

Catboat Association Bulletin



No. 156



Fall 2011

ON THE FRONT COVER

“Jim! Are you sure east is the way to Mystic?”

“Kim, trust me. This is a great wind; we’re going the long way.”

Glimmer

Vineyard Haven, Martha’s Vineyard

Kim and Jim O’Connor... are regulars at Cape Cod rendezvous, races and often sneak away for a “quiet and unhurried” cruise along the islands.

Photo courtesy of Chris W. Love

Catboat Association

www.catboats.org



BULLETIN NO. 156

Fall 2011

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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

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

Letters to the Editors



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

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

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

10 March 2011

CATBOAT ASSOCIATION and its members, THANK YOU!

Dear Editors:

As an old catboater (Charles Mower *Turtle*, *Great Bay Champion*, and *Atlantic City Kitty*) and a member of the CBA for many years, I am compelled to comment on the article by W. R. Cheney in Issue No. 154. Specifically, Mr. Cheney's comment about the "attack of a squadron of monster green flies," during his "Oyster Run" cruise. His succinct and colorful description of this event left nothing to the imagination.

My perspective of his experience, however, requires no imagination. I began my sailing career over four decades ago in South Jersey around Tuckerton. As many people in this area know, Tuckerton is the New Jersey headquarters for a monster species of greenhead flies named *Tabanus americanus* Forester. I never really knew their scientific name except that I recently discovered a very interesting book called, "The Uncommon Reason of Digby Delgado," by W. Jimminy Branford III. In this book (in the chapter about Terrorism and Extremism), there is an explicit description of South Jersey greenheads beginning on page 125, with an actual photo a few pages later showing the dimensions of this monster as two feet long by a foot and a half wide! I'm wondering how Mr. Cheney would have dealt with a squadron of these beauties on his adventure. If you go on the web and Google the book title, I believe you'll find the photo of what the author describes as the "Dreaded South Jersey greenhead." Perhaps some CBA members might be interested in learning how to triumph over them. This book tells them how to do it.

Respectfully submitted,
Captain BOB FULLER

On page three of the current "CBA Bulletin" there is a little blurb that the association is looking for articles from old members — new members telling of their meaning of the CBA, how the CBA affected your life. Well, I thought about this. The CBA has a very special meaning to me and my thoughts were, "I have to tell my story." This is extremely embarrassing and very painful for me to reveal to my fellow members and catboaters that as I write this, I am incarcerated in a New York State Correctional facility. Let me assure you I am not here for committing any horrendous crime. I did commit a white collar crime within my own family. I am very remorseful and sorry. I hurt some members of my family. The shame that is in me is overwhelming. I have been incarcerated for about 2 ½ years. Hopefully by the time this appears in the Bulletin I will be home and reunited with my family and friends. The place is very lonely. I am very isolated way up here in New York State close to the Canadian border. I've always been a people person with many friends. I am in a minimum security facility, no cells. I have my own room. We have TV, yards, and recreation, but I am very lonely. I am still getting my "CBA Bulletin." Each issue I would read over and over, just to look at the wonderful pictures of all those catboats sailing about. All I could do was dream that I will be sailing the *Erica Lee* once again. The bulletin and year book are my life savers.

Then one day it dawned upon me. Hey- some of these boats have equipment that I am interested in installing on my boat. Mind you, I just finished a major restoration on *Erica Lee*, and have some questions about the early 1970s vintage 22 foot Marshall cats. I picked a couple of ads and randomly wrote letters to their owners, asking questions and comparing notes.

To my surprise, people started answering me. I must say there were members who did ignore my letter. I don't blame them. It's not every day people receive a letter from an inmate in a correctional facility. CBA members, through their kindness and ability to look beyond the words "correctional facility" have made my life more pleasant here. Getting mail is a special event. Again, one day I thought, I am going to write the President Tim Lund. Well, I did get somewhat confused, and sent the letter to his dad, Ned Lund. Well, Ned answered me and we have sort of become pen pals. Ned in turn put me in touch with Jerry Smith. He, too, has been very kind in offering me advice on issues I had questions about. How to legalize an old Wilcox-Crittendon Head Mate. With Jerry's help, we came up with a workable solution. Just to mention a few others: Dr. Bill Welch; I wrote to Dr. Bill about centerboard positioning. He graciously answered me. I purchased Roland Barth's book describing his trip from Florida to New England. He answered me and sent me a copy of another book he wrote. There are many more to mention, but I guess I can't make this letter too long. I want to say Thank You to the CBA, all of its members. You have made a very difficult time in my life much easier to cope with. You kept my sanity. God bless all of you. I hope to attend the winter meeting and go to Mystic next summer for the 50th anniversary celebration and meet the many catboaters who have answered my letters.

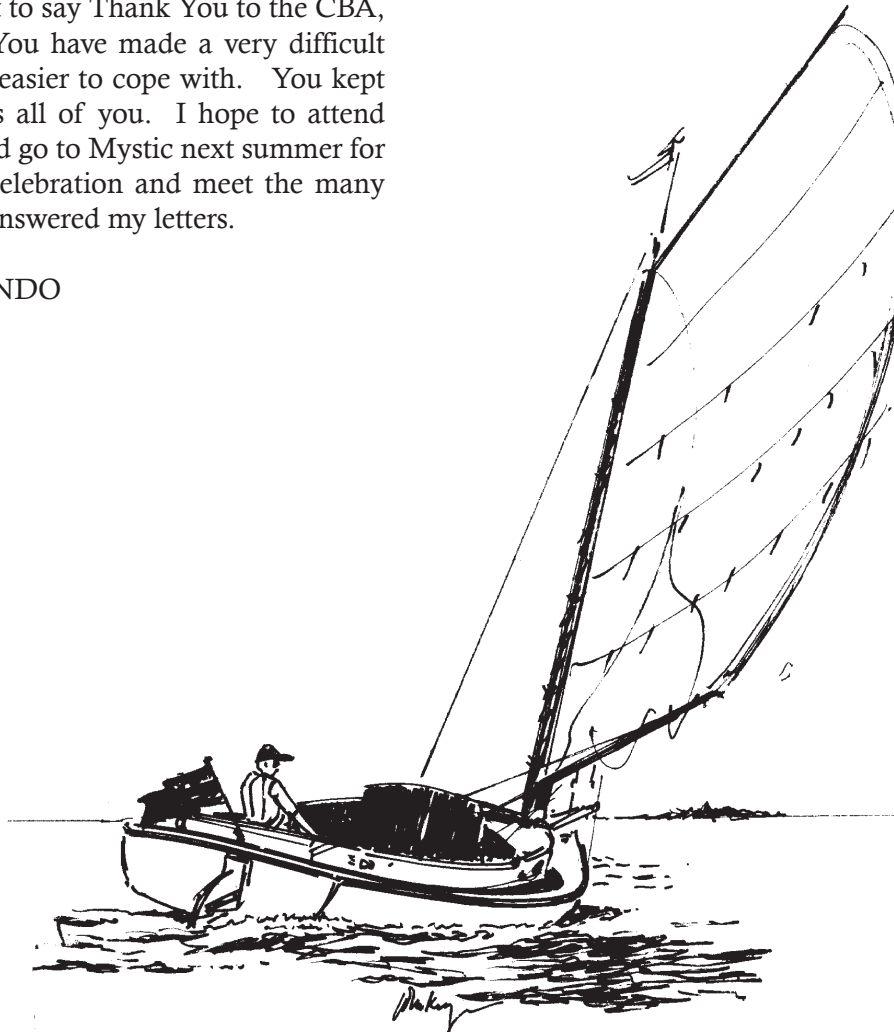
– JOHN ORLANDO

Dear Editors:

I just wanted to drop you a note regarding some preliminary organizational activity for the cruise to the Mystic 50 celebration. I am pulling together some catboats from the Bass River area and wanted to make sure any and everyone who would like to join us would be most welcome. I have spoken to former CBA President, Eric Peterson, about gathering at his home for a night before we all head out together and he is very excited about the idea.

This is in the very early stages and our desire is to hook up with any and all other boats coming from the North of Cape Cod as well as the Islands to create a large flotilla with very festive overnights along the way. We could then meet up with others as we travel south. I will have more information as we get closer to the event and will keep the Bulletin informed.

Sincerely,
PAUL COOK



Yarns & Adventures

Bill McKay, Editor

Editor's Note: Thank you William Winslow, newly published author and CD producer, for his two connected yarns in this issue; sections of his newly published sailing memoirs. Jack Hoey continues his series of interesting stories of the waters around Plymouth, Massachusetts. This story is part adventure, part history and part cruising, and it certainly is a clear invitation to visit this great sailing area. Finally, a post on the listserv by John Wixted just had to be shared. It will be nice to see what you readers will come up with for the Winter Bulletin. Send to:

Bill McKay

Plotting a Course for Dinner

William Winslow

My wife is a pretty savvy sailor. She sails by her stomach. When we go cruising, she's right at the chart table, deftly plotting our course, checking out the mileage and marking prominent navigation aids along the way. But where she wants to go and where I want to go are not necessarily the same. She's plotting a meal ticket, and, if she is lucky, a night ashore.

My spouse maintains a mental filing cabinet of friends . . . close, distant, past, future, casual family, business acquaintances, college roommates, bridge partners, beach and garden club members, even the occasional ex-boyfriend or two, all within 100 miles of Aquebogue, Long Island, our home port. I think I own the only nautical charts where distances between a harbor and a house are noted.

We especially appreciate one couple, about a three-hour sail away, who can always be relied upon to ring the dinner bell as soon as we round the headland into their little cove. The meal is terrific, as is the bathroom.

