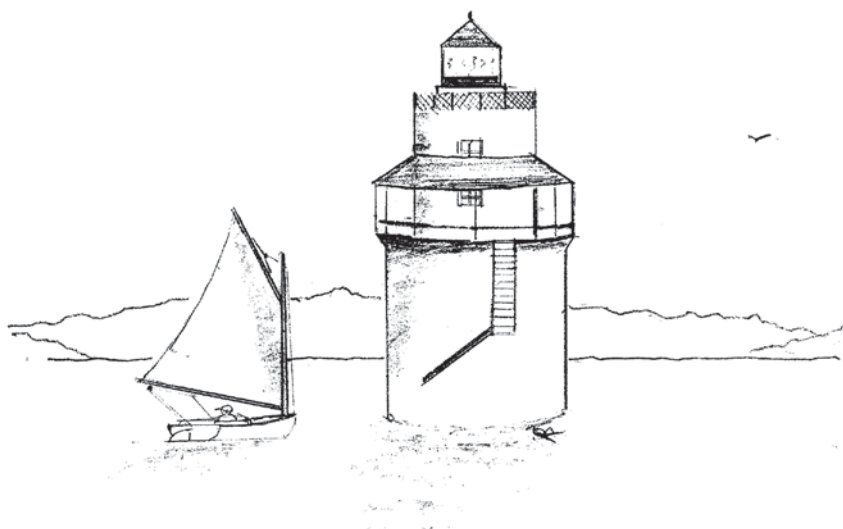


Constance lives again...

I rolled her out of the garage in June and she gleamed in the spring sunlight. She was launched, rigged and looked better than she did when I bought her, better than she had in a long time. She sailed well, seemed to forgive me for letting her get ashore. She was fine again, sailed like a catboat should and the aesthetics were all that I hoped for.

But it was all wrong for me. It didn't make me feel the way it should. I couldn't put words to what I felt, but I didn't feel like I wanted to feel. The karma was off; so the next winter I listed her on Cats for Sale. "CBA Bulletin" readers know a lot of old sayings about boats. *Hole surrounded by water...There is NOTHING--absolutely nothing--half so much worth.... They make you very happy twice...once on the day you buy them and again etc.*

So I became happy for a day when a man looked at her twice, made an offer and became her new skipper. By spring she was gone from my life, sort of. I guess if she were really gone, I wouldn't need to be writing this eight years later, but she is and here I am.



Sailing Techniques and Seamanship

– *Mathias Leupold, Editor*

Editor's Note: Bill Cheney has entertained us in Bulletins with tales of his cruises in Penelope, his Marshall 22 from which he removed the engine. This time he seeks to enlighten us on the subject of anchoring based on his experiences mainly in Penobscot Bay

Anchoring and a Good Night's Sleep

– *W. R. Cheney*

There are only two kinds of cruisers - those who have dragged anchor, and those who are going to. In northern waters, this is just a fact of life. There are so many things that can go wrong with a single anchor dropped into the obscurity of an unseen and unknown bottom that eventual failure and the dreaded involuntary trip to leeward and potential disaster are bound to occur sooner or later. In tropical waters where you can swim down to see how your anchor is situated you are somewhat ahead of the game, but plenty of dragging goes on down south too. The whole issue of anchoring and dragging can be avoided, as so many modern cruisers seem to do, by stopping only in places where rental moorings are available and paying for the somewhat dubious security of lying on someone else's mooring. But this precludes enjoying most of the more secluded, charming and beautiful anchorages along our coast. And I'm old enough to think the usual fee of around 30 dollars is more appropriate for renting a full-service motel room than simply picking up a string tied to a rock. We won't even talk about marina slips.

What can, and does, go wrong with your anchor when the worst happens? Let me tell you a couple of stories...

My wife and I were anchored at Nantucket sometime back in the seventies when a full gale arrived one evening. Our 21 ft. sloop rode to her 20-pound CQR all night without incident. By morning the breeze had diminished to around 30 knots and,

having already weathered much worse, we were not expecting any problems.

It was with some surprise, therefore, that we found our morning coffee interrupted by the sight of moving masts and boats all around us. But it was not other boats which were moving so rapidly up wind, it was us, hell bent for destruction in the opposite direction. Letting out what little scope we had in reserve did nothing to stop us, but fortunately the kedge was ready to hand, and it saved the day.

Retrieving the CQR taught me a valuable lesson. Lodged on the tip of the plow was a rusty old soup can and its simple presence had rendered our otherwise trusty anchor about as effective as a bowling ball. Since we had ridden all night in winds of 45 to 50 knots, I figured the anchor must have worked very slowly backward during the night - it could have been as little as six inches or so - until it found the soup can in the morning and we started our sleigh ride to shore.

When you consider that every harbor known to man probably has at least a million soup cans strewn around its bottom, not to mention old buckets, broken bottles and other debris, you realize you can never be absolutely safe from a similar occurrence.

Anchored at what was then a very remote and uninhabited cay in the beautiful archipelago just south of Warderick Wells in the Exumas, I had an almost identical experience only that time the culprit was a small conch shell. Not to be outdone, the Maine Coast provided me with a dragging episode at Roque Island via a whelk shell, and another in nearby Bunker Hole where my anchor became fouled in heavy kelp.

At Spanish Cay in the Abacos, Seal Bay in Vinalhaven, and the Barred Islands in East Penobscot Bay, anchors of ample size (according to manufacturer's specs) deployed at recommended scope have failed simply because the bottom was too hard or too soft, and the wind and wave action were heavy.

In one case I believe an anchor failed simply because the rode was too thick and strong! This was a case of a small boat with a light but appropriate anchor. The rode was a very heavy one from a much larger boat. With 10 to 1 scope but in a high wind with a vicious chop, the anchor was yanked clean out of

the bottom. A thinner rode with more stretch would have greatly reduced the strain on that anchor, and, so eased, it most likely would have held.

Through the years, I've had my share of difficulties with anchors and anchoring; but all this hard earned experience brings with it a certain expertise, or so I thought. A sort of "I've seen it all" kind of thinking creeps in. At its worst it can lead to overconfidence.

Thus I was almost grateful for a new lesson this past summer. I found that although by now I know all about soup cans, conchs, whelks, gobs of fish net and kelp, there are still surprises down there and I will probably never know all of it.

Penelope found herself anchored between Round and McGlathery Islands in Merchant's Row off Deer Isle one August night. Following my usual practice for engineless anchoring, I had reached toward my chosen spot then let go of the sheet and dropped the hook. The anchor hits bottom while the boat still has some way on and this momentum is used to set the hook. She then rounds up and you drop the sail. This method of setting the anchor is about as good as backing down under power but perhaps not quite. In any case, if you don't have power it's the best you can do.

Hauling anchor in the morning I realized something was wrong. The anchor seemed about four times heavier than normal. When it finally broke the surface I could see that a large spruce branch was lodged in the elbow of the CQR – heavy enough to make it feel like the anchor had set, light enough to have caused real trouble if there had been any wind in the night.

When I got back to Swan's Island, I told a friend about this new adventure in anchor failure and mentioned all the others out of my past. "Do you think I've seen it all now", I asked. "I know you haven't", he said. "Just last year my anchor came up with a lobster trap on it."

Just one more story along these lines. I remember a brisk Maine morning a few years ago when suddenly I found myself beam to the weather and drifting rapidly toward shore. This time a rush to the anchor line and a hard yank yielded no answering pressure at all. The line, when it came in, was heavily abraded in one place and completely severed. This was not in some coral infested tropical gunk hole but a well known and popular Maine anchorage.

Faced with so many unknown and unknowable hazards, how is the anchoring cruiser to get any sleep? You may remember the song from the musical

"Cabaret" about "two ladies". Well, my song is about two anchors. Granted its something of a pain in the derriere, but setting two anchors before you go off to dreamland will obviate almost any chance of involuntary and potentially disastrous journeys in the night. This of course applies only to known anchorages with decent holding ground. If you are over thick kelp or ledge, ten anchors won't hold you.

The ideal pairing is a CQR of ample size and a "fisherman" or "yachtsman" of equally generous proportions. The CQR is an excellent anchor and, used alone, is probably the best anchor going. But the "fisherman" is also excellent and, undeniably, will hold in places where the CQR will not, while the reverse is not true. The "fisherman" leaves much to be desired when used alone, however, because if wind or tide cause the boat to sail around or over the anchor, the rode is very likely to foul the exposed fluke at which point holding power goes from very high to close to zero. In tandem though, and set far enough apart so the boat can't drift over the "fisherman", these two anchors are unbeatable. None of the various anchor problems described in the earlier part of this article are remotely likely to happen to both of them at once so, unless the sea gods are really out to get you, you should get a good night's sleep.

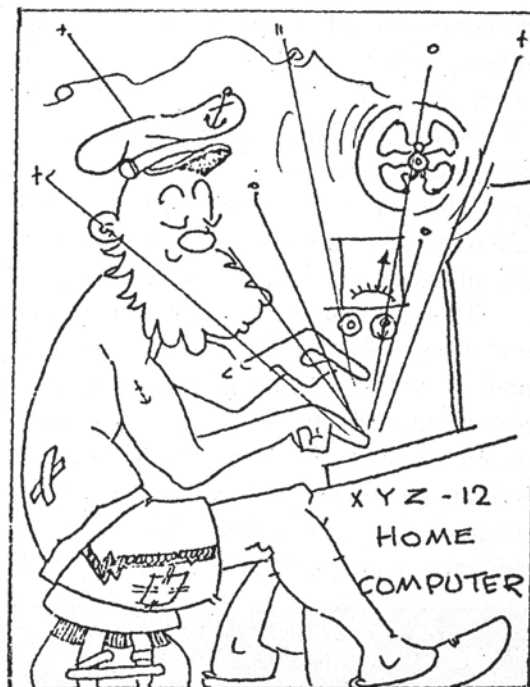
W.R. Cheney sails the engineless Marshall 22 *Penelope* out of Burnt Coat Harbor, Swan's Island, Maine.



CBA Discussion Group

— C. Henry Depew, Editor

Editors Note: The catboat discussion group is accessed by joining the LISTSERV from the Catboat Association's web page catboats.org. Anyone can join for free. The talk can range from serious to whimsical. Below is only a sample of the interesting things we discuss. Come and join the group. Get information or put in your two cents worth. It is always entertaining - most definitely one of the best catboat resources available, next to the Bulletin.



Q: *One of the great joys in my old Menger 15 was the swing rudder which allowed me to sail in virtually inches of water. It also allowed me to beach the boat on a falling tide and not worry about it when the tide ran out and the boat was high and dry. The Marshall, however, has a fixed rudder. Has anyone come up with or seen a bracket that will allow the rudder to become a swing rudder?*

A: A swing rudder on a Marshall will not decrease the draft needed to sail due to the fact that on a Marshall, the rudder is the same depth as the skeg. On a Menger, the rudder is deeper than the skeg; as such it is the lowest part of the boat when extended. When retracted, you decrease the draft to the depth of the skeg.