Add another hour of cruising, and we skim into Shelter Island where another couple resides. He loves to sail; she doesn't. So she is happy to plan dinner which, amazingly, can take all day, thus keeping her ashore. She looks at us as reliable weekend insurance. Further down the coast in the Hamptons there is a single guy. We're always welcome, but his refrigerator is apt to be stuffed with martini olives, gin and ice cubes and little else. He does order Chinese takeout on demand, though.

Block Island is a challenge. We don't know anyone there. Well, yes we do. Aldo is a water-borne Italian baker who makes boat-to-boat deliveries of

breakfast, and more recently, dinner. In Connecticut our friends live inland, but they will come down to the boat with goodies or take us out. As Mystic offers a rich variety of eateries, my wife never calls this couple from any other port.

I admit that sometimes we have to work for our dinner. We entered a catboat race in order to attend the party afterward. The race was a disaster; we came in last, but the food was yummy.

The Race

William Winslow

I am not a racer. After all, when you have built your own boat, there's excitement enough every time you take her out, wondering if she is going to fall apart and sink. At least that's what my wife says, hopefully looking for any excuse to remain ashore. From talking with other catboaters, I have discovered that many wives enjoy cruising but put their foot down when it comes to competition. Could it be they all know Capt. Bligh is alive and well on the racing circuit?

Racing is stressful. When I'm out for a leisurely Sunday afternoon sail on Great Peconic Bay, between Long Island's North and South forks, other cats sidle up to me the way two strange dogs sniff each other. "Nice boat skipper," they will invariably say and generally shoot the breeze about the joys of catboating.

Then, there are the racing denizens. Keep clear of them should you inadvertently wander into their turf and try to adhere to gentleman's rules of the road. "You @#??# idiot," someone will snarl at you if you are anywhere near a buoy designated a turning mark. "Don't you know we're in a race? You cost me two seconds." No sir, not for me the racer's edge.

Then, one lovely afternoon with 10 knots of wind and fleecy clouds in an otherwise blue sky, *Phoebe Ann Cowdrey* and I were thoroughly enjoying ourselves. We didn't see the Marshall Sanderling bearing down on us off our port quarter until too late.

"Beautiful day," purred the skipper, sailing about ten feet off our port beam. "Love the way your boat handles the waves," he enthused. "Your sail is set about as good as any I've seen." I was basking in a shower of praise. Then he stuck the knife.

"Say," he drawled, "why don't you join the Shelter Island Catboat Association's annual race next weekend? It should be a lot of laughs and some good grub at the gam." Boy, I should have been forewarned, but he had already cooked my goose.

You know where I was the following Sunday at high noon: mixing it up with about ten other cats at the starting line. The other skippers looked like a bunch of cutthroat pirates ready to board you if you showed a smidgen of weakness. My wife was my crew. I had bribed her with visions of wondrous food and a great party. A word about crew in a race: Rule 1 is never to sign up a member of the family. Rule 2 is, if you do, never make reference to that relationship. The person is only addressed as crew or "hey you." It's easier to give orders.

The start was ragged but hopeful. Ragged because we trailed a clutch of lead boats, hopeful because we crossed the line with the second wave, slightly ahead of the laggards, and still within striking range of our competitors.

My boat is known for an occasional ferocious weather helm that pulls her up into the wind whether or not you want to go there, especially when she is on a reach and slightly overpowered. Usually, it's no problem. This time, a competing boat bore down

right on my tail and slowly inched by us, just as I was forced to turn into him. I missed his barn door rudder by an inch.

By the time we turned on the first marker, a couple of cats had zipped by, leaving us to grovel in their wake. "We'll catch 'em on the next leg," I vowed to my crew. Skippers will grasp at any straw in the wind and, indeed, *Phoebe Ann Cowdrey* actually passed a boat. Then it happened. My wife's, er, my crew's hat went overboard. You would have thought the end of the world was coming. Oh, how she carried on about that chapeau being her favorite head covering, that it had cost \$75, that it made her look youthful and that she would have to go below for the rest of the race to protect herself from the sun. What? Go below and lose my ballast?

What else could I do but turn around and start looking for a tiny piece of cloth somewhere a hundred yards astern? It took me 15 minutes to find it, and by that time we really were in last place. We finally crossed the finish line so late the committee boat had packed up and gone home.

The final ignominy came that evening at the party. Looking out at the harbor I suddenly noticed that a catboat had dragged her anchor and was upon us. The owner hardly seemed concerned. "Oh," he said. "I must not have set the anchor well."

A small brass plaque on the cabin bulkhead of *Phoebe Ann Cowdrey* commemorates my only race. Next to the word "finish", it reads "participant."

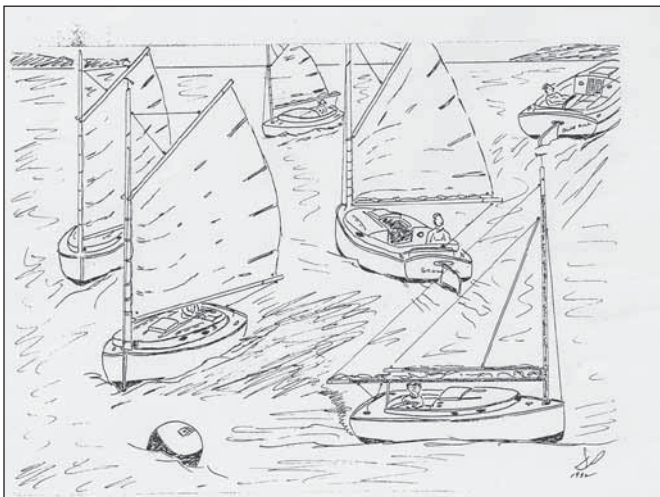
The Enduring Meaning of the Real Plymouth Rock

Jack Hoey

On the final day of July, the captain of our launch service asked my wife and me if we were heading to the picnic. "What picnic?"

He explained that once a year the Duxbury Rural and Historical Society allows the public to visit Clark's Island. The event commemorates the first religious service held ashore by the Pilgrims. The society encourages visitors to bring a lunch and even provides a launch service from Snug Harbor. For those with their own boats, volunteers ferry the public ashore.

During the past two seasons, we sailed *Oyster*, our Marshall Sanderling, countless times around this narrow, glacial mound, which lies at the southeast end of Duxbury Bay. So we were very excited to finally set



Hold your hat, dear crew.

foot on its 85 acres where about 10 summer cottages dot the heavily treed island.

We were doubly fortunate to have stumbled upon the commemoration because the weather was picture-postcard perfect. Sail raised, *Oyster* joined a flotilla of assorted craft heading for Clark's, about three miles diagonally across the bay from Duxbury's Snug Harbor.



On the east side of the island, a narrow channel separates Clark's from Saquish Head, the western tip of a long L-shaped peninsula that extends from Duxbury Beach to Gurnet Point. Along with others, we dropped anchor in a small cove. We position *Oyster* close to *The Elizabeth Tilley*, a 38-foot replica of a shallop the Pilgrims used to conduct trade along the New England coast.

Once ferried ashore, we toured Cedarfield, the second oldest house on the island. Cedarfield is perched on a flat, grassy bluff that offers wonderful views of Gurnet, Saquish and Cape Cod Bay. A few large trees provide shade for picnickers who are waiting for the traditional noontime service to commence. The house looks much as it did when it was built in the early 19th century. The kitchen still has a hand pump and fireplace, and the furniture throughout the rustic cottage is all antique.

Sarah Wingate Taylor, a scholar and poet, was the last person to live in Cedarfield. The most famous writer to spend a summer on Clark's was Truman Capote who penned "Breakfast at Tiffany's", reputedly much of the time while being rowed around the island. After Sarah's death about 40 years ago, the Taylor family donated the house to that Duxbury Society. A nearby cemetery has about 20 headstones bearing the names of Wingates and Taylors. The island itself is actually part of the Town of Plymouth as are the outermost end of Duxbury Beach, Gurnet Point and Saquish Neck.

At the appointed hour, about 200 visitors follow a trail up the east slope and gather around a large glacial boulder variously called Pulpit Rock or Election Rock. The outcropping, about 12 feet high and about 30 feet long, protrudes from the island's spine. It looks a bit like the ledge in the Disney movie, "The Lion King". It also makes the famously underwhelming Plymouth Rock look like a pebble.

From the comfort of the surrounding shade, enters into the sunny spotlight the Reverend Gary Marks, pastor emeritus of the Church of the Pilgrimage in Plymouth. Standing below the outcropping, this lanky elder preacher could just as easily have emerged from the 19th century. Despite the warm day, Reverend Marks wears a tan suit with a blue shirt and red bow tie, topped off by an old-fashioned straw boater hat. He somewhat stiffly, but nevertheless unhesitatingly, places the sand-colored hat on the dormant grass, revealing a mane of white that matches his neatly trimmed mustache.

Holding some yellow pages, Reverend Marks occasionally glances at his remarks but speaks with the authority of a man who knows himself and his subject. He proves to be the perfect speaker to tell the story behind this obscure landmark and what it means for us today.

After the *Mayflower* made landfall in November of 1620 at Provincetown Harbor, the Pilgrims realized that the sandy tip of the Cape was unsuitable for a permanent settlement. Setting sail in a shallop similar to *The Elizabeth Tilley*, they began looking for a better location on the bay side of the shoreline. One of their pilots, Robert Coppin, vaguely recalled from a fishing expedition years earlier that there was a protected harbor with a river about 20 or so miles across the bay. He called it Thievish Harbor because the natives had stolen his company's harpoons.



A first catboat?