The e-mail discussion on rudder depth noted the use of a “dagger board” to increase the depth of the rudder when needed. One respondent noted that, “A few years back, I took a photo of an interesting idea used on a Lois McClure. She is a replica of sailing canal boat on Lake Champlain. She has barndoor type rudder, but it is fitted with a dagger board that slid into a channel alongside of the rudder. There is some sort of a pulley system used to be able to lift the board out of the slot, when the boat reached the shallow water of the canal.”

Another approach mentioned was the rudder setup of a Alerion Express Cat. The rudder design is such that above the water, the rudder looks like a traditional catboat barn door rudder while the actual working rudder is a hydrodynamic foil rudder that swings up inside the above water section. This set up preserves the traditional look, allows for kick-up to the depth of the skeg in shallow water, and gives

you a modern foil shape and performance when sailing. A trade-off to be aware of is that the new rudder section and depth will make it necessary to pay careful attention when overpowered, as the boat will not have a weather helm and head into the wind, if the rudder loses flow.

Also suggested was to look at the rudder products produced by Idasailor.

An aside to the above discussion was the idea of using a dagger board to replace the standard centerboard in the smaller catboats. You would have more room in the cockpit, but you would not have the “safety” feature of the centerboard, if your boat ended up in shoal waters.

Q: *Somewhere in the volumes of my old bulletins I remember reading a great description on how to build a replacement rudder for the Hermann Catboat. This article was great because it dealt with cleaning up the aerodynamic lines of the rudder by fairing the leading to trailing edge through sanding. My current rudder has the same thickness from front to back. Does anyone remember who wrote the article in the maintenance section of our bulletin or where that article might be found?*

A: Two articles were mentioned in responses to this question. In the Boat Building and Maintenance section is an article by Mat Leupold titled “Rudder End-Plate Experiment”, Bulletin 141, (Fall 2006), Page 38-29 and in *Bulletin 137* (Spring 2005) the article on “The Hermann Cat, Part 2” begins on page 8. The section on the rudder is on page 9.

Q: If I remember correctly, there's a searchable index on the listserv. Don't have the link on the top of my head, but I may have it bookmarked somewhere. Anyone else have this?

A: I'm not sure what happened to the on-line index for the Bulletin, but it seems to have fallen by the wayside when the website was reconfigured. There were some glitches with it. So perhaps that was/is the answer.

I'm hopeful that the webmaster will get around to fixing the Index's on-line glitches someday soon, so that we will again see a return of the Index to the CBA website. Even the outdated version is better than nothing! It was noted that the printed index goes through Bulletin #131. The Bulletin is a great resource, but without a proper index much of the information is hidden.

Q: Does a foil shaped rudder help?

A: One respondent noted that the Alerion catboat has foil shaped centerboard and rudder, while another suggested contacting the builders of the Arey's Pond 22 which has end plates and more on the rudder as they may have some insight. areyspondboatyard.com/22ftcat.html

There are a couple of photos about midway in the gallery.

A number of respondents suggested that the foil shape does help and one way to create the shape is to glue two 3/4 inch sheets together and then fair (by belt sanding) the rudder from pintels to trailing edge. The result is a beefy 1.5 plus inch leading edge of the rudder that tapers down to 3/4 of an inch. It is reported that such a design reduces the amount of turbulence rolling off of the trailing edge (like wing tip vortices on a flying wing of any type.) Reducing these vortices eliminates drag thru the water also.

Q: What type of ladder should I have to board my boat from a dinghy? Also, if single handling, how does one board a catboat if one falls overboard?

A: While the traditional rope ladder was mentioned, most of the respondents favored either one of the folding ladders that can be mounted low on the transom of a catboat and fold upwards against the transom when not in use or using fold down steps on the rudder. In both cases, a hand grab at the top was considered important to help with the balance and upward movement. Another important item in either arrangement is the depth of the lowest rung in the ladder. You need to be able to "stand up" on the

ladder before attempting the climb into the boat. If the ladder is not deep enough for your height, you will have problems getting back into the boat.

The single handling aspect elicited responses about trailing a line behind the boat you can grab and hold on to until the boat heads into the wind and stops. You then pull yourself back to the boat, drop the transom ladder to climb in or climb up the steps on the rudder. The use of a harness and a short safety line to keep you in the boat was also recommended. It was noted that if you have engaged some sort of "autopilot", you may be in deep water as the boat will not head into the wind and you will not be able to hang on to any trailing lines very long.

General Discussion Information:

A member of the list reported on an interesting article in the Jan/Feb '11 issue of *Wooden Boat* on "Reefing a Gaffer" on pages 86-89. Granted, the boat is a cutter, but the information could be useful.

One member of the list reports that slowly but surely, he is getting better at varnishing. Here are two articles that have helped him: "A Better Way to Apply Spar Urethane?" and "The difference Between Spar Varnish and Regular Varnish?" Both articles can be found at: thewoodwhisperer.com/

Like the above, information on a carburetor for a P-60 Palmer engine came up. The responses seem to indicate two possible sources:

moyermarine.com and oldmarineengine.com

It was also noted that you can go to a Case Tractor dealer and ask for parts for a Farmall Cub tractor engine. The Palmer P-60 is a marine conversion of that engine. However, list responders also noted that while a Farmall cub carburetor will work on a P-60 it is not a marine updraft carburetor designed to suck up any fuel overflow. The tractor carb dumps the excess, which will not do in an enclosed engine compartment, and the Coast Guard takes a very dim view of automotive carburetors on marine engines.

If you have the issue, there is an article on servicing the P-60 by Wayne Cole in "Bulletin 139" (Winter 2006).

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



Postcard

-- Judith Lund

With this postcard, we resume our sometime publication of pictures from the CBA postcard collection. Collected by Harold Batley, the cards were given to the CBA by his widow Marcia after Harold's death. The Batleys were members from 1977 to 1985,

sailing a Marshall 18 which they named *Wee Beastie*. About 400 in all, the cards picture ports up and down the East Coast and West Coasts, and many places in between, with even a few from Canada.

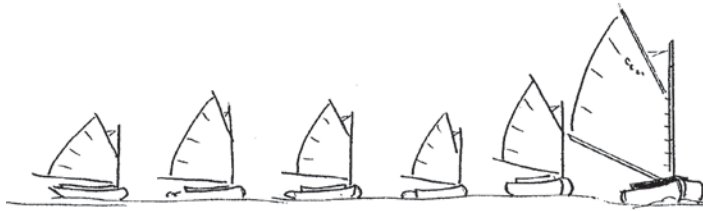


This card, dated 1901, is a Private Mailing Card, the precursor of the Post Card. Because only the address was permitted on the back side, the message is written on the face of the card. Can you identify the location? (See page 75 for answer.)



2010 Race/Rendezvous Results, Part III

– Lyn Behne, Editor



Editor's Note: The following is the third 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

We raised our glasses in a toast to Master-Catboater Charlie Faurot, who started this whole thing seventeen years ago! Bravo Zulu Charlie!

Place	Captain	Boat	Design
1	Roger Klein	<i>Owl</i>	Marshall 18
2	Mats Joseffson	<i>Malo</i>	Marshall 18
3	Bob Wells	<i>Limin</i>	Marshall 18
4	David Earle	<i>Swallowdale</i>	Herreshoff 18
5	John Reffner	<i>SallyE</i>	Atlantic City 24
6	Frank Kemp	<i>Lovinde</i>	Marshall 18
7	Robin Varian	<i>Sea Smoke</i>	Marshall 22
8	Ken Wolen	<i>Annaleah</i>	

Noroton Yacht Club Catboat Rendezvous

– Frank Kemp

NOROTON, CT - The Seventeenth Annual Catboat Rendezvous at Noroton Yacht Club was held on Saturday, June 26, 2010, with eight cats on station.

At first, the committee had a challenge keeping spirits up, as there was not enough breeze to consider making a start. However, after a proper interval of milling around the committee boat, just the right amount of wind came up, enough to give a fair start. The breeze proved just strong enough to support a course of “out and back, twice around.” The fleet was offered a second race, but they wisely declined, as they were cautious about being caught in a long, late-afternoon drifter. Been there, done that! Besides, they were also tempted by the lure of the liquid refreshments waiting ashore on the front deck of the club. Been there, done that too!

Catboat enthusiasts Ken Coventry and Fred Elliott assisted Sam Bridges, race committee chair, and Joanna Bridges took splendid photos. Judy Kemp set up the gam with cooling beverages and tasty snacks.



A chorus of catboats in light wind.



On course for the finish line.

North of the Cape

– Doris Johnson

PLYMOUTH, MA – There was barely a breath of breeze as catboats gathered July 12, 2010, for the skippers meeting at the Nummit buoy, which marks the channel leading into Kingston Bay. The catboats from Wild Harbor and Phinney’s Harbor on the Cape arrived at the same time as the catboats from neighboring harbors in Duxbury, Kingston and Plymouth. Rafting up to the committee boat, Ben Brewster’s Cape Dory, race committee chair, Bryan Belsito, distributed instructions for the racecourse.

By the time the participants had the race information, a breeze had come up, and the fleet headed for the starting line at approximately 10 a.m.

The breeze remained unchallenging but sufficient to get the catboats around the five-mile course. The sun shone occasionally and the rain held off as Jerry May’s *Maytime* led the fleet across the finish line in 1 hour, 27 minutes. The next five boats finished seconds apart over the next ten minutes in a very pretty finish.

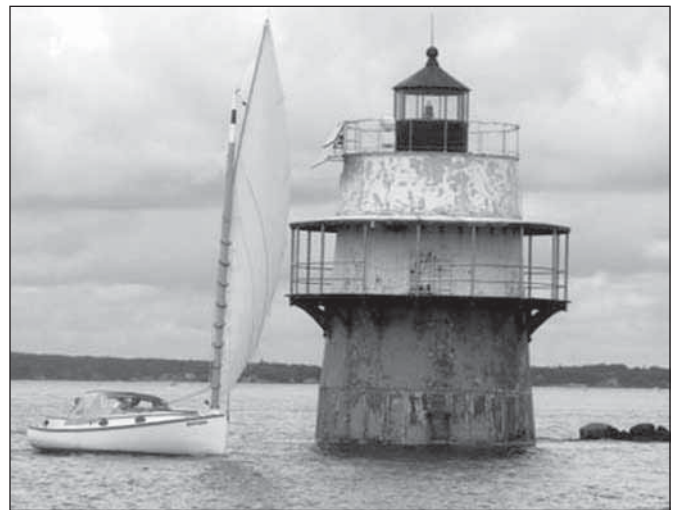
The post-race gam planned for Rocky Nook Park in Kingston was transferred to the Plymouth Yacht Club when the rain, which held off during the race, became a near-monsoon.