Among 16 men aboard the shallop were Pilgrim leaders William Bradford, John Carver, Myles Standish and Edward Winslow. They decided to explore as far west and north as Thievish Harbor. Off the Manomet section of Plymouth, they became caught in what we would call today a Northeaster. They were pelted with snow and sleet; their mast snapped in three places and their rudder broke.

Because of the poor visibility, Coppin didn't recognize Gurnet Point and Saquish as the opening to Thievish Harbor. But with the help of three "lustly" sailors, which Reverend Marks duly noted meant something quite different back then, they somehow managed to row the shallop around Saquish Head into the protected lee of a small island.

Fearing Indians, they debated whether to stay on the shallop. But they were even more afraid of freezing to death. As night approached and the temperature continued to plummet, the other pilot, John Clark, became the first Pilgrim to step ashore on the little island that would come to bear his name. They built a fire and tried to stay warm until daybreak.

Luckily, the next day broke fair and sunny. As Nathaniel Philbrick writes in "Mayflower", the beleaguered expeditionary force was delighted to see that indeed they were "on the western edge of large wonderfully sheltered bay that might prove to be exactly the anchorage they needed." They spent their first full day on Clark's drying their clothes, making repairs and exploring the uninhabited island.

The following day, being a Sunday or as the Pilgrims called it, Sabbath, legend has it that they gathered at Pulpit Rock to hold their first religious service ashore in The New World. After arriving at Clark's, the Pilgrims also elected to make Plymouth Bay their permanent settlement, whence the name Election Rock.



Whichever name one might prefer, on the highest side of the great rock, inscribed in stone, are the actual words that Bradford recorded: "On the Sabbath Day we rested." The historical society has added the date, "20 December 1620," which Reverend Marks notes is based on today's Gregorian calendar, not the Julian used by the Pilgrims.

By either calendar, the next day was a Monday and the exploratory party was free to leave Clark's. They sounded Thievish Harbor, now of course called Plymouth Harbor, and were pleased to find it was deep enough. However, the large river Coppin hazily remembered turned out to be a mere brook. Near the brook was a 200-ton rock twice the size of the current, canopied remnant. However, unlike the Sabbath observance on Clark's, Bradford made no mention of anyone stepping on it, although surely, as Philbrick opines, the Pilgrims must have used the boulder for landings when the tide was right.

Fact or myth, local historians enjoy engaging in a somewhat tongue-in-cheek, if occasionally rocky dispute over Pilgrim landmarks. Before our march to Pulpit Rock, a Duxbury Historical Society expert, with a mischievous twinkle in his eye, assures me that what I am about to see is, "the real Plymouth Rock."

In the battle of the boulders, the Reverend Marks offers no opinion, other than to declare his belief that the legend of Pulpit Rock is true -- that here in the shadow of this impressive outcropping, the grateful Pilgrims marked their first Sabbath on land.

While no one knows for sure, Reverend Marks imagines that the Pilgrims might have recalled the words of Psalm 61:

Hear my cry, O God; listen to my prayer; from the end of the earth I call to you when my heart is faint. Lead me to the rock that is higher than I, for you have been my refuge, a strong tower against the enemy.

Concludes Reverend Marks, the meaning of the Pilgrims' incredible triumph over unimaginable adversity is that we should never give up hope, never give in to the enemy of despair, no matter how dark things may seem, no matter how tough things may get.

On a glorious mid-summer day, on a small island, on a shrinking planet shadowed by seemingly intractable problems, this ageless wisdom remains as enduring as the pilgrimage of humankind.



Next year's picnic needs a flotilla of catboats.

For more information about the Clark's Island Annual Picnic, contact the Duxbury Rural and Historical Society at 781-934-6106. <http://www.duxburyhistory.org/>

Reefing 101

John Wixted

This is how I reef my 22 foot wooden cat *Scooter*, having read the Catboat publication, several "Bulletin" articles, and learned from experience.

First, I turn on the engine. I badger my wife into taking the wheel. I point out the direction of the wind, by some convenient landmark. "There, that yellow house. No the other one - next to that big wave. No, the other big wave. Yes, I mean, well, it shifted. OK, the first yellow wave. I mean house." She asks me why she can't just follow the windex. I realize I have yet again grossly underestimated her – and that slightly baffled look means she's just pulling my chain. Well, one of us is laughing.

Then, I tell her, just go in the direction where everything flaps the most. This she gets without a hitch. Then I lower the throat and peak halyards, just enough to get the aft end of the peak wrapped up in the topping lift. Then I swear.

Now my wife senses something is wrong and tries to help. Then I yell at her about the wheel. Then she yells at me for yelling at her. Then I swear again and send the kids down into the cabin, where they are happy to eat goldfish, until they get thirsty and clamor for juice boxes.

Meanwhile, the topping lift has securely tied itself around the gaff, I think somehow with two perfect bowlines. How can that be? Perfect bowlines. Now done marveling at the universe, I release some slack in the topping lift, and lower the gaff enough to untie it. Well, maybe I lowered it a little too fast. A sharp reminder from the wheel that it's windy and the gaff would hurt a lot, should a certain someone get clocked in her head while trying to HELP me.

As I untie the mess, I am given a helpful reminder from my wife that I forgot again that I moved the topping lift block down the new mast, and I should remember next time to the keep the gaff starboard of the topping lift. Of course, she is right. Again. More swearing ensues - though this time I think it might be coming from the cabin? Apparently the goldfish got spilled. Have to speak with the kids about using bad language.

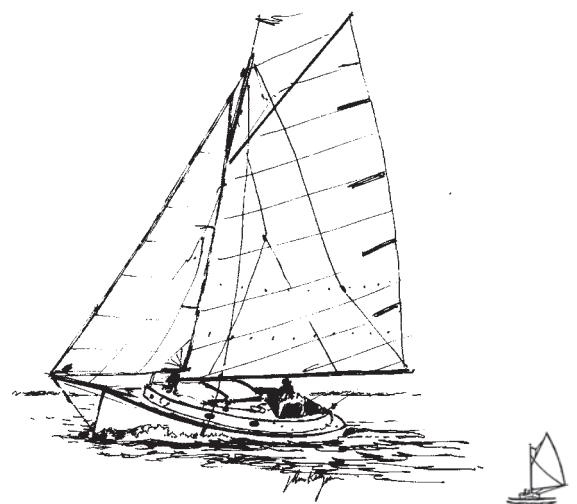
Ok, gaff lowered, topping lift untied, then raised part way. I think (again) I really should find time to rig up that jiffy reef system I sketched out last winter. Make my way forward to tie in the reefs, when the forward hatch pops up, and hits me in the shin. It's the kids, seeing if I need any help. OK, well, really they want to know if they can eat the cookies instead of the now soggy-goldfish. They kindly ask if I need a band-aid for my leg.

Tie the reef points. Tie the topping lift into the reef points. Untie the reef points. Re-tie them. Swear (softly enough I think).

Make my way aft. Shut off the engine.

Take back over from my wife, who rescues the kids and what's left of the goldfish.

Eat a cookie, kindly proffered by my 6 year old son, who then asks me with perfect innocence, "Do you think Uncle Billy will take us for a ride on his motor boat when we get back?"



Hurricane Irene

Ed note: This strange storm affected a good number of the east coast catboats, not to mention homes, towns and rivers on the rain side of its circulation. Several of our readers here offer their experiences: vigils, preparation, hardship, relief, and lessons learned. Thank you for your contributions.

Clifford Peterson

Underhill, VT

Here's my two cents based on a big boat of mine that went through a hurricane a number of years ago.

Haul out if you can (I couldn't). Remove sails if at all possible; any windage is bad windage. If you can't remove sails, then wrap them tightly with a long line forming a spiral along the boom. Any loose piece of fabric is an invitation to the wind to loosen it further, a nasty slippery slope. Remove anything like an outboard or a detachable rudder that might present any obstacle to the wind. If your mast lowers, lower it (wind is less strong nearer the water, and a standing mast can exert a surprising amount of leverage in a bad blow). In the hurricane I went through, for example, I dismantled the jib boom and put it below. Clear your cockpit drains, a heckuva lot of rain can fall in a short period.

Be sure you have enough scope on your mooring. A storm surge will either pull the boat under if the scope can't handle the surge and the mooring is firmly fixed, or -- and this happened a lot in Hurricane Bob (1991) -- the boat's buoyancy is enough to break the mooring loose from the bottom and off you go. Another problem with enlarged scope is that it enlarges your swing which increases the risk of collision with other boats (the only damage I suffered in the hurricane was from other boats crashing into mine). A nice hurricane hole with a spider web of lines to fixed objects is thus a Good Thing.

Check your insurance policy.

Tad Crawford

Martha's Vineyard

I plan to leave our Marshall 18 *Moon Shadow* on her mooring...a very strong one in a reasonably protected part of Lake Tashmoo.

For those of us who have tabernacle masts, any suggestions on whether and how best to lower it single handed (absent a bowsprit).

Also do you have any other words to the wise?

Jed Lavoie

West Yarmouth, Mass

Unfortunately, this is going to end my 2011 sailing season. I'll be pulling the Stur-dee out tomorrow and she will stay out. The sad part is that she is now on the market and someone is coming to look at her on Saturday. Very sad that I did not get my "last sail" in. I sure will miss her when she's gone, but hopefully a shiny new (to me) Sanderling will turn that frown upside down.

Tim Lund

Padanaram, Mass

Red Squirrel is already on the hard, fully rigged and ready to go back in (Marshall Marine is quite busy).

Went racing on KC's J30 last night in Padanaram and removed the main just in case. If all goes well, we'll race again next Wednesday.

Batten down the hatches and sharpen the chainsaw.