THE RESULTS:

Place	Captain	Boat	Design
1	Jerry May	<i>Maytime</i>	Marshall 22
2	Kevin White	<i>Manatee</i>	Marshall 22
3	Jay Webster	<i>Ishmael</i>	Marshall 22
4	Bob Dawley	<i>Kittenkaboodle</i>	Marshall 18
5	Paul Miraglia	<i>Fantail</i>	Marshall 22 sloop
6	Byran Belsito	<i>Patuxet</i>	Marshall 22
7	Tom Thornton	<i>Ripple</i>	Menger 17
8	Jack Hoey	<i>Oyster</i>	Marshall 22
9	Greg White	<i>A.A. Holmes</i>	Marshall 22
10	Wyatt Stevens	<i>Skimbleshanks</i>	Marshall 22
11	Sanford Leslie	<i>Paradox</i>	Marshall 18



Skimbleshanks of Duxbury knew just how far off it needed to stay from Clark’s Island — a help for the catboat on its starboard side.



A.A. Holmes got close enough to see how much Bug Light needs new paint.



Rounding Bug Light.

Arey's Pond 18th Annual Cat Gathering

– Tony Davis



Spreading apart as focus shifted to rounding Clark's Island.



Raining somewhere—heading away we hope.

HARWICH, MA – Lots of planning went into this year's 18th Annual Cat Gathering on August 22, 2010. The Cat Gathering was not the only event of the weekend. A fundraising effort led by Suzanne Leahy and the Friends of Pleasant Bay was made possible by owners and skippers Tim Fallon and his 28' Kathleen and Peter Kellogg, John Brady and Henry Collee and their 33' Silent Maid. More than \$12,000 was raised over the weekend in support of the Friends of Pleasant Bay and youth sailing at the Chatham Yacht Club, Pleasant Bay boating and the Namaquoit sailing association. They all worked together to put young people on a sheet line and enjoy it.

Saturday morning, the 22nd, was a beautiful day. A light breeze was building from the southeast, the skies were clear and there was catboat energy in the air. Circling the start line were 80 catboats and 11 sloops figuring their start strategies. Among the 78 smaller cats, 22 ft. and under, were two big cats lurking like sharks in the water. The cannon blasted and the starts went off without a hitch, thanks in part to the steady light air and a Cracker Jack committee boat crew. Twenty-foot *Pandora* led the cats to and through the narrows. A very impressive feat, considering *Kathleen* and *Silent Maid* were in pursuit and soon caught *Pandora*, passing her just after the Narrows where the air was a bit fresher and the large rigs could catch more air. Every class had it's own heated race happening. The sloops had a battle working among all the cats. And, as usual, *Old Ghost*, the Spaulding Dunbar design sloop, led the sloops in light air. One Marshall 18 set a spinnaker. There are no rules in this race other than rules of the road so what ever it takes under wind power goes.

Because of the light air and the tide turning, we dropped mark B in Big Pleasant Bay in order to get everyone back before the outgoing current was too strong. Thanks to Dick Dee in the patrol boat for communicating this change. The biggest worry for the committee boat is losing half the fleet in Big Bay because of the 3 plus kn. current that comes at peak flow at the Narrows. In fact, for the first time everyone who started finished. There were many tactics used in this year's race. Some proved fatal and some proved to be winners. The big decision was on the return leg: whether to go high or stay low approaching the

Sprite Island Rendezvous

– Betsy Varian

NORWALK, CT – On July 9th, we had the Sprite Island Yacht Club Catboat Rendezvous. The weather was sunny with light winds. The start was clean with *Lovinde*, *Owl*, and *Malo* leading. *Malo* was pointing higher so she rounded Buoy 26 first and never relinquished the lead. Betsy Varian brought out food and drinks while the awards were presented. All in all, a good day on the water.

THE RESULTS:

Place	Captain	Boat	Design
1	Mats Josefsson	<i>Malo</i>	Marshall 18
2	Roger Klein	<i>Owl</i>	Marshall 18
3	Frank Kemp	<i>Lovinde</i>	Marshall 18
4	John Reffner	<i>Sally E</i>	Atlantic City 24
5	Robin Varian	<i>Sea Smoke</i>	Marshall 22
DNF	Ken Walen	<i>Anna Leah</i>	Marshall 18

narrows. Those who stayed high made the right decision.

Silent Maid and *Kathleen* traded leads at the Narrows. It was an amazing sight to see as the two big cats sailed through the narrows as if they did it every day. They don't. It was the first time for both and they made it look easy. On board I am sure there was some tension as to how the tide would effect their position or whether they would hit bottom as they slipped through. *Kathleen* sailed under *Silent Maid*, closer to the shallow shore, and never gave up the lead from that point.

The Arey's 14 cats had quite a race in both classes. Brooke Davis and Amy Dunne gambled and went high in their approach to the narrows, while most others opted for staying low and working their way up. The beetle cat class, along with *Silent Maid* and *Kathleen*, was the highlight of the day. Brenden and Jack Murphy, ages 10 and 8, also stayed high on their approach and won the class. They beat six well-oiled and aged Pleasant Bay Beetle champions.

The afternoon ended with live music food, beverage and a very festive award ceremony. Next years cat gathering is August 13th. There are no invitations. Just show up Friday the 12th for the warm-up race with a catboat or wooden traditionally rigged sloop and you are in. Hope to see you there.

Editor's Note: The color-titled spread sheets represent the finish time for the various classes of boats, showing 1st, 2nd and 3rd to the far right in the their respective classes.

Yellow:

Four classes

1. Apby Lynx's
2. Crosby Cats
3. Fenwick Williams Cats/Custom Cats sail in the same class
4. Marshall 18s/Mengers sail in the same class

Pink:

Four classes

1. Silent Maid and Kathleen had their own race.
2. Traditional class: wooden sloops
3. Baybirds
4. Catboats over 20 ft.
5. 5. Marshall 15s

Green:

1. Apby 14s have two classes (older and newer boats) so there are six top finishers.
2. Beetles
3. Handy Cats and Classic cats sail in the same division

THE RESULTS: YELLOW

Captain	Design	Boat	Overall	Time	Position
Dickinson, Phil	Apby Lynx	<i>Figaro</i>	1:58:16	1:48:16	1
Oliver, Christophe	Apby Lynx	<i>Catamini</i>	2:12:06	2:02:06	2
Schneider, Jan	Apby Lynx	<i>Whistle</i>	2:20:06	2:10:06	3
Cederbaum, Andrew	Apby Lynx	<i>Kotare</i>	2:22:16	2:12:16	
Asa Barker	Apby Lynx	<i>Bodeus</i>	2:23:11	2:13:11	
Bob Roda	Apby Lynx	<i>Cat's Away!</i>	2:45:34	2:35:34	
McClennan, Eliza	Crosby	<i>Lestris</i>	2:09:11	1:59:11	
Read, Roger	Crosby	<i>Quawk</i>	2:22:21	2:12:21	
Baldwin, C.	Fenwick 18	Casper	2:15:22	2:05:22	
Treston, Richard	Fenwick 18	<i>Selveta</i>	2:44:57		
Easterday, D.	Fenwick 18	<i>Cat Fog</i>		DNF	
DeBoer, Fred	Herr. America	<i>SeaMist</i>	2:23:59	2:13:59	
Sea Scouts (Dean Skiff)	Herreshoff	<i>Old Gaffer</i>		DNS	
Geoff Cabral & Ros	Little	<i>Wren</i>	3:15:51	3:05:51	
McClennen, Walter	Marshall 18	<i>Cawacat</i>	1:48:49	1:38:49	1
Wildermuth, Cheryl	Marshall 18	<i>Shell Belle</i>	1:50:42	1:40:42	2

Gabriel, Harold	Marshall 18	<i>Blue Skies</i>	1:52:45	1:42:45	3
Parry, Bob, Jim M	Marshall 18	<i>Wild Dove</i>	1:52:46	1:42:46	
Grunebaum, David	Marshall 18	<i>Slow Month</i>	1:53:38	1:43:38	
Zeigler, Don	Marshall 18	<i>Summer's Pride</i>	2:00:31	1:50:31	
Piersol, Bill & Briere, Gail	Marshall 18	<i>Bayfly #401</i>	2:02:06	1:52:06	
Ridley, Scott	Marshall 18	<i>Arabella</i>	2:02:23	1:52:23	
Mullen, Peter	Marshall 18	<i>Caper</i>	2:10:16	2:00:16	
McCarthy, Michael	Marshall 18	<i>Gray Lady</i>	2:12:48	2:02:48	
Mulstay	Menger 17	<i>Judith</i>	2:15:53	2:05:53	
Avellar, John & Dundas, Mark	Marshall 18	<i>Mistress</i>	2:17:20	2:07:20	
Seibert, George	Marshall 18	<i>Gata Gorda</i>		DNS	

THE RESULTS: PINK

Captain	Design	Boat	Overall	Time	Position
Fallon, Tim	Hanley Cat	<i>Kathleen</i>	1:25:14	934777:25:14	1
Brady, John	F. Sweisguth Design	<i>Silent Maid</i>	1:27:25	934777:27:25	2
McClennen, Alan	Dunbar Monomoy	<i>Old Ghost</i>	1:41:02	934777:41:02	1
Heus, Ray	Crocker 18' Sloop	<i>Alice</i>	1:51:31	934777:51:31	2
Moe/Dias, Tony	Daysailer	<i>Nimble</i>	2:00:04	934778:00:04	3
Ferring, Allison	Classic	<i>Jean Sea</i>	2:15:55	934778:15:55	
Melcher, Charles	Baybird	<i>#31</i>	1:45:45	934777:45:45	1
Kelsey, Helen	Baybird	<i>Chula</i>	1:50:02	934777:50:02	2
Treese, Robin	Baybird		1:50:37	934777:50:37	3
Hayward, Carol	Baybird	<i>Glad</i>	1:53:06	934777:53:06	
Leahy, Suzanne	Baybird	<i>Pura Viea</i>	1:53:23	934777:53:23	
Avellar, Jenny	Baybird	<i>Mad Max</i>	1:53:58	934777:53:58	
Lobrowicz, Andrea	Baybird		1:58:36	934777:58:36	
Staniar, Drew & Burt	Custom 20	<i>Pandora</i>	1:35:40	934777:35:40	1
Clary, Bill	Marshall 22	<i>Meander</i>	1:58:39	934777:58:39	2
Metzger, Woody	Gil Smith South Bay	<i>Shadow</i>	2:03:34	934778:03:34	3
Smith, Brian	Marshall 22	<i>At Ease</i>	2:04:30	934778:04:30	
Broege, Eric	Apby 22	<i>Carolyn</i>	2:10:44	934778:10:44	
Skip Hall	CC Maritime Museum	<i>Sarah</i>	2:25:22	934778:25:22	
Crocker, Roy	Marshall 15		1:46:04	934777:46:04	1
Tomkinson, Nell	Marshall 15		1:53:26	934777:53:26	2
Brown, Dave	Marshall 15	<i>Lil Pacifier</i>	2:03:03	934778:03:03	3
Mulligan, Brian	Marshall 15		2:03:50	934778:03:50	
Coffin, Ele	Marshall 15	<i>Smitten</i>	2:36:55	934778:36:55	
Upson, Rick	Marshall 15			DNF	

THE RESULTS: GREEN

Captain	Design	Boat	Overall	Time	Position
Davis, Brooke & Dunne, Amy	Apby 14	<i>Slippery 1</i>	2:17:12	1:57:12	1
Quincy, David	Apby 14	<i>Catatude</i>	2:18:44	1:58:44	2
Pennington, Jim	Apby 14	<i>Seaguard</i>	2:22:27	2:02:27	3
Lupien, Bob	Apby 14		2:26:50	2:06:50	4
Laird, Scott	Apby 14	<i>Windswept</i>	2:27:11	2:07:11	
Williams, Shep	Apby 14	<i>Lilly</i>	2:28:42	2:08:42	1
Klapproth, Geoff	Apby 14	<i>Cat-Man-Do</i>	2:28:47	2:08:47	
Lestage, Garner	Apby 14		2:29:15	2:09:15	2
Porteus, Eric	Apby 14	<i>Slippery 2</i>	2:30:59	2:10:59	
Rodgers, Richard	Apby 14	<i>Paws</i>	2:34:10	2:14:10	
Biernat, Joe & Jake	Apby 14	<i>Sweet Journey</i>	2:38:31	2:18:31	
Pappalardo, John	Apby 14	<i>Cat Napping</i>	2:38:46	2:18:46	3
Leheny, Judy-Vince	Apby 14	<i>Joint Adventure</i>	2:40:03	2:20:03	
Schumacher, Gus	Apby 14	<i>Susie Q</i>	2:30:54	2:20:54	
Grove, Vince & Cici	Apby 14	<i>Felix</i>	2:41:47	2:21:47	
Breckenridge, Warren	Apby 14	<i>Dorothy B II</i>	2:42:06	2:22:06	
Gale, Brad	Apby 14	<i>Gale Driven</i>	2:42:32	2:22:32	
Fredricks/Daniels	Apby 14	<i>Tom</i>	2:43:35	2:23:35	
Black, Bob	Apby 14	<i>Happy Cat #149</i>	2:43:52	2:23:52	
Dee Family	Apby 14	<i>Cricket</i>	2:52:33	2:32:33	
O'Meara	Apby 14	<i>Stella Maris</i>	3:08:04	2:48:04	
Doherty, Paul	Apby 14	<i>Hannahkat</i>	3:09:29	2:49:29	
Gardella, Cam	Apby 14	<i>Idler</i>	3:13:33	2:53:33	
Jack/Brenden Murphy	Beetle	<i>Invincible</i>	2:15:47	1:55:47	1
Terwilliger, Roy	Beetle	<i>Missy</i>	2:16:45	1:56:45	2
Reece, Ann	Beetle	<i>Blizzard</i>	2:18:23	1:58:23	3
Taylor, Cathy	Beetle	<i>Kit Kat</i>	2:22:41	2:02:41	
Powers, Susan	Beetle	<i>Cats Paw</i>	2:34:14	2:14:14	
Kelly, Fran	Beetle	<i>Seadog</i>	2:48:45	2:28:45	
Hoemeyer, C.	Beetle		2:50:30	2:30:30	
Tamsky, Joe	Junior Cat	<i>Sea Wren</i>	2:38:49	2:18:39	
Laurino, John	Compass Classic	<i>Business</i>	2:20:55	2:00:55	1
Nathanson, Jim	Compass Classic	<i>Encore</i>	2:24:09	2:04:09	2
Voohres, Avis	Compass Classic		2:24:35	2:04:35	3
Joe Ballo	Compass Classic		2:25:19	2:05:19	
Vincent, David	Compass Classic	<i>Whimbrel</i>	2:27:00	2:07:00	
Farnham, Bill	Compass Classic		2:42:10	2:22:10	
Reynolds, John	Classic Cat	<i>Sea Wren</i>	2:42:35	2:22:35	
Whitehill, Jim	Compass Classic	<i>Garuda</i>	2:59:54	2:39:54	
Rosen, Len	Handy Cat	<i>Equinox</i>		DNS	

18th Annual Arey's Pond Cat Gathering Awards:

Annual Alan McClennen Sr. Award: For the boat and owner that best represents the values and traditions of sailing on Pleasant Bay: Sandy MacFarlane

The Carl Richter Memorial Trophy: Arey's Pond mooring customers or employees who sail with the most class and style: **Bob Lupien**

Special Thanks to the following:

The committee boat crew: Bill Weibel, Mykee Sokoloff, Dick Lovis, Harry Terkanian

Photo boat: Bob Wilkinson

Cannon: Jim Studley

Awards: Debbie Hearle, Bill Mackey, & Eliza McClennan

Food & Entertainment: The Last Stop Deli & Cathrine Macort, Eric Sewer & the Steel Drum Band

Special Recognition:

Suzanne Leahy, Pleasant Bay Spar Co. & Crew

Tim Fallon, Captain of *Kathleen*

John Brady, Captain of *Silent Maid*

Skip Hall, captain of *Sarah*, & the Cape Cod Maritime Museum

Kenny Glidden & the Crew at Arey's Pond Boat Yard

Thanks to the Cat Gathering participants and those who attended the Friday night event at the Wequassett Inn for raising more than \$12,000 for the Friends of Pleasant Bay in honor of their 25th anniversary.

Proceeds from the Cat Gathering will be contributed to:

The Friends of Arey's Pond &
The Friends of Pleasant Bay.



Catboats, Catboats and more catboats.



L. to R. Tim Fallon, John Brady, Suzanne Leahy, Tony Davis and Alan McClennen, past president of Friends of Pleasant Bay.



APBY 14, Dave Quincy and Grandson

Osterville Sail-Around

— *Bill McKay*

OSTERVILLE, MA – For a good rendezvous you need a good host, good weather and plenty of catboats. In August, the Second Annual Townie Hornor Memorial Sail-Around had none of the above. Originally scheduled for the second weekend in August, host Paul White's new hip arrived unexpectedly and sailing for him was cancelled for a month. The rendezvous finally took place in September.

Weather was also a huge factor: Friday and Saturday, September 10 and 11, gave us brutal winds from the SW; keeping most of the intended boats back east of Osterville. Bill Mullin's *Old Sculpin* did arrive

on Thursday, before the blow had settled in. So on Saturday morning she was joined by *Rugosa* at the Cotuit town dock where they picked up seven skippers and guests who arrived by car. There was no talk of reefing; just banter about diesel motors and how safe it would be to have a “Motor-Round”: for 2010. And thus you get a description of the five-mile trip.

Leaving Cotuit town dock, the two cats and their crews traveled east and entered the Seapuit River. Along the shore were the stately homes of Oyster Harbors. Bill Koch’s sported an interesting yard ornament.



Past the Wianno breakwater, and across West Bay is Townie Hornor’s pier and boathouse, used for his Crosby Cat, *Frances*.



Townie was an interesting neighbor; we are certain his home security system was foolproof.

Leaving there, the cats motored north, under the Osterville Bridge and into Crosby’s Yacht Yards. Leading the way under the bridge is *Rugosa*, built in 1920 by Wilton Crosby. Paul bought it out of Chatham in 1991 from broker Skip Hall (present captain of Cape Cod Maritime Museum’s new catboat, *Sarah*). Her name then was name *Oslaug* and she was owned by a L. Crowell out of Chatham. Skip said she was originally the *Ruth*, owned by President Grover Cleveland when he lived in Pocasset.

And from there, we traveled across North Bay and South to Cotuit.

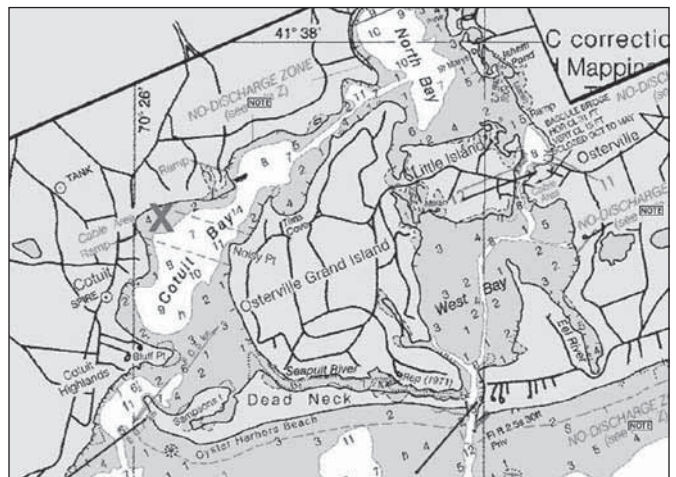


No sails. No race. Just a great motor trip honoring one of the founding fathers of the CBA.

Join us next summer. Or why not just do the cruise on your own? There's no other place on the Cape you can sail in a five-mile inland circle, visit two beautiful towns, find many overnight anchorages, take in a Cotuit Kettleers' baseball game and visit the Crosby Yards.



Rugosa was built in this Crosby shed.



Polly's Pond Fifty-First Year

— John Quinn

Rumson, NJ – On Sunday, November 28th 2010, the Polly's Pond Fondue had nine WoodPussy catboats racing in the Shrewsbury River off Rumson, New Jersey. Sailors were: Joe Richter, Chris Pratt, Jack Foster, Mac Barnes, John Quinn with Nancy Schuster, Chick Cunningham, Dave Usechak, Ole Pedersen and Gunter Ford. Jeff Haaren and Peter Coggins served in the committee boat. This was the last day of the 51st season of Polly's Pond and we had a glorious day, sunny with crystal-clean air, clear water, light NW breeze and high tide.



Dave leads us to the finish line.



Ole leads the fleet.

Polly's Pond sailing always involves strong current and if we don't have high tide, we sail in very shallow water. Racing your WoodPussy to windward against the current in shallow water is a terrific, but fun, challenge. Constant careful centerboard adjustment and a sense of when the board touches the mud are keys to success.



Coming back from Adamson's Island.



Ready for the next start.

When the tide is high we sail around the islands at the east end of the river, using these islands as marks of our racecourse. Today we had a high tide. Our first race was windward, round Adamson's Island to starboard and then back to the finish line. Dave Usechak won, John Quinn finished right behind him and Ole Pedersen was third. Our second race took us south of Sedge Island, through the natural channels between the islands. This area is so beautiful, very quiet and like a wilderness that we forgot that we were still in suburban New Jersey. Mac Barnes won this race, Dave took second and John was third. Mac won again in the third race and Chick took second,

Dave finished in third place. After three races, Dave won the day with a total of 6 points and Mac won the season championship with a total score of 16 points for his 10 best races.