Ken Katz

Washington, DC

Here I am inspecting the Minuteman the day after Irene passed our way. The marina is on the Anacostia river very close to where the Anacostia meets the Potomac here in Washington DC. At peak (3 hours starting at 12:00 a.m. Sunday), sustained winds picked

up by nearby buoys were 45 - 50 knots with gusts up around 60. There was no surge, of course, given how far up river we are. In fact, here you see very low tide because the north wind leads to a blowout. We had just returned from Martha's Vineyard on Friday when the storm started coming and had very little time to do anything. So, I used the clew reefing line as a second tie down to keep the boom in place, added an extra mooring line and as you can see wrapped the serpentine line.



Tim Fallon

Bristol, Rhode Island

I got one good picture with my phone camera of my spider web. *Kathleen* was tucked away at coordinates 41.704,-71.24. (you can type that into Google to see exactly where that is). The interesting thing about the photo is that it was taken at the height of the storm! The topography is such that winds from the S and SW are deflected by the hill of Touisset Point and go up and over Chase cove. It blew 50 knots everywhere but not in this nice nook. The minor downsides were that the topography is also such that I was on the mud at the very low tide following the storm. Though that kept all but shallow drafters out of there. This was my first time taking the boat in there and I think we found a keeper of a hurricane hole for whenever a real storm comes along. We learned that next time we need more long lengths of line. I carry 2 and 1/2 anchor lines on board but we needed four including tying up to trees on both sides and getting set for the wind to shift.

Cheers,
Tim



For once *Kathleen* NOT speeding by...

Bob Luckraft

Cape Cod

Genevieve's Mooring

375 lb. DOR MOR

10 ft. of 1 1/8 in. chain

15 ft. of 5/8 in chain

8 ft. of 1/2 in. chain

(1) 1 in. galvanized S.P.A. shackle

(1) 3/4 in. galvanized S.P.A shackle

(2) 5/8 in galvanized S.P.A shackles

Taylor 18 in. 3C SurMor Ball

3/4 in X 20 ft. nylon pennant with 8 ft. legs (bridle)

3 ft. PVC on legs for chaffing.

Stainless steel thimble



Hamblin Pond, Mashpee – a perfect hurricane hole.



As a fail safe, I set a 50 lb. Fisherman or traditional anchor with 8 ft. of 1/2 chain and 50 ft. of 3/4 in braided line to the East. The anchor was set with enough line so that it did not affect the mooring. A leather shoe-lace from a discarded topsider was used to loosely tie the anchor line to the mooring ball. I figured it would help keep the line from wrapping around the mooring.

The bottom of the mooring ball was scraped clean.

To lighten her up all of *Genevieve's* ballast was removed. I also removed anything that might be damaged.

Paul White

Cotuit, Mass

His Crosby cat, *Rugosa*, rode out the storm in the lee of a high point up a river in Mashpee. She and her "sister" *Calico* had out two bow anchors and one stern. They hardly moved for the duration of the storm.



Rugosa



Calico

Steve Flesner

Maryland

This should give you some idea of how Irene treated us in Southern Maryland! Need any wood for a project?

Got power back Thursday around 6 p.m. It went out last Saturday about the same time, that's five full days w/o and five rather cold showers! We went to bed last Saturday and hoped for the best, even Ruby was nervous. We were fine given the circumstances. Being prepared has its advantages. The generator powered our well, refrigerator, freezers, lights in kitchen, microwave and lights in bathroom off main bedroom. So, all in all, we were comfortable. Did I really say that!

There was a massive cleanup in our community because of downed trees. Some neighbors had tractors and a cat type heavy duty picker/shovel, so on Sunday a.m. as the winds died down, we mobilized with chain saws and followed the equipment up the road to cut our way out. After the road out of the community was cleared, we worked on driveways. We had six big trees across our driveway with numerous others nearby. And yes, we now have plenty of firewood, although I would have preferred getting it cut and split off the back of a truck! Lois cooked meals on the grill. We had a butane stove along with the microwave, so we were well fed! Ruby was not very happy as we couldn't go to the park because of the cleanup of downed trees that was finally finished yesterday.

We watched a number of motor yachts and sailboats anchored out front as the storm intensity increased Saturday night. Much to my surprise, none pulled anchor and were all in place on Sunday morning. It's always interesting to see a 55 ft. yacht all lit up like a hotel, riding out a hurricane, while you are sitting in the dark waiting for a tree to fall on the house, so I ask myself, maybe we need a yacht!!!

The crew that restored power was from Savanna, GA. Seven trucks worked their way down the road toward our community. I followed them down Mackell Rd. on Wednesday just hoping they would continue into Cape Leonard, but they turned off into another area before they got to us. What a sinking feeling! They spent a full day in our area, from 6 a.m. to 9 p.m. and replaced two poles in front of our house and another three in the area. Believe me, we thanked them profusely!

We didn't have the storm surge that we had with Hurricane Isabel in 03, but I think we had a lot more

downed trees from microbursts. One neighbor had five trees on his house, while another had one take out his garage. These are big trees. I'm not sure how I'm going to clear what has fallen on our property as it's physically beyond a retiree! I'll wait awhile and get a crew in here to remove as much as they can. The pictures of the driveway will give you an idea of what I'm referring to. When you drive around you realize the extent of the damage.

Southern MD, where we live, and the county across the Patuxent River sustained the most damage. They had 11+ inches of rain and winds over 60+ mph. I'm certain their microburst were far more intense. The storm cut down trees just like a weed wacker cutting matchsticks. If this was only a category 1 hurricane, we don't want to see a 2! Any of my wooden boat friends are welcome to the lumber, you just have to take the trees along my driveway!



Plenty of boat planks down here...

Phone service came on with the power, cell service was down Sunday and Monday. Television came on this morning along with the computer. So, we are back on line! If you tried to contact us and got no response, now you know why! Ruby is much happier, she went to the park yesterday!

David Davis

Newport, RI

Hurricane Irene preps for Catboat *Aletta* of Newport, RI.

We left *Aletta* in the water at the Naval Station Newport Marina. The marina experienced different conditions as the storm passed. The easterlies came first with 30-35 kn. winds but no seas. As the wind veered to the south the winds stayed consistently 30-

35 but started gusting to 45 and the seas from the harbor to the south started rolling into the basin. Once the wind went south the seas eased but the wind started to build as it continued to veer, and we had about 55-60, gusting 65 from the southwest. At this point the fetch really caused havoc on exposed boats and the resulting bouncing damaged floating docks to which some owners tied their heavy boats directly (as opposed to using the pilings as a secure point of attachment). The worst of the damage was to the end fittings on finger piers and one roller furling sail that came adrift.

Before and after pictures would have been identical thankfully! Except the sun was out as I put the boat back together on Monday.

Couple thoughts:

If it's possible, base your preparations on the anticipated storm track and expected conditions. Since Hurricane Irene was likely to pass to the west of Newport, we safely assumed the wind to start from the East and veer through the south to end at Southwest, and that's exactly what it did. Our pier was south-facing and has a huge quay between it and the open bay (see *Aletta*, last photo). If you look in the photos, the floating piers astern of *Aletta* are more exposed and had three foot waves breaking on them in the southeasterlies when they were exposed to harbor fetch.

Had we expected the storm to pass to the east of us, this pier would have been exposed to northerly winds and would not have been a safe bet.

As much as it hurts, prepare early. Admiral Nimitz said,

"The time for taking all measures for a ship's safety is while still able to do so. Nothing is more dangerous for a seaman to be grudging in taking precautions lest they turn out to have been unnecessary. Safety at sea for a thousand years has depended on exactly the opposite philosophy."

By finishing our preps by Friday we were able to help others on Saturday and also see how the boat sat as the wind came up.

Other preps that are not seen in the photos but were key to a dry and safe event:

- Tape the hawse pipe and stuff with rags.
- Secure all opening ports.
- Ensure boat neighbors are secure from coming loose and hitting you.
- Use the factory cleats on the dock and not the ones installed by the maintenance crew.
- Be the smallest boat on the biggest dock if you can.



Here you see bow and stern lines doubled and the usual spring lines in place. It's hard to tell, but both bow and stern tend somewhat fore and aft, so they also serve some as combination breast and spring lines. We routinely use 1/2 inch three strand nylon for mooring lines because of its elasticity and durability, plus it's over-sized for the boat. The negative to the use of 1/2 inch is that the cleats are really too small to take more than two lines at one time on a cleat. But hey, it's a small boat! Note also the monster fender, unseen is that it lays against the strongest part of the topsides and up on the freeboard closer to the rail to prevent oil-canning of the hull.



Note in the photo above the two breast lines leading to the other pier at bow and stern. Some might breast the boat to the middle of the little pier basin, but I prefer to keep her tight to one pier so that if one line parts she's not adrift with lots of room to move. The breast lines still keep her off the pier as can be seen above. In the photo above, it is also good to note the degree to which we stripped the boat. In

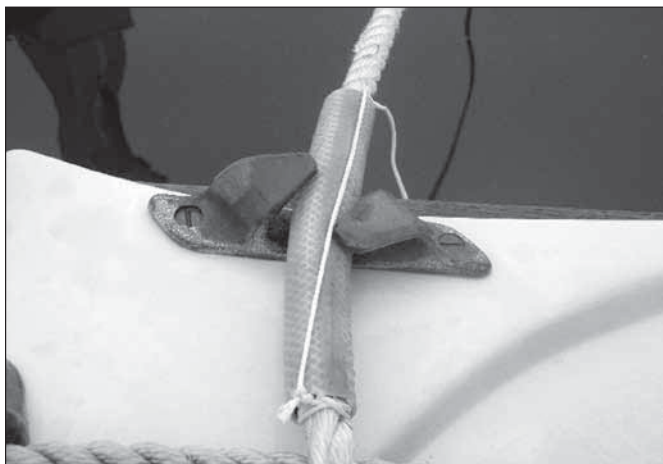
the next photo, the gaff is down and padded/tied to the boom, the halyards are wrapped on the mast, but I opted to leave the mast up since the storm was forecast to only bring 75-80 knots. Had this been a bigger storm, my next step would have been to strike the mast, easy to do with the tabernacle. As it was, while the other boats on the pier were heeled up to 30 degrees by the windage on their rigs, *Aletta* sat happily almost on an even keel.



The photo above shows a closer view of the gaff and boom secured. If I had more wire ties I would have used them, but with plenty of spare low-stretch line I just tied the two together. The foam is an old swim noodle, these are the cheapest and most useful bits of foam you'll ever find. Also one can note the way that the aft end of the boom is secured with two lines, forming a stable triangle that was not going anywhere. The large sportfisherman and the large white sailboat in the background are exposed to fetch coming from behind the photographer and destroyed the end of the finger pier they shared as they bounced 3 feet with each wave.



The last photo on the previous page shows the way that the halyards are secured. In a real bad blow they'd have been removed and the mast lowered. As it was, the halyards were all led to the base of the mast and the two lazy jacks criss-crossed around the mast and the halyards to hold them all in place. Above the lazy jack padeyes, the burgee halyard was used in similar fashion. Rigging comprises considerable windage, and this method eliminated chafing due to flapping and damage due to flogging line.



The above photo shows high tech garden hose chafing gear. It's secured in place with the small stuff, pardon the frayed ends as I left the torch home. I usually have firehose on the lines since it looks more "yar!", but this stuff is way more durable. Some say that the hose keeps the nylon dry and will cause it to melt and weaken, but I'd rather take that chance than hazard chafe. I know the lead isn't right on the skene chock, they're meant to take a load from the bow and not athwartships, but the chafing gear is adequate to deal with the edges of the chock and they keep the line in place at the bow.



The above photo shows more chafing gear on the starboard aft breast line. No chocks back aft but

to protect the fiberglass rail the hose provides bigger diameter than the 1/2 inch line and no real "sawing" motion to speak of. Notice that the cleat has a proper hitch, once around both horns, over the top, and a half hitch. Any less slips, any more is the Bos'n Mate's method (don't know how to tie a knot, tie a lot).



This is the port forward breast line at the dock. See there's chafing gear at the rough edged galvanized cleat, and it's an original dock cleat. Some of the cleats found on the dock were installed locally and are only lag screwed into the 2x6 dock boards, with most of the thread exposed underneath. These are through bolted, in most cases through the board AND the dock's structure. If the cleat fails you not only lose the line but also deal with a heavy cleat on the end of a stretched rubber band.

Parting shot, happy boat ready to go. Yes, I removed the tiller cover after this photo!



We came through the storm thanks to its weakening and a protected slip. If there's any take-away I'd say that "more" is not necessarily "better". Spider webbing the boat with hundreds of feet of 3/8 inch double braid is not the answer. Rather, use the right materials in the correct fashion, early enough to get it done correctly.

Hoo Yah/Dave



Catboats: Gaff Rig, Marconi Rig, Yawl Rig, NO RIG.125???

A primer on dismasting

Editor's Note: Five members here share their experiences of mast failures; we'd love to hear from others. Your experience might really help out another catboater.

The Dismasting of *Buckrammer*

John Conway

We never want to hear a noise like that ever again.
Never, ever.

The misadventure began on a high note. A weak cold front had crossed through Westport the night before and brought with it a relatively moderate northwest breeze of 10 to 15 knots with occasional gusts of 20 knots or so. This wind is ideal for moving my big old bucket of a catboat along the south coast of Massachusetts and Rhode Island and it promised to wipe out weeks of foul weather, trapped-in-the-harbor, sour sailor memories. Further, in advance of my son's wedding, many of our arriving family and friends looked forward to a few hours of sailing aboard *Buckrammer*. So the turn in the weather aligned perfectly.

I phoned long-time sailing buddy, Gene Kennedy, and asked if he had interest in an afternoon of messing about. I explained that I wanted to shake out any bugs before taking a boatload of family and friends over the following days.

"What took you so long to call?" was his reply.

We left Westport's Knubble (aka Point of Rocks) behind, without incident, on a starboard tack with two reefs tied in (I tend to be cautious when first venturing out) and found only a slight chop kicked up by the offshore winds.

Gene and I debated shaking out one of the reefs but a few 20 knot puffs suggested that we should leave well enough alone. We brought the boat about (rather smartly I might say) and bore off towards Sakonnet Point about five miles distant. *Buckrammer* quickly gained speed and before long we were snoring along at five to six knots... just about hull speed.

Over the next few hours we tacked back forth across the waters between Sakonnet Point to the West and Gooseberry Island to the East... and area we locals refer to as Westport Bay. The boat performed beautifully throughout. In fact, Gene and I both commented that this had been the best day of sailing thus far this season. Smooth seas, crisp but not ferocious winds, bright sun, low humidity and the old girl dancing along just about as quickly as, well, *a cat*.

About 4:00 p.m. we decided to make one last pass of Horseneck and Baker's Beaches, then head in. The winds had shifted more west than northwest and had died off somewhat so we decided to shake out to a single reef while underway. Gene and I have done this a hundred times. We started the engine, luffed up, accomplished the maneuver without a hitch and quickly found ourselves building momentum on a port tack, still "motor sailing".

Suddenly, and without a shred of warning, we were enveloped in the most loud, gawd-awful sound; a cacophony of ripping, tearing, snapping twisting noises that resonated through *Buckrammer's* hull and deck and shot physically into not only our ears but into our lungs as well. (Side note: As a board member of Boston's Franklin Park Zoo I once experienced, on a behind-the-scenes tour, the chest-resonating, paralyzing impact of a lion's roar at close range. This noise easily bested that.)

"What the Hell?" both Gene and I yelled simultaneously. It sounded as if our boat was literally being torn in half.

In a slight panic we looked about and saw *Buckrammer's* 32-foot, telephone-pole of a mast peeling apart in a half dozen vertical splits that advanced upward and downward as we watched. The splitting sounds reverberated in the hollow, Sitka spruce spar as if it were a sounding board and echoed down through the mast step into the very bones of the Olde Girl.

THIS COULD NOT BE HAPPENING!

Gene Kennedy had the helm at the time and with uncanny speed, engine still ticking over, he brought us into the wind. I quickly let loose the throat and peak

halyards (not daring to set the topping lift lest it make things worse) and rapidly brought in the sail. Even with a cockpit full of sail and boom, Gene managed to keep the boat into the wind and this allowed me to race forward with a handful of sail ties. When I got to the mast, the splits had grown such that I could have put my hand through a rear opening and out the front. (The splits would open and close as the boat rocked.... incredibly scary.) I tried my best to tie one, then two, then three sail ties around the failing spar Spanish windless-style in an attempt to stop the splintering. Amazingly the jury rig worked... and just in time as nasty, horizontal cracks had begun to develop in the weakened vertical segments.



Buckrammer safe at Slight's wharf with numerous web and hose clamps holding things together.

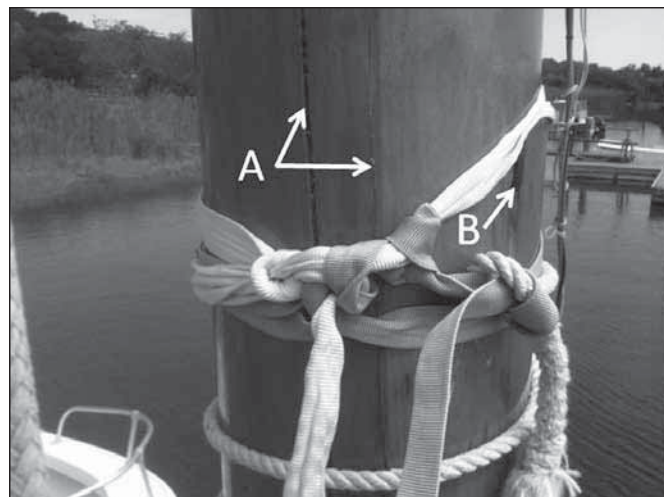
With the mast somewhat stabilized, I shot back to the cockpit and, with Gene's help, fitted the boom crutch into the keyway and seated the boom atop it. A broadside wave undid our efforts with the boom and we had to repeat the operation but we finally secured the flailing boom/sail and could take a quick pause to assess the situation.

1. We were about one mile from the entrance to Westport Harbor.
2. The boat was under engine-powered control.

3. The mast was still secure in the mast step. The mast wedges had halted the splits at deck level
4. There was no apparent hull damage. (i.e. no leaks)
5. The mast tears had been somewhat stabilized by the sail tie "tourniquets" but the splits would open as the boat pitched in the one foot chop. We feared that the whole contraption could let go at any moment.

So what to do?

Gene increased engine speed and headed for the Knubble. I gathered up as many sail ties as I could and twisted all of them, one-by-one, around the splintered mast. Slowly the splintered sections came somewhat back together. I then grabbed a spare dock line and, as best I could, parceled the mast from her deck wedges to as high as I could reach. My fear was that the mast would snap off as I did this with catastrophic consequences... but we got lucky and everything held.



Buckrammer's mast showing (A) two of the many vertical splinters and (B) a horizontal crack.