Jack approaches the starting line.



Joe rounds Sedge Island.

The Polly's Pond Fondue began in 1959 when some of the Shrewsbury Sailing & Yacht Club WoodPussy sailors decided to extend the sailing season after the club closed and it has been sailed every October and November since then.



Ole, Dave and Chick.



Joe and Gunter.

All these years later we are sailing our WoodPussy catboats on the beautiful Shrewsbury River, enjoying this crisp, clear fall day. It is with gratitude for days like this that we remember the Polly's Pond founders: Craig and Dotty Haaren, Gardner and Ellen Fox and Ralph and Betty Gleason.



Ole follows John and Nancy to the start line.

9th Annual Bass River Race and Rendezvous

– Cheryl Wildermuth

YARMOUTH, MA – The three-year curse of no wind, insufferable drifting, and going backwards finally ended on August 14. Ben DeLong, crewmember of 22 ft. *Pearl*, wrote in his log, “Holy cow! There’s wind! Instead of trying to get lucky with the current, we could finally put skill to the test.” At last, our wishes were granted and fair winds blew for the ninth annual Bass River Catboat Rendezvous. The skies provided a beautiful backdrop of clear blue, with glorious clouds to set off the magnificent sight of sunlit sails parading out of Bass River.

Hosted by the Bass River Yacht Club, the affair was again worth every minute of preparation leading up to it. Susan Cook’s blueberry muffins, always baked the morning of the event, set the mood of gracious hospitality for the weekend affair.

The fleet was divided into two separate starts with the 22 ft. and over catboats leading the way and 18 ft. and under classes starting later. The race committee, chaired by Ellie Lawrence, did a superb job, setting the starting line to favor a port tack with an appropriate course length. The wind was an East/Southeast steady breeze of between 12 and 15 miles per hour. Sailors enjoyed the competition: while some were delighted to flash their stern in the face of rivals, most were pleased to complete the course in approximately an hour and a half.

Evening festivities included the awards ceremony, a generous spread of hot and cold hors d’oeuvres prepared by the committee, and chowder and chili provided by Debbie and Jon Wood. The grills were hot, the kitchen was open, and sailors mingled and shared stories.

Assuring all headed home satisfied, the weekend activities ended with a full hot breakfast at the Bass River Yacht Club on Sunday.

Open to all wood or glass catboats, small, medium and large, we are looking forward to next year’s tenth rendezvous. Committee members Susan and Paul Cook, Cindy and Rick Farrenkopf, John and Debbie Wood, Eric Haberfellner, Bill Holden, Jane Chase, and Cheryl and Peter Wildermuth hope to see all the same friendly faces and welcome new friends to participate and make this rendezvous their new annual tradition.

First overall was Burt Staniar, in *Pandora*, a 20 ft. B. Huddlestun.

Beetles

Place	Captain	Boat	Design
1	Bill Lawrence	<i>Pixie</i>	Beetle Cat
DNF	Rick O’Leary	<i>Rita B</i>	Beetle Cat
DNF	Kevin Duffy	<i>Clover</i>	Beetle Cat

18 ft and UNDER

Place	Captain	Boat	Design
1	Cheryl & Peter Wildermuth	<i>Shell Belle</i>	Marshall 18
2	Eric Haberfellner	<i>Caper</i>	Marshall 18
3	Chaz Bicking	<i>Z-Dog</i>	Stur-Dee Cat 14
DNC	Walter Diggs	<i>Lady Bug</i>	Marshall 18
OCS	Tom Roche	<i>Dream Catcher</i>	Marshall 18
DNF	Mark and Kathy Kelleher		Marshall 18

Marshall 22s

Place	Captain	Boat	Design
1	Ken DeLong	<i>Pearl</i>	Marshall 22
2	Mark Anschutz	<i>Joy</i>	Marshall 22
3	Jane Chase	<i>Zephyr</i>	Marshall 22
4	Paul Cook	<i>Pumpkin</i>	Marshall 22
5	Shep Williams	<i>Saltine Warrior</i>	Marshall 22
6	Rick Farrenkopf	<i>Cait’s Cat</i>	Marshall 22
7	Brian Smith	<i>At Ease</i>	Marshall 22

Wood

1	Bill Mullin	Old Sculpin	Crosby 24
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Heading for the start on Nantucket Sound.



The squeeze by the windmill.



Parade of sail out of Bass River.

Photos by Brian Smith

Answer to Postcard Location - page 62:

This card portrays Hotel Chamberlin and the dock at Fort Monroe, in Hampton, Virginia.



New Members

– *Dave Calder, Membership Secretary*

WELCOME ABOARD to our new members since February 1, 2011.

Beaman, Richard & Mary Cahill
Bornstein, Eric & Rebecca
Gallana, Valter
Goyert, Alice
Herman, Edward
Katzenstein, David
Keeler, Ron & Lyn Williams-Keeler
Kossick, Robert
Meneghetti, Ettore
Morvillo, Bob & Larry Ritzharpt
Mulroy, Jim & Brooke

Murphy, Joe & Jane
Neely, Chuck & Laura
Parsons, Chuck & Karen
Pettini, Andrea
Rath, Richard & Carmela
Rodriguez, Ramon & Lizette Cantres
Rudman, Nate & Katie
Sangiorgi, Maria Pia
Williams, Bob & Shelley-Sue
Worthington, Ron & Ellen



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

155-2. 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 shoalcove@comcast.net or call (207)442-7865.



155-3. WANTED: Bronze deck-block pictured here. Please contact me -- even if yours is missing the becket and/or the mounting plate. The shell itself should be around 3 1/4" long and 1 1/2" wide; the sheave accepts 1/2 inch line. Contact Bob Luckraft (508)947-5093 or email AreLucky1@Yahoo.com.



155-4. 1977 Legnos 20' Mystic catboat. This fiberglass Legnos built Mystic cat has been totally refitted by a very knowledgeable yachtsman and is offered (REDUCED) at \$16,900. She has a Thoosa state of the art 48v DC electric motor that also recharges the batteries when under sail, providing for good range under silent power. She has a tabernacled mast with a 12 volt winch for easy raising and lowering of the rig for trailering. She has been painted inside



and out with cream colored Awlgrip and shines like new. The exact build date is unknown but believed to be in the middle range of these builds. For further details go here. Call Craig Starns at (813)340-0227 for info and to arrange an inspection.

155-6. FOR SALE: 2004 Arey's Pond 16' Open Lynx catboat. "SCOOTN" is a self bailing model Open 16. Perfectly maintained and stored inside. Has many options carbon fiber mast, and gaff, Harken blocks, sail cover, plow anchor and bowsprit. Cetol finish to mahogany. Length: 16' Beam: 8' Draft: 14" Propulsion: sail .Displacement:1600 .lb. Owner Skip Hall. Price \$21,000 ready to go in water. Phone 508-255-2266 or Arey's Pond Boat Yard 508-255-0994.



155-7. FOR SALE: 1971 Cape Dory 14.5' Handy Catboat. "Catnip", Cape Dory built. Fiberglass hull, positive flotation day sailer. Wooden spruce varnished spars (stored indoors), new Pert Lowell mast hoops and all current running rigging. Single jiffy slab reefing. White hull, blue bottom, light blue interior and ivory gel coated decks. Raw teakwood trim, metal 1/2 round fender rub rails. Sunbrella mooring cover. Reconditioned mainsail by SailCare. Anchor, chain, and 115' nylon rode; fenders, docklines, mooring gear. Two lockable cuddy doors in teak. Scissors boom crutch,



original crutch, rudder strut, Bremer outboard bracket (no motor); spare rudder and tiller; paddle, boat hook, 2 PFDs, bilge pump, masthead wind indicator, flag halyard. Galvanized 2008 trailer with spare tire and wooden mast racks. Located Vineyard Haven, MA. Inspectable. \$6,500. Gerry LaMarque. Phone 508-693-0553 and let ring 10+ times; winter phone 410-326-8077.

155-9. FOR SALE: 1998 Marshall 22 Catboat. "Sea Smoke" - Cabin Amenities: Standard layout, new Fynspray pump, 4" airex cushions inside and out, Butane stove, Toilet with holding tank; Engine-related features: New shaft and cutlass bearing, New engine panel and volt meter, 3-bladed prop, PSS dripless stuffing box, Automatic bailer, Low engine hours, Electronics/Navigation and Communication: Navigation lights, Depth sounder, VHF and masthead antenna, Ritchie 5" compass. Sails and Other Equipment: Lighter air and standard sail, Harken block and quick release cleat, Shock cord furling, Solar vent, Steps on rudder and transom, Mantis shade and dodger with new windows, New Edson destroyer-type wheel, 25 lb. CQR anchor on sprit with roller, Lightning protection. Asking \$39,500. The boat is at Pilots Point Marina in Westbrook, CT. If interested please call Robin and Betsey Varian at (203) 938-4149 or email: bwvarian@mac.com.



155-11. FOR SALE: 1983 Mark-O Custom 21' Atlantic City Catboat. This is hull number one of this well made pocket cruiser. We are only the second owner of Sabine and she is great fun to single-hand or take out the entire family! She has new sails and sail cover, new steel centerboard, new lines, new bronze three bladed prop, her bottom has been barrier coated and painted, 20hp Universal has been overhauled and professionally maintained with low(550) hours. Comes ready to sail and cruise with many amenities such as 5ft 4in. headroom, radar, Origo stove, port-a-jon, VHF radio, multiple anchors, jiffy reefing etc. She sleeps three. Asking \$18,000 or reasonable offers will be considered. Contact Gregg Dancho for more information, email gdancho@beardsleyzoo.org.



155-13. FOR SALE: 2004 Menger 19' Catboat. Tabernacle mast, tanbark sail w/cover, lazy jacks, jiffy reef, trailering-winter cover of nylon cordura, cockpit tent/sunshade, bronze steps on rudder and transom, 4" Ritchie compass, depth finder, fixed head w/17 gal. holding tank (Y-valve and pump-out at deck plate), electric and automatic bilge bumps, slide out galley unit (w/sink, brass pump, ice chest, and collapsible water tank), inboard diesel 9 H.P. Yanmar 1GM10 (less than 200 hours), running lights, 2 brass cabin lights, masthead light, bunk cushions plus double bunk filler cushion, 12V receptacle in cabin, 12V deep cycle battery in case, Danforth anchor with deck pipe, anchor chocks on deck, varnished ash drop leaf table on centerboard trunk in cabin, ash trimmed shelf on forward and aft bulkhead, seven lockers under bunks, laminated ash and mahogany tiller, two net hammocks in cabin, bronze cat's eye ports, varnished ash wainscoting on cabin sides, teak and holly sole, molded cockpit with two lockable hatches, cetol on teak, inside winter storage, freshwater use only, Load-Rite 3200# cap. trailer (w/galv. rollers and bunks, 3 keel rollers, jack



stand, surge brakes, and spare tire). Additional photos available. Location central PA. Asking \$38,500. Contact 570-966-3535 or catboat19@dejazzd.com.

155-14. 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. Needs cockpit and cabin work. Boat is on a two axle flatbed trailer (in top condition for the road). Detail digital photos on request. Boat lying Waupoos Marina, near Picton, Ontario. \$CN.12,000. arthurearl@nexicom.net (613) 385-2271.



155-15. 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. \$5,500. Call Dianne Sampson at 978-281-1974.



155-17. FOR SALE: 1972 Edey & Duff 23' Stone Horse Cutter. 23'4" length, 7'1" beam, 3'6" draft, 4,490 lb displacement, 2,000 lb ballast. In good condition. Rigged with roller furling for jib and staysail. Sails in good condition, with new sail cover and new sun cover for staysail. 2-cylinder 2004 diesel 13.5 hp, with low hours. Trailer: 1990 tryad 2-axle. Boat comes with 2 anchors, 2 rodes, 12 volt battery (2010), running lights, 2010 depth sounder, cabin and cockpit cushions, kerosene pressure stove, charcoal cabin heater, porta potty, oil lamp. custom winter canvas cover, many extras. Photos available. Price \$16,000. Located Staten Island, N.Y. Contact: Jack Wheeler, phone 718-356-7519.

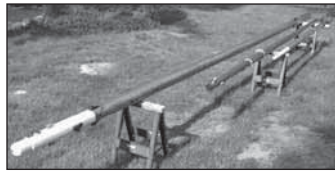


155-18. FOR SALE: 1973 Herreshoff America 18' Catboat. "OBERON", in excellent condition. Main sail with original flag pattern in very good condition. Extra sale in good condition. Sail cover. Recent new wiring with dual battery switch and new electrical panel. New mast head light and running lights, 2006. New bunk cushions, seat cushions, life jackets, steel centerboard and porta potty 2005. Cabin bulkheads upgraded with mahogany panels, new cabin light, new stereo radio/CD sound system 2008. Original teak rub rail, cockpit seats and cabin top trim. New Toplac coated cabin top and custom floor grate, 2006. 400 lbs. of lead ballast under cabin floor boards. Powered by a seldom used 8hp Yamaha outboard (new in 2008) in excellent condition. All original bronze hardware. Two gas tanks (3 and 6 gallons). Danforth anchor with 250 ft. of anchor lines. Coast guard approved fire extinguisher. She needs nothing and is ready for the water. Purchased in Maine and stored inside for the winter seasons. Venture trailer w/disc brakes in very



good condition. Located Wilton, CT. Asking \$10,900. Doug Wulffleff (647) 308-9479 or dwulffleff@bdo.ca.

155-19. FOR SALE: Wittholz 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. Offers encouraged. Contact Steve at 781-826-2762 or blampied@gmail.com.



155-20. 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- winch - three sails - covers for cockpit, sail, and tiller - bow air bags and shelves. Included Loadrite galvanized trailer w/ side guides and bow stainless steel eye plus stainless steel hull lifting rig - spare tire w/ bracket and jack - belt tie down - buddy bearings w/ covers and a Honda 2hp 4-cycle outboard w/ bracket. Excellent condition; 7 coats varnish. Loaded and ready to sail, dream, or race, Located NE Maryland, easy on easy off, I-95. Asking \$25,000. Call Knute D. Lee, 410.392.2804.



155-21. WANTED: Marshall 15' Sandpiper Catboat. All inquiries welcome. Located in New Jersey. Contact info: Steve McGovern, Box 2365 Union, NJ 07083, smcgovern@mackboring.com. Phone # 908 964 0700 x206.

155-22. 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. 5 HP Honda 4-stroke outboard and other accessories. Well-equipped for overnights or daysailing. Restored to pristine condition over the winter. Priced at \$35,000. Berthed in South Dartmouth, MA. E-mail Robert Allio rallio@mac.com or call 401-316-4240.



155-25. FOR SALE: 1973 Herreshoff America 18'2" catboat. Built in Clayton, N.Y., WINTER DREAMS is a rugged sailer out of Sayville, N.Y. on the Great South Bay of L.I., with a double-jacketed fiberglass hull, two bunks below deck, (and "fold-out" bunks in cockpit), teak trim, a barn-door rudder,



aluminum mast, Bicentennial sail (patched) with reef points, lazy jacks, cushions, copper-lantern running lights (electrified by batteries), brass fog horn, Danforth anchor with chain, 6hp Johnson outboard, and port and starboard quarter-boards, each bearing the boat's name. WINTER DREAMS has been in our family for 18 years and was featured in "Season's End," published in SAIL magazine of December 2002, as well as in "Boating World". \$9,500 firm. If interested, call 631-513-0460 after 7p.m., or e-mail: boadiceatwo@hotmail.com.

155-26. FOR SALE: 1971 Americat 22' Catboat. Designed by Francis Sweisguth. Fast, close winded catboat with standing headroom and enclosed head. Comfortable family cruiser, great daysailer with huge cockpit. Similar in size and layout to a Marshall 22, Scoter was the smallest official "tall ship" in the 2000 NYS OpSail parade. Since purchase in 1996 we have done all the operational bits - new standing and running rigging and blocks ('96), teak cabin-top handrails ('96), new bronze through hulls and all hoses, etc ('96), VHF radio ('96), all new wiring and electrical panel, dual battery system ('96), midship spring-line cleats ('99), new Yanmar 2GM-20F with 3 bladed prop, teak binnacle w/ compass, single-lever engine control and folding cockpit table, depth sounder & knot meter (all '00), new mast-top antenna ('03), batteries ('04 & '05), new topside paint and lettering ('04), steel centerboard removed and completely overhauled ('05), custom cockpit awning with removable sides for complete enclosure ('04), new auto bilge pump ('07). New sail and binnacle covers ('08) New polyurethane paint on topsides, cabin and nonskid deck ('09). I have bought another boat so I am anxious to sell Scoter - the price has been lowered to \$13,500 for a quick sale. Located in Groton Long Point CT. Bought new boat - Scoter will be sold this season! Call Kate for more info 914-693-6058, or email kate@kghermancpa.com.



155-28. FOR SALE: House in Catboat Country! Stunning multi-level Acorn contemporary home on Cape Cod in Falmouth MA on Hamblin Pond with breathtaking water views and deeded space on association dock for 23' boat. Just a 15 minute motor to Waquoit Bay for daysailing and easy access to Nantucket sound for cruising. This year-round, air-conditioned home is in an upscale neighborhood with wooded privacy and many water views. It features a window-walled great room with oak floors, solarium, a brick floor-to-ceiling wood-burning fireplace and wired for surround sound; updated kitchen with new appliances and granite counters, dining room, master suite with marble bath w/ Jacuzzi, balcony and walk-in closet, two additional bedrooms and bath with granite counter, deck, screen porch and attached 2-car garage. The home has a bright, open floor plan with vaulted ceilings, lots of windows & skylights. Special pre-listing price: \$849,000. Time for us to move on and you to move in. Call Dick Urban at 508-548-4424 or email: rju3@cornell.edu.



155-29. FOR SALE: 1972 Marshall Sanderling 18' Catboat. Cockpit frame, flooring, flotation and seats completely rebuilt in 2008 w/photo documentation. 6hp Johnson with new impeller. Sail in excellent condition. \$11,000 including trailer. Fast boat. Can be seen in Red Bank at Monmouth Boat Club, mooring C-6. Contact John White phone 732.842.3688 Shrewsbury, NJ, or email johnheidi4@comcast.net.



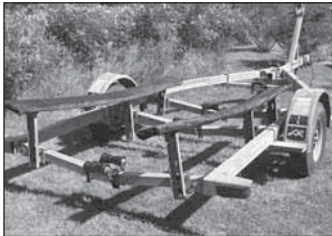
155-30. FOR SALE: 2000 Compass Classic Cat 14' Catboat. Builder Merv Hammatt. Very good condition. Original mainsail very good. Hollow Sitka spruce mast, Sitka spruce gaff, rudder and tiller, mast hoops, all new 2010. New boom tent 2009. New Harken blocks for throat and peak 2010. New throat and peak halyards 2010. All bright work refurbished 2010. New centerboard pennant 2010. Karavan trailer with roller bunks 2006. Trailer has crane for single-hand mast stepping from ground. 1998 Mercury 3.3hp 2 stroke outboard engine in good shape. Anchor, rode, fenders, docking lines. Great boat to single-hand, but room for 4-5. Only reason I'm selling is that I just don't have the time to sail her. \$9,500. Call Jim 860-668-0358 or e-mail jimbanks02@cox.net.



155-31. FOR SALE: 1977 Marshall 22 Sloop, "Kattikin". Only two owners; Professionally maintained; much new work. 2006: New Mainsail (older roller furling jib and original clubfooted jib), new legal head and holding tank, all new running rigging. 2007: New teak and mahogany engine hatch (Bright), new depth finder, new alcohol stove. 2008: New batteries, starter rebuilt, new compass. 4 cylinder Westerbeke inboard diesel. Two double berths. Currently at Cheesequake NJ. \$25,000. Richard Sammons, 212-255-0704, rsammons@fairfaxandsammons.com.



155-33. FOR SALE: 1992 LoadRite trailer for Sanderling. Custom fit for a Marshall Sanderling (18') Catboat. Single axle, 5 brand new keel rollers and two carpeted bunks. \$1600. Contact: Tad Crawford - 508-693-1430 or email tadcrawfordmv@gmail.com.



155-34. 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.



155-35. FOR SALE: Pre-1972 Herreshoff America 18' Catboat. "Black Cat". Boat is in excellent condition, stored inside when not in water; 6 horsepower Johnson motor - ready to go - all needed



maintenance done; Sail cover (tan) re-stitched 2011, Sunbrella (tan), North mainsail with flag - excellent condition, all teak has minimum 4 coats Cetol, new teak interior doors/jamb/trim, rub rails, cockpit seat coamings, custom cockpit grate, step, new cockpit doors, boom crutch. Aluminum mast step, 8# Danforth-type anchor, 100' rode with chain, 4 life jackets, fire extinguisher, battery/solar charger, electric bilge pump, porta potty (not installed), fenders, dock lines, mast wind pennant, mast finial, new tiller (custom made), new running rigging (color coded), mast hoops 2010, bottom was barrier coated (4 coats) 2010, hull painted 2010, new parrels 2009, first aid kit, flares, 4 seat cushions, interior cushions, custom mast carry system, manual bilge pump, 2009 Sea Lion 3100# single axle trailer (less than 2,000 miles, never submerged) with spare tire, tie downs (10,000# straps). More photos available. Asking \$10,500. Located Sterling, CT. Contact John Caparco, phone 860-591-8619 or jacaparco@aol.com.