Long story short, we made it back to our home base of Slight's Wharf without further incident and kissed the dock a goodly number of times. We keep a number of ratcheting straps in the boat shed at Slight's for use as hold-downs when hauling boats. I put about six of these around the mast and snugged them up tight. The mast held. Further examination revealed that the mast had clearly failed in the vertical... much in the way a piece of bamboo splinters. The hollow mast is constructed of about eight tapered segments connected with glued, bird's mouth joinery. The glued joints held. The splits occurred in the solid wood of

each segment. They ran from the deck level to within about four feet of the mast top or truck. (This is where the mast is solid not hollow). The horizontal breaks appeared on what seem to be old stress cracks repaired sometime in the boat's distant past. Needless to say, through some miracle, the mast remained upright throughout the ordeal. Perhaps this is how this type of spar was designed to fail? We welcome comments from any and all of our experts out there. One thing for certain, mast and boat got us home and, somewhere, Charles H. Crosby must be smiling. I know that Gene Kennedy and I certainly were.

Over the following days we relived the misadventure to determine what, if anything, we had done wrong to cause this failure... but nothing came to mind. The winds were relatively light at the time of the break (maybe 10 to 12 knots), the sail had one reef tied in and, because we were still under power, was almost luffing. Some have suggested that we were hit by lightning. If so, it was the proverbial "bolt from the blue" as the skies were clear and sunny.

We (and later that month, the insurance adjuster) concluded that perhaps, after 103 years of service, "it was just her (i.e. the mast's) time to give up the ghost and let go". Having been caught in a 35 knot gale a few years ago off of Padanaram, both Gene and I were glad she had not decided to "let go" then.

As I write, we have received quotes from three spar-makers for a new mast (one of aluminum; two of Sitka spruce) and await the conclusion of the insurance claims process to determine who among them will be awarded the project.

Stay tuned.

Erica Lee II

John Orlando

March 27, 2011

MARSHALL 22 - MAST TROUBLES

It was amazing how gently my mast came down. I did not replace it but took it to a local aluminum boat builder friend of mine. He made a beautiful sleeve by cutting away about 18 inches of the broken mast at the point where the gooseneck and saddle are attached. He then took a piece of solid aluminum, machined down to fit in both ends of the mast inserted about 12 inches with zero tolerances. I now had 18 inches of solid aluminum to make up for gap he created and 12 inches on each side inserted in the hollow mast. This was welded perfectly and worked for one season.

However, let me explain how sometimes I get anal. Things have to look **good** to me. So I ground off the welding beads- they were amazingly annoying and they had to go! I was racing in our Bellport Bay Yacht Club Labor Day Regatta against six Sanderlings and two Herreshoff Americas. While running the downwind leg I was in the lead, I heard a loud gunshot-like sound.

I looked up-the mast was waddling in the sleeve. It didn't come down, so I headed up and doused the sail and was towed in. Tom Carney-my friend from Thomas Marine-said, "What the hell did you grind off the weld for? You weakened it by 50%!"

I think this incident merits extended discussion of excessive compulsive mast care over a beer or two.

Red Squirrel

Tim Lund

We began the day by motoring out of the harbor, into a healthy northerly breeze. The race committee had set up a parade of sail out of the harbor as they had done in past years, to the delight of those along the waterfront. We lined up our vessels along the channel, to sail in front of the Edgartown Yacht Club, past the town pier and through the path of the crossing Chappy ferries. Edgartown is always a well-attended weekend, more so this year due to the celebration of Pinkie Leavens' 95th birthday. The choreography was a bit difficult with the breeze requiring many cats to perform a series of tacks out the narrow channel. This maneuver provided the locals with an historic parade of sail, but slightly interrupted the ferry service and confused the vast stinkpot squadron. The parade became a bit exciting as catboats were overtaking catboats due to the breeze and amount of canvas being flown. We all safely made it past the Edgartown Harbor Light and out into the outer harbor only to discover we'd be needing foul weather gear for the afternoon. Looking around, we also discovered that most other boats were tying in reefs (hmm ...). As able 30 year olds, we thought we'd have no problem handling the *Red Squirrel*, having put her through her paces in more healthy breezes. That would soon prove to be an unwise decision.

The racers all headed for the starting line close to the Cape Pogue Pond entrance and were zipping back and forth (yes, catboats can "zip," given the right wind!) waiting for the start sequence. After a nerve-racking 10 minutes jockeying for position, we hit the preferred end of the line on-time and all powered up.

John Greene, our current CBA secretary, remembers the next few minutes very differently than I, but I'll let him explain in his version of the events due to unfold. John and first mate Jane Walsh were right on our stern as we began what we had hoped would be a fun day of racing. It all ended with a "ping" that not one of us on board the *Red Squirrel* remembers.

About one hundred feet into the race, our mast fell gently to the leeward side. There were three seasoned sailors on board, the crew I now affectionately refer to as "the doctor, the lawyer and the architect," and we all began what appeared to be a well-choreographed safety dance. KC, the lawyer, headed straight for the bow in an effort to secure the butt end of the mast. His goal was two-fold: save the mast from falling into the sea and filling with water, making it very difficult to retrieve – and – keep it above the deck so that it doesn't get pushed through the bright red hull, making a trip to shore that much more difficult. I, at the helm, quickly looked astern and seeing a large fleet of boats coming up on us rapidly, jumped down and started the engine (in hindsight, this was probably a very bad idea with the surrounding sea awash with lines and a sail that could easily foul the propeller). Jahn, the doctor, ran around with hands over his head shouting and wondering what to do. In all fairness, Jahn tried to help, but KC and I were so engrossed in rescuing the rigging that we couldn't figure out to tell him what to do. Also, the story sounds better if I describe him in the former stance).

John Greene, and don't forget Jane on her first catboat sailing adventure, abruptly changed course to avoid splitting our stern. The rest of the fleet rushed by, each offering to help as they jockeyed for racing position. In retrospect, maybe they were hoping to be granted the opportunity to help and not have to race in what was clearly a very fresh breeze at this point. Maybe they were just being polite and hoping to gain from the chaos and lack of a red boat in the fleet. Either way, we declined, not wanting to ruin *their* racing experience.

We gathered the rigging close to the boat; pulling the butt end of the mast on board, cinching any lines that might foul the prop (Jahn was quite helpful in this regard) and slowly began the voyage back to the inner harbor slowed by our newly-deployed sea anchor.

As we motored past the boats anchored in the outer harbor, they couldn't help but stare at our predicament (I'd have done the same). We made it to the harbor and waited for the perfect time to cross between the ferries, still requiring more time than they'd have liked.

Our intended destination was the Reily family dock where we'd spent many prior years while they graciously hosted the Edgartown Rendezvous parties. To our dismay, the dock was occupied, even in the shallow areas where we wanted to moor. We chose the next available (empty) dock and headed for an afternoon of tying up, unrigging, pondering and, lastly, calling my father to explain the situation and ask about the insurance policy. I knew I'd better tell him sooner rather than later as he and my mother were headed to Edgartown to join the gathering to celebrate Pinkie's birthday and were sure to be apprised of the events of the afternoon by many of their long-time friends.

As we slowly pulled up to tie up, a young lady marched down from the house, likely to inform us that this was a private dock and we were not welcome to tie up. Once she noticed our predicament, her body language changed dramatically and she offered the use of their lawn and hose to fold & clean the sail. KC was so tired from holding the end of the mast that he immediately dropped it into the shallow, muddy water. This proved to be an unfortunate turn of events as it took an additional half an hour to wrest the fully rigged, water-filled mast up from the bottom. We slowly disassembled the rig hoping to speed the process of re-rigging the boat once a new mast could be ordered (how much of the season would we lose?). We cleaned everything, stowed the various parts and gingerly laid the mast on the boat, up into the cabin. It made for a decidedly odd-looking catboat, out of place on the water without a mast (unless you're Oscar Pease).

We now had some time to kill, as the race was not yet over. Once everything was cleaned & stowed, we headed back toward our original mooring, sheepishly shrugging our shoulder as spectators continued to stare. Upon inspecting the mast, we discovered a steel Schlitz beer can firmly corroded inside the bottom of the mast. This provided us with some time-killing entertainment as we devised ways to free it from its curious position. We brought it to the party as a souvenir of the afternoon's events.

Later, we ventured up to the Martha's Vineyard Historical Society to join the festivities and we were inundated with questions and stories of other dismastings. My parents were happy to see that we were all in good health (something I understand better now, as a parent myself). Sunday provided a long ride home with the mast jutting out of the cabin, inconveniently located in the middle of the cockpit.

Upon arriving home in Padanaram, we were stunned to learn that it would take John Garfield only a few days to replace the mast (after all, he does know where to get them). The insurance company discovered that the cost of dispatching an adjustor would be nearly that of paying the claim, so they agreed to pay for the replacement with little discussion.

Looking back on the event, I was happy to have avoided another possible scenario as my parents (no longer in their 30's) had spent the prior week out on the boat. The *Red Squirrel* still enjoys the waters in and around Buzzards Bay with a slightly older, more grey crew and a slightly younger mast. I'm told that the mast made a spectacular *ping* but I have no memory of it. Everything happened very quickly and we were lucky not to have gotten hurt (or to have damaged any other racers). Lastly, it provides a wonderful tale to share at future gatherings of catboat sailors.

Going From a Sailboat to a Powerboat

Paul Cook

It was July of 1998 and I was on my annual summer cruise. I had bought my Marshall 22 during the winter of 1990 in Nyack, New York. My previous (and only other) boat was a 12 foot Echo which I bought to teach myself how to sail. Having reached the limit of where I could go with my Echo I found a great buy in Nyack, New York and promptly fit her out for a sail back to Weymouth, Massachusetts, but that's another story.

Going from a twelve foot to a twenty-two foot boat was an easier transition than I thought it would be. It's too bad my wife wasn't feeling the same way. As a result, I did a lot of single handing.