155-36. WANTED: 18' Catboat or similar, with trailer. I am a new member and would like to place an announcement re my interest in purchasing a 18' - 26' catboat w/ a tabernacle mast and trailer. Please contact Robert Kossick at 305.979.8529 or email rmkjr@mac.com.

155-37. FOR SALE: Beetle BB Swan. This breaks my heart, but I have a Beetle Swan, hull #3. I have misplaced the original plaque but I have it. I am the oldest grandson of Carl N Beetle [Editor's note: CNB was himself grandson of the founder of Beetle Yard in MA, USA. and remembered as a pioneer in the development of plastic boat construction techniques. Founder of Beetle/Justin Plastics Inc., he developed the first glass fiber gel-coated boat molds and is credited as the inventor of the catalyst spray gun.] I have a Swan that needs a good fiberglass worker. Spar is good. Sail not original, but sports "BB". I have not the ability to continue my attempt to restore her, so I am looking to sell this piece of history with shame on me! Wish I had the funds and time. Asking price \$1000. Only serious inquiries please. Russel (Rusty) Carl Peirce rusty164@comcast.net 774 283 0189.



155-38. FOR SALE: 1990 Menger 19' Catboat. Great condition. Equipped with Yanmar 10hp diesel inboard, 20 gal. built-in fuel tank (drained / filled with fresh fuel), tabernacle mast step, portable head, factory built sliding galley with sink & stove (galley currently stored as I only use boat day sailing), berth & cockpit cushions, two heavy duty marine batteries mounted and strapped on custom shelf, factory electric lighting and running light system, 13lb Danforth anchor with 100' 1/2" rode and chain, new custom gallows for trailering with mast, boom, and gaff secured on deck, new tiller with cover, compass, depth sounder (currently works a bit erratically), extra large fenders, dock lines, boarding steps on transom and rudder. Bottom professionally stripped to bare glass, epoxy coated, and given 2 coats of top grade anti-fouling paint in December 2010, hull topsides were compounded and waxed. All trim varnished teak (needing touching up). Sale includes 2010 Loadrite 3600lb trailer with surge brakes & spare. Trailer never submerged; launched with a travel-lift. Currently located at my summer home in Earlton, NY. The boat is also listed on eBay with 20 detailed pictures under item# 110677895275. Asking \$17,500. Call Dick Rath @ 518-731-1146 or email angelasgrandpa@aol.com.



155-39. FOR SALE: 1982 Marshall 15' Sandpiper catboat. LOA 15' 6". Beam 7'1", Sail (Dacron) Area 166 Sq. Ft., Draft 16" and 3'9", Displacement 1,050 lbs., Ballast (lead) 200 lbs. built by Marshall Marine, South Dartmouth, MA. Very good condition but needs some bright work. The perfect daysailer. Open cockpit with cuddy. The picture is not my boat, but is the same model and coloring but without the pictured teak handrails. No tabernacle mast. White hull. Teak trim. Blue deck. Sail cover, anchor, motor mount, 4hp Johnson outboard motor, galvanized trailer, swimming ladder, life cushions (four), 2 ash tillers, boom crutch, boom tent (needs stitching), compass, Harken block with cam cleats for main sheet. Dacron sail, hand bilge pump, swim ladder. Located Dartmouth, MA. \$8,500. Please contact Andy via e-mail at resolutions2003@yahoo.com or phone 774-473-6143.



155-40. FOR SALE: 1976 Herreshoff America 18' Catboat. Nowak & Williams Bicentennial Edition. Hull #363. Very good condition. New Thurston sail 09', 2003 Tohatsu 6hp 4-cycle w/ alternator. 6 gallon gas tank, '09 battery, custom cockpit cover, sail cover, all original teak trim in good shape finished with Sikkens Light. Rebuilt rudder '03, bottom sanded and barrier coated with two coats of West System Barrier Coat in '03. Sunbrella cabin cushions, new oak mast hoops '03, spare mast, mast finial, centerboard, centerboard winch assembly and sails. Lazy jacks. New fiberglass keelshoe fabricated in 2010. Brand new halyards and mainsheet. Rewired with marine grade tinned copper wire and new electrical panel. All Coast Guard safety equipment. This boat was fresh water sailed except for one season in 2010, Boat always stored indoor-heated for winters. Trailer in fair condition, needs tires. Another trailer available, but needs to be fitted to the boat. Located in Bristol, RI. Asking \$12,500. Contact 401-245-0604 or plangelo@cox.net.



155-41. FOR SALE: 1969 Marshall 18' Sanderling. With 2007 Loadrite trailer. Includes 5hp Johnson outboard. Two mainsails plus lifejackets, portapotti, anchor, bilge pump. Located Ipswich, MA. \$8,500. e-mail garfield.james@gmail.com or phone 978-373-1301.



155-42. FOR SALE: 1998 Wittholz 17' catboat. With trailer. Boat in excellent condition, hull is 1/2 inch mahogany covered with fiberglass cloth, Cabin and cockpit have upholstered cushions. Honda long shaft OB motor included. Asking \$7500. Located Brooklin, ME. Robert L. Nutt 201-569-3787 or rnuttmd@gmail.com.



155-43. FOR SALE: 1927 Beetle Cat "Zero". Collectors take notice: Built by Abeking and Rasmussen (of Bismarck fame), and sold by the Beetle family, she's a classic, all original (including mast and spars) above the waterline, plus centerboard and rudder. Below the waterline was restored in 1996. Needs new deck canvas and some hull work. Perfect for a good storyteller and a loving family. Documentation available regarding

authenticity. Asking \$3000 OBO including trailer & dinghy. Contact Bill Burtis at 603-502-8164 or email Mel.Quaideez@gmail.com.

155-44. FOR SALE: 1974 Herreshoff America. Newly restored. New flag sail with 2 reef points, new 6hp 4-stroke engine, new paint and varnish, new cockpit cushions, \$10,900.00 firm. Located in Atlanta, Georgia until June 15, 2011. After June 20, located in Ellsworth Maine. Must also sell new extendable-tongue trailer at cost \$3,600.00. Contact David Carpenter at 239-404-3688 or 239-649-1723, or email david.derinda@gmail.com.



155-45. FREE (Donation): 1960 Wittholtz 18' Wood Catboat. Designer: C. Wittholtz, builder Jela Kraljevica (Yugoslavia). All wood, cedar on oak, copper riveted, batten seam construction, rebuilt 1991, LOD 18'10", draws 2.75', sail area 220 sq.ft. Palmer single-cylinder 8hp engine 2800rpm. Photo of "Chesty Puller" is when boat was restored in 1991. It is in need of restoration again and is available to an interested boating enthusiast. A suggested contribution of \$1000 to the Ocean Community YMCA (serving Westerly, Pawcatuck, Mystic and Richmond). is voluntary. New owner to haul it away. Jim Beale, Watch Hill, Westerly, RI. Phone 401-348-6291 or email jbealehome@cox.net.



155-46. FOR SALE: 1990 Menger 15' custom catboat. Unique one of a kind classic Sandbagger/Catboat. Designed in tradition of racing cats of 1890's when cats were raced using sandbags for ballast and shifting it on different tacks. Sandbaggers were known for speed and excitement. Menger captured those times by producing strong, safe catboats with graceful lines and an attractive gaff rig. Combined with modern fiberglass construction, it results in an ideal boat for sailors of discriminating taste - and no sandbags needed, the only thing missing was a graceful bowsprit, jib and overhanging boom. Not any more! This is one of very few designed with 2 mast steps. By placing the mast either forward or further aft, and using the beautiful 9.5' mahogany bowsprit and boomkin we designed and custom built, she can be rigged either as a catboat or a super eye-catching sandbagger. Professionally painted in Interlux Seafoam green. New hand stitched burgundy sails. Refitted with proper period Herreshoff bronze cage blocks and hardware. Mahogany champagne glass-shaped transom. Centerboard box covered with mahogany and teak. Galvanized trailer included. She will turn heads and beg questions wherever she is sailed. Located Clinton, NJ. Market value \$12-14K. Asking \$9,500 from a knowledgeable and caring buyer. Contact Jay Hardingham at either 908-894-4446 or jhardingham@brtlc.com.



155-48. 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 benchmark. Cabin needs paint too. Additional photos and info upon request. Located E. Patchogue, Long Island NY. REDUCED: Asking \$10,750 including trailer, or will sell without trailer for \$8,500. Call Ken at 631-332-8392 or email schuke23@optonline.net.

155-49. FOR SALE: 1970 Jarvis Newman 12' Skiff. Has been re-done from stem to stern. Hull taken down to original gel coat, faired, primed and painted with Interlux Perfections. All teak replaced with exception of transom. Bottom painted with a hard paint. Two rowing stations with Wilcox oar locks. Oars are original Shaw and Tenney. Due to age of oars (many black spots), they were sealed with Systems three epoxy and painted with the Perfections paint to match the boat. Boat has a couple of minor surface scratches from demo rides last year. Trailer has new tires, rims, bearings, springs, and lights. Current price from Jarvis Newman is around \$6k with the teak options. Asking \$2,800. Located Killingworth Ct. Phone Dave Long at 860-663-2280 or email dllong1950@yahoo.com.



155-50. 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 \$37,500. Email: Sarahappleton@msn.com or call 978-524-0720.



155-51. FOR SALE: 1965 Marshall 22' Catboat. "Santa Baby", former "Santa Ana". #6 Hull. Downsizing to Marshall 15. White Awlgrip hull, beige non skid deck and cabin top with white side decks. Natural teak grabrails, rubrails and trim. Mast repainted white and beige 2010, bottom paint spring 2011. Cockpit finished in wood and painted white 2010. Top loading insulated chest icebox in port cockpit seat. Swim platform on transom and bronze boarding step on rudder. Edson rack and pinion teak wheel and complete set of closed cell cockpit cushions. Danforth anchor with 100 ft rode. Hood mainsail with 2 reef points and original mainsail with 3 reef points. 30hp 1965 Universal Atomic 4 gas engine with fixed 2-blade prop. This engine needs attention; we will share with you our research of several options for repair or replacement. New wiring and electrical panel in 2000: running lights, cabin light, VHF, 1998 Furuno GP-1600F GPS/plotter/sounder, Ritchie HV-76 bulkhead mounted compass. Wilcox Crittenden "Head Mate" head w/ holding tank. Open cabin design with folding dinette and complete set of beige cushions. Antique charm below includes a bronze piston type fresh water pump (20 gal. tank) and Shipmate "Skipper" cast iron wood/coal stove with stack. Boat currently hauled in Duxbury, MA. After Memorial Day



on mooring. Photos and videos available. Offered at \$15,800. Email Jim or Juli Linsdell (jlinsdell@me.com) or call 781-934-9681.