So it was a beautiful summer day that I woke up in Cuttyhunk with the intent to meet my wife, Susan, for dinner, in Nantucket at the Center Street Inn with owners Fred and Sheila Heap. I left with a nice ten to fifteen knot breeze from the southwest and decided to go through Quick's Hole and head east into Vineyard Sound. Since I needed a good shower, I decided to head for the dock in Tashmoo where I could use the garden hose and also take my lunch break. It was a great sail.

Feeling refreshed, I was on my way again enjoying a beautiful day with a perfect wind to my destination. I had passed Cape Pogue and was just south of Horseshoe Shoal, a little north of Norton

Shoal in sixty feet of water by green can number 5. As I approached Cross Rip Shoal my idyllic day was shattered with the slow motion parting of my mast at the deck level from the boat.

The horrific scene turned my dreamy day into a nightmare. As with any mishap, of course Murphy's Law would kick in. Things went from bad to worse. Since I lost the VHF radio due to the fact that the antenna cable severed at the deck level along with the mast, I shot off some flares to the passing fishing and pleasure boats to get some assistance. After twelve flares I knew I was on my own.

My misfortune didn't end there. My bright sunny day began to fog up to the point of about fifty feet of visibility along with an increase of wind and wave action. The mast, boom, gaff and sail were alongside still attached to the boat by the halyards and main sheet. The jagged edge of the broken mast was making me anxious as I watched it bang against the hull. I was able to get everything to the stern of the boat and I tried to motor but the whole rig acted as a big break and it felt as though I was going to pull out the back of the boat. Between the wind, waves, fog and soon darkness coming on, things weren't getting any better. Just then a cabin cruiser came out of the fog within twenty feet of me and asked, "Where are you headed?" It turned out they also were going to Nantucket but had never been there before and asked if I could show them the way to the boat basin. I agreed since they had radar and would go slow enough for me to follow. The only problem was I had to cut everything loose and leave it in sixty feet of water. Thank goodness I had insurance.

We made it into Nantucket Harbor in darkness. I parted ways with the powerboat at the boat basin and found Bill Sayle's second mooring empty. It was a welcome sight as I tied up for the night and made my way to the Center Street Inn for a good night's sleep.

The next day was sunny but with winds between twenty and twenty-five knots. I was determined to motor from Nantucket to Padanaram and have Marshall Marine do the repairs, which in addition to a whole new rig and mast, the stem head fitting was torn from the bow and needed replacement. It was a wet and bumpy ride. I had planned on having my lunch in Hadley Harbor and take a break before I crossed Buzzards Bay. About a mile from Nobska light I was in some extreme cross seas which loosened the forward hatch enough to send it overboard. Lucky for me it was trimmed in teak and it floated. After everything that happened I was not buying a new hatch. Every time I motored close enough to reach

over the combing to grab it, a wave would separate me from it. My ribs were taking a beating, but I was determined and got it about the fifth or sixth pass.

You can imagine my relief when I got through Woods Hole and into Hadley Harbor for a much needed break. Of course the engine wouldn't start when I was ready to go. Water in the fuel again as I looked at the racor glass bowl. After draining and priming I was on my way again.

The ride across Buzzards Bay was much easier than Nantucket Sound. It felt very odd as I went under the swing bridge at Padanarum and arrived at the Marshall dock just as it was getting dark. I was exhausted. All I wanted to do was to go to sleep, but I was too grimy and needed a shower. I remembered that there was a separate shower shed at the New Bedford Yacht Club. I walked down, cleaned up and walked back. As I fell into my bunk on the boat, I was asleep before I hit the mattress.

Working with John Garfield (owner of Marshall Marine at the time) was a pleasure. He had me back on the water in two weeks time. The only delay was getting the BoatUS adjuster there, and once he arrived he made the process very easy. John had told me that the mast collar at the deck had been reinforced at some point with fiberglass and epoxy, either to strengthen it or repair it. I decided to call the boatyard in Nyack and see if anyone there could remember the repair. A yard hand who answered the phone told me that one year when the mast was stepped, someone didn't put the wedges around the collar and they had a blow which resulted in the repair. That may have weakened the mast as it was at that spot where it parted.

The interesting part of this whole story was that I had been attending catboat rendezvous for the past seven years and didn't have very good luck in the races. Once I had my new rig and sail installed I actually became competitive and started to win a few. Oh, and the water in the fuel tank, after much trial and tribulation, it turned out to be a fifty cent o-ring at the filler cap.

The Sean Mairead

Bill McKay

She wasn't much of a boat; our first: olde, 19 ft., fiberglass over wood, two by fours for a boom, an old drop-cloth sail, an excellent bilge pump, and a wood mast sheathed in fiberglass (really NOT good). For three years in the 70s she took us to Nantucket, Martha's Vineyard and many trips on the south side

of Cape Cod. Many things broke; many were fixed; I was getting good at boat repair. But the day the mast came down was NOT in the repair book.

It was a normal 10 kn. day; calm seas and sun out. We had a bunch of relatives aboard for a short sail: Brother, sister, wife, a few kids. The starboard stay snapped followed by a loud "crack." The mast had broken about a ft. below the cabin top; she was stepped to the keel. She went over to port and hung up at about 45 degrees; there was a memorable silence which seemed an eternity. I remember immediately thinking about where would it be safe to put folks while a few of us "solved" this mess? Both the cockpit and inside the cabin had definite disadvantages; but at least outside if the mast fell the rest of the way, it was heading 270 degrees and NOT onto the cockpit.

So my guests watched Walt and I gently drag down the sail; and then get some pressure off the cabin top by horsing the mast back up as far as we could. After taking off the boom, we were able to lower the mast about 4 ft. into the cabin, pretty close to the keel and cant it back towards the stern. We took up on the forestay (thank God for Marconi rigs and jibs) and added several other lines to keep the crew safe.

This was a busy Sunday afternoon; many boats were out and let me mention the number who offered to help out while we were in trouble... ahh, NONE. All I would have needed was one powerboat to take my family back to shore while we messed with the boat. NOT ONE!!! Finally after 15 minutes, a sailor in a Hobie Cat sailed right over and offered help. After blessing him, we sent him on his way as it's really hard for a sailboat to help another sailboat – unless it's life or death.

We motored back into Popponesset, up the Mashpee River and everyone felt great to be on solid land. But now the good part of the story – getting a new mast. Calling around boatyards only got me quotes of roughly 20 times what I paid for the boat. No one would buy a \$1000 buck mast for a \$50 buck boat; and then attach a 2x4 boom to it. After two weeks, I got desperate and realized that (unlike catboats) a Marconi rig really depends on its stays rather than mast for strength. So I drilled an 8 in. hole in both pieces of the mast, cut a piece of ½ in. rebar, filled the holes and ends with epoxy and with the mast standing up against a tree, stuck it all together. In two days with a piece of chain added to the stainless on the starboard side, she was sailing again as good as new. We had several more years on her before we traded her up on our way to wood catboats wearing NO fiberglass coats.



Erica Lee II

Buying and Restoring a 1973 Marshall 22 Cat

John Orlando

I want to preface this story by telling the readers that I once was a kid growing-up in Brooklyn, N.Y.C. As far back as I can remember, my paternal grandfather owned a summer home out in Centerport, LI., and Grandpa Mike had four sons and two daughters. All of the families would summer together in Centerport. I was a very young, about 5-6 years old, and I vaguely remembered the property had its own beach on Northport Harbor and a dock to which a number of boats were tied up. Mainly a 30 ft. Elco sedan/cruiser named the *Regina*, so even though I was raised in the land of concrete and asphalt, my family had boating experience - how much experience, I don't know. I was always told Grandpa Mike used the *Regina* to fish but mainly to bring his political cronies out from Brooklyn to anchor in Northport Harbor and play Pinochle undisturbed. When my Grandfather passed away in the late fifties my uncles sold the little estate and the families were left on their own to find a summer vacation spot. My father and mother had a friend who owned a house in Patchogue, Long Island. We rented the house for the summer. We loved Patchogue and the Great South Bay so much that the next winter my father purchased the home. We owned it until my Mom passed away in 2004. My neighbors, a doctor and his wife and their six kids, became lifelong friends. Dr. Dick (as we called him) and his wife Marie were like second parents to me. Dr. Dick owned a 28 ft. Gil Smith catboat named *Cormorant* on which he took us kids sailing every Saturday, Sunday, and Wednesday. He taught all of us how to sail on his beautifully maintained Gil Smith boat. She was like a piece of fine furniture. Magnificent cannot justly describe this boat. Patchogue was the home of the famous Gilbert M. Smith. I do remember his boatyard on West Avenue in Patchogue. It was then owned and operated as Bob Ritchie's Boatyard.

So this was my introduction to sailing. Through the years I have sailed and raced star boats, snipes, comets, sunfish, Narrasketucks (a local one design class developed in Amityville, N.Y. by Wilbur

Ketcham) and a Marshall Sanderling, hull number 317 built in 1974. She is still in the area and is presently owned by a CBA member and is now named *Piping Plover*. Hence- the birth of *Erica Lee*. I was introduced to Marshall cats by a number of local owners. One in particular was a wonderful gentleman named Bill Bannett. His boat, the *Ali Cat* is still a CBA member's vessel. Bill and I would go sailing frequently. I enjoyed that catboat so much I purchased *Erica Lee* from a member of the Sayville Yacht Club, which hosts the CBA rendezvous every September. I raced *Erica Lee* for about 12 years, won a lot of trophies, and enjoyed the friendships and camaraderie of catboat sailors. Then back in 1990 a rare bug bit me and infected me with the "offshore fishing disease". It took 12 years to cure.