155-52. FOR SALE: 1985 Landing School 18'7" Carter Catboat. "Solstice" has a deep hull and large cabin for her length. She is mahogany planked on white oak, oak rails and cap, all bronze fastened and hardware. Yanmar 1GM, 0 hours just installed. Sitka spars and ginpole mast raising system using forward hatch. Masthead running lights. 2 marine batteries, auto bilge pump. Just completed out of water cosmetic restoration. All brightwork sanded to bare wood and finished with 6 coats Epiphanes. 2 coats barrier bottom paint including centerboard. Maple butcher block galley counter, undermount sink, bronze spigot. Shipmate stove, nice cabin cushions. Cockpit is refinished mahogany, teak floorboards. Edson wheel steering. Manchester sails in excellent condition. This boat has a bowsprit for cockpit anchor setting and jib. New Pert Lowell mast hoops. Anchor, rode, chain, bumpers, PFD's, dock lines. Roadworthy aluminum dual axle trailer included. Boat is currently out of water for the season in Plainfield, MA. Offered at \$24,000. Contact Stephen Bushway at 413-634-0029 and leave a message, or email sbushway@mac.com.



155-54. FOR SALE: 2011 Thompson/Menger 15' Legnos catboat. Scarlet, built by Thompson Boatworks, formerly Menger Boatworks in West Sayville Long Island, NY. Originally designed by Peter Legnos, 7' beam, draft 7". Options include Tanbark sail, sailcover, tabernacle, teak bowsprit, 2011 Tohatsu 4hp four stroke o.b. Beautiful lines and sailing, ready to go for 2011 sailing season. Located SW Florida. \$16,900. Call Todd 239-216-1916 or email ttateo@comcast.net.



155-56. FOR SALE: 89 Past Issues of Catboat Association Bulletin. Issues 61 through 153, missing 97,112,129,152. All for \$100 plus shipping from Falmouth MA. Contact Dick Urban 508-548-4424 or email: rju3@cornell.edu.

155-58. WANTED: Trailer for Menger 17. Looking for a used trailer that can comfortably and safely accommodate a Menger 17' Catboat. Located in Florida. Please contact rmkjr@mac.com.

155-59. FOR SALE: 1999 Marshall 18' Sanderling catboat. Great condition and excellent race record. Stored indoors. Includes: 1999 Honda 5hp. outboard motor (professionally maintained); Quantum sail and sail cover, over-the-boom awning. Solar battery charger with additional deck cover; Full electronics, Knotmeter, Depthsounder, Windspeed and angle; Life jackets, docklines; 2004 Magic-Tilt trailer and dock mounted mast hoist. Teak finished with Cetol. Location: Pine Island, Florida. Asking \$22,500. Email Peter.Frissell@dynamic-testing.com or call 734-847-2634.



155-60. FOR SALE: 1973 Herreshoff America 18' catboat. 8' beam fiberglass hull with teak trim including hatch cover. Newly powered Yanmar diesel inboard engine w/40 hrs., electric or hand crank starting. Tabernacle mast, full running lights, full electrical panel, mounted compass, depth finder and fish finder. Cabin has sink and two bunks. Rudder steps for swimming. Full sail and cockpit canvas and much more. Trailer has new tires. \$9500 OBO. Contact: Gary Smith 352-628-1454.



155-61. FOR SALE: 1979 Marshall 18' Sanderling Catboat. This a great boat in good condition, loaded with equipment and includes a great 5-Star trailer. Includes sail, sail cover, 5hp Yamaha outboard, compass, life jackets, anchor, cockpit cushions, fitted interior cushions, plus tons of tools and extra. Located in Stonington Connecticut. For more photos, go to: <http://bit.ly/k4opZ1>. \$12,000, OBO. Contact Paul Simeone at p.simeone@comcast.net or Evan Simeone at scrollpane@yahoo.com.



155-62. FOR SALE: 1984 Marshall 18' Sanderling. Boat is in very good condition. Has desirable hinged mast. Newer sail, well maintained. Yamaha outboard motor. Includes compass, anchor, sail cover, jiffy rigging. Newly refurbished seat cushions, bunk cushions, boat hook, and jack stands. Located in North Falmouth Massachusetts. Asking \$14,000. Contact 508-523-5126 or 508-254-2385 or leenie40@charter.net.



155-63. FOR SALE: 1970 Marshall 18' Sanderling catboat. Breck Marshall built, hull #69, located in Nahant MA. All aluminum trailer has never been in the water. A skilled owner can double the value of boat with modest investment in renovation. Boat has been out of water for many years due to owner health issues. \$6,000. Email jimbonahant@gmail.com.



155-64. FOR SALE: 1981 Legnos Mystic 20' Catboat. "Whisper" is a beautiful centerboard catboat in good overall condition; used seasonally every other year or less. Always stored well covered. Maroon sails in very good shape, most rigging replaced, bronze pulleys reconditioned. Sitka spruce spars, traditional gaff rigging. Loads of teak inside and out. Bronze deck hardware. Sleeps two comfortably with full interior cockpit and cabin cushions, sink and built-in porta-potti. Reliable Yanmar IGM diesel engine with 394 hours total use; replacement clutch cone several years ago, fuse box modernized, motor mounts replaced, along with starter, alternator and new battery. Three covers. VHF SS radio, two anchors. Older inflatable. Extensively sailed off Maine coast, often



with young kids safe and snug in stable cockpit. Hefty 3' bowsprit might take small jib or staysail. Recently cleaned up, cockpit repainted, teak refinished with Epiphanes. Almost ready for launching. Trailer is weakest point, sandblasted and refinished several times. Some repairs remain to be made (muffler and fuel bleeder). \$11,000. Call for more information or to make an appointment. Bob Birk, Washington, ME. Phone 207-845-2625 evenings or email robert.g.birk@gmail.com.

155-65. FOR SALE: 1974 Cape Dory 14' Handy Cat catboat. Classic lovingly sailed for 15 years in Pleasant Bay (Cape Cod) and beautifully maintained at Arey's Pond Boatyard. Includes 2007 3.5 hp Nissan motor and bracket, anchor, mooring cover, and car trailer. A more pleasant sail never has there been. \$5750. Call Thaddeus Herrick at 713-869-2533 or e-mail thaddeus_herrick@yahoo.com.



155-66. 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; less than 100 hours on the engine), 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. She is presently hauled out in Barnstable, Cape Cod. She has just been repainted inside and out and looks spiffy. New 6'-8" x 3'-8" Murray Peterson dinghy included. REDUCED. Asking \$15,900. Phone 508-362-3760 or email hickman31@verizon.net. William B. Hickman.



155-67. FOR SALE: 2004 Bolger 20' Chebacco Catboat. This is a high quality build, like new condition, well cared for, one owner cat-yawl, launched in 2004. A Phil Bolger design, 20 foot Chebacco named: "Gray Cat". She is gunter rigged with 3 sails: (jib, main, and mizzen). Her hull is of lapstrake epoxy sealed Brazilian mahogany, finished in light grey colour. Her spars are bright Sitka spruce (main and mizzen mast, boom, sprit and yard). She is beautifully adorned with fancy rope work and carvings. Complete with trailer, motor and many extras. A joy to own; shown in Mystic at the wooden boat festival. Price: \$25,000. Contact Yves-Martin Robichaud at yvr@roger.com, or evenings at 506-532-3161.



155-68. FOR SALE: 1983 Marshall 22' catboat. "Hornet" has a green hull with varnish trim. Boatyard maintained. Currently stored inside, Chatham Mass. Over all in very good condition. She has been sailed the last 4 seasons out of Hyannis including this past season. Sloop rig with roller furler for jib. Yanmar Diesel inboard in good running order. Electronics: depth sounder. Serial #: MC221670283. Price: \$35,000. Contact: Tony Davis at Arey's Pond Boat Yard, 45 Arey's Lane, So. Orleans, MA 02662, Phone 508-255-0994, email catboat@cape.com.



The Catboat Association

Membership Application

Mail completed form to:

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



*Founded 1962
Incorporated 1983*

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

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

Name: _____ Spouse: _____

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

Dates mail goes to 2nd address: _____

Catboat Name: _____ Year: _____

Date Purchased: _____

Home Port: _____

Former Names: _____

Former Owners: _____

Designer: _____

Builder: _____

Where Built: _____

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

Description: _____

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

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

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

Make Checks Payable to: 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

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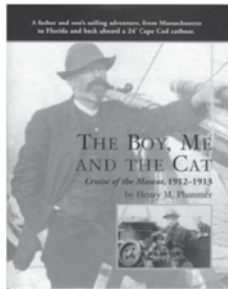
G. Lapel Pin, colored burgee		\$10.00
H. Tie Tack, colored burgee		\$ 5.00
I. Catboat Pin		\$10.00
J. Cotton Patch		\$ 3.00
K. Wool Blazer Patch (NEW ITEM)		\$25.00

MIXED MERCHANDISE

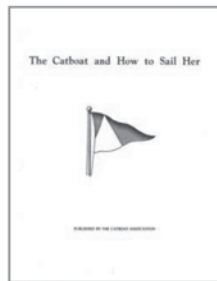
	Quan.	Price
L. Decal, colored burgee		\$ 2.00
M. Burgee, 12 in. x 18 in.		\$10.00
N. Tote Bag, large		\$20.00
Tote Bag, small		\$15.00
O. Tumblers please specify: 12 oz., plastic with catboat or CBA patch		\$ 7.00
16 oz. plastic, tall or short, with catboat or CBA patch		\$ 7.00
Lids, 16 oz.		\$ 1.00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

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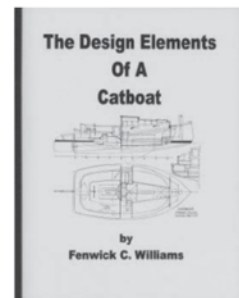
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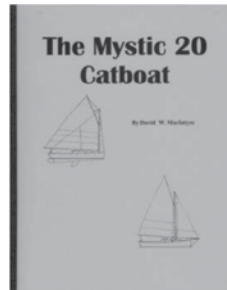
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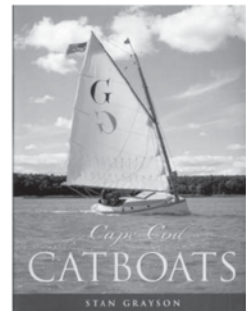
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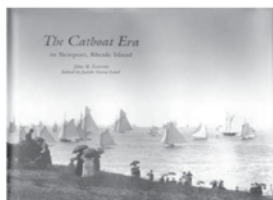
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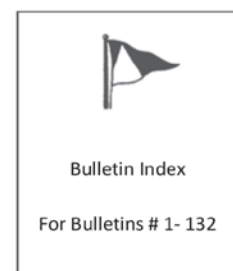
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ON THE BACK COVER

A quiet early morning.

Marshall Marine
Padanarum Harbor, Mass.