But after countless boats, overfishing leading to depletion of stock, the cost of fuel and the roar of big fuel-guzzling diesels, the cure came in finding a derelict Marshall 22 sitting uncovered, uncared for in a small boatyard in Aquebogue, Long Island. Now for the beginning of the rebirth of *Erica Lee*, named after my daughter - she is my shining star and always will be. I just stared at the boat. She was a total mess. The cockpit and cabin were painted powder blue, filled with leaves, louvered doors smashed, rub rail broken off at various places, portside all gouged and scraped, all the rigging was shot, boom gooseneck broken, teak hand rails were split and cracked, all the gel coat was badly tarnished and pitted, etc, etc, etc. I did not find any sponginess in the decks, cabin top, or cockpit floor. I checked all the bilges and all the stringers, and found no delamination or lifting of the fiberglass on the stringer to hull joints. The Yanmar diesel looked really in fine shape and did not need painting. All exhaust fittings were in good shape. The fuel tank was not visible but I detected no leaks or odor of fuel oil. The bottom of the centerboard and rudder looked solid. By this time a gent came over to me and asked if he could help me. I asked if this boat was for sale. He said, "Yep. The boat is

owned by a writer who lives in New York City and summers out here. She bought her 2 1/2 years ago from a couple in New Jersey". He said she was not an experienced sailor and the catboat was too big for her to handle. The diesel was installed just prior to her purchasing the boat and has maybe 25 hours on it. He also said the sail is all right but someone had taken all the reef lines out. My next question was how much is she asking. He said, "\$15,500. She has not had many if any offers and the boat had been on the hard for two years". I asked him for his telephone number and went on my way. I am not an expert on repairing or restoring boats. Through the years I built a couple of iceboats, repaired a number of boats, restored an old wooden boat, a Narrasetuck, which was built by Asa Smith, Gil Smith's son. I believe any fiberglass boat can be restored no matter what shape the boat is in—as long as you are willing to spend the money and time, which could be quite steep. After a day or two I called the boatyard and made a ridiculous offer of \$5,500. I felt I could feel the owner out and work up from that point. To my surprise two hours later Mike from the boatyard called my office and said she will take it. "Oh my," I said to Mike. "I will be out in an hour with a bank check." I was afraid she would change her mind and counter offer if she had time to think about it.

At this point I do want to say, anyone who does not have any idea of what to look for when buying a small boat should hire a certified marine surveyor. I myself would, and have hired a surveyor when buying a big sport fisherman. You could really get burned. Delamination, blistered bottom, spongy decks, rotted bulkheads are all fixable but could be very expensive. I then had a boat hauler bring the *Erica Lee II* to Frank M. Weeks Yacht yard in Patchogue. (They are the builders of the wood pussy.) This was in October of 2004. After a few days *Erica Lee II* was moved into one of their boat sheds. Whenever I could get away from my office, I started to strip her down. Most of the time when I could sneak down to the yard, I was in a suit and tie. I removed all of her teak; rub rails, cabin eyebrow, cockpit coaming, teak doors, doorframes, handrails, and some interior teak. (Very little interior woodwork had to be removed. It was in good shape.) I removed all hardware, cleats, chocks, traveler, hatches and hatch track, starboard and port window and frames. I removed the shaft, propeller, cutlass bearing and engine coupling. At this point spring was here and I had a real naked lady. I then did an inventory of what new hardware and teak I would need. That turned out to be everything. Marshall

Marine sent everything to me. I could not have dealt with a more congenial person than Geoff Marshall. I chose to replace the cabin doors with the bi-fold ones. At this point I had to have Weeks Boat Yard step in and help. First order of business was to replace the shaft, cutlass bearing, and coupling. I chose to paint the cabin interior and cockpit deck. The cabin was painted white gloss. I held off on doing the deck until Weeks' craftsmen went to work on the hull and decks. The non-slip on the deck and cabin top was replaced. For fairing the hull, hours and hours were put in just for the preparation of the hull and decks for painting. I chose to use Awlgrip, Flag Blue for the hull, white cabin sides and cockpit coaming sides, and medium gray for the decks (which is the identical match for Interlux Brightside Kingston Gray.) By now it's July 1. Weeks did a magnificent paint job. While I was painting the cabin I did find a rotten spot about 12 x 12 in. on the lower side of the cabin bulkhead on the starboard side. The interior layout on my boat is different than the standard layout. I have to the port a counter with sink, stove, storage drawers and a V-birth forward with the head under the forward connecting part of the V-birth. On the starboard side there is a hanging locker. It is in the lower portion of the bulkhead below the cockpit deck on the starboard side of the engine compartment where the rot was located. It was very interesting to me how Weeks repaired it. They first isolated the section of rot by drilling holes at various locations to find solid wood. Then they made a pattern out of cardboard, placed it over the rotted section, traced it, and cut it out. Using this same pattern, they made a plywood patch, glassed it in and completely covered it with glass, painted it, and I had a perfect repair. Next we installed a teak and holly cabin sole, smartly covered the engine hatch, main hatch, and forward hatch with teak, and replaced all teak trim, bi-fold louvered doors, hand rail, rub rail, etc. Then we applied four coats of Sikkens Cetol natural with one coat of gloss sealer. The *Erica Lee* was really taking shape. Inside the cabin ceiling there are a number of glassed-in stringers that I also covered in teak which gave the cabin a very warm touch. We also installed a brass rub rail to the teak rub rail. I found a company in California that made brass cowl vents, which I purchased and installed, rather than plastic vents. J. M. Reineck & Son Co. makes really beautiful bronze navigation lights, between the cowl vents and running lights; they added a very traditional look to the boat. While Weeks' people were working, I totally removed all hardware from the mast, boom, and gaff, and replaced all the old hardware with new.

I painted the mast and spars Kingston Gray and the ends were painted white. I also ordered a new sail from Thurston Sails (which is now Thurston-Quantum Sails). By this time it was now late August. I wanted to participate in that year's Catboat Regatta at the Sayville Yacht Club. I did want to do more but put the brakes on at that point. We launched her, rigged with all Harken blocks, new halyards and sheets. The *Erica Lee II* turned out to be quite an eye catcher.

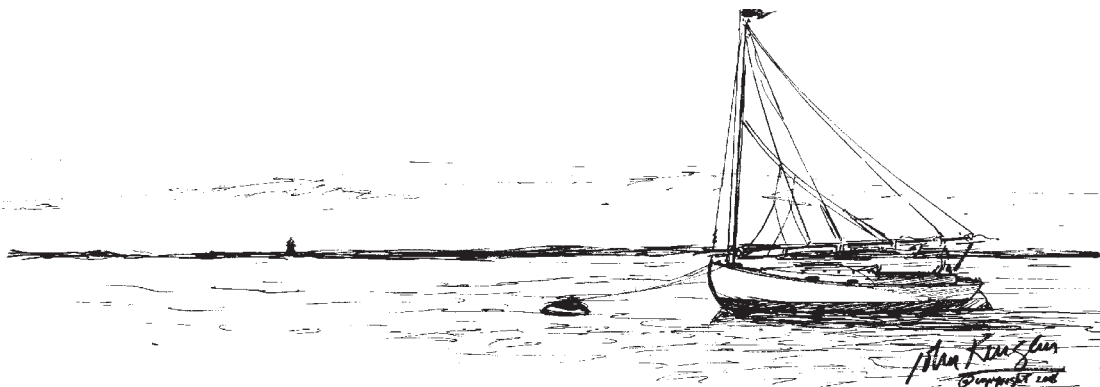
As the reader of this article, you understand one never forgets how to sail but one does lose the racing edge and instinct. I started sailing her around the bay. I entered the Bellport Bay Yacht Club Labor Day Regatta and practiced racing again. I was not impressed by my performance. The Saturday morning of the rendezvous my friend Roger, my 16-year-old niece Christina, and I left Bellport for the hour and a half sail to Sayville Yacht Club. I had not raced in a sailboat in maybe 12 years. To my surprise, it all came back. We had two races for the 19 ft. and over. I won both starts and both races. I cannot describe the wonderful feeling to be sailing again. *Erica Lee II* was also awarded the most beautiful boat trophy. I felt very proud of this major accomplishment.

Finally, on a rainy afternoon, alone in my office, I decided to add up all the expenses. When I had punched the last figure into the calculator and pressed total, I immediately felt chest pains. I spent \$31,000 in total. I had no idea what this was costing in the 12 months of restoration. Am I surprised? You Bet! Will I ever see a return on my money? No! Would I ever do it again? Maybe. What I did learn and I will pass this on to all of you. If you are thinking of buying a boat that is of the seventies vintage, hire a marine surveyor. List your desires of what you want to do to the boat to make it what you desire. Get a quote from an experienced boat yard for all the work you are not capable of doing. You can come to a fairly

reasonable figure as to what it will cost you. Then it's your decision. My big mistake was not keeping track of what it was costing. I do have a very proud sense of accomplishment. Although I did not do all the restoration work, I did do a lot of it. I had a carved teak name board made, and to look at her transom with that varnished teak board with white lettering against the flag blue transom is just overwhelming for me.

Erica Lee II is not finished yet. I have to figure out how to make the head legal. I want to paint all the bilges and engine compartment, and also soundproof the engine compartment. I will also, in the future, soda blast the bottom and barrier and coat it. I also suspect there is maybe a little soft wood or some slight delamination on the rudder just under the bronze steering plate. I also am not certain how the previous owners moved the stuffing box from an external to internal one. I am communicating with two other owners of 1973 Marshall 22s who are very helpful and have given me good advice. I am not saying anything unfavorable about other fiberglass built catboats or their builders, but something has to be said for Marshall Marine's boat construction. They have been around since 1965 and are still in business. There are approximately 174 Marshall boats in the membership book that are 1978 or older, (122) 18s and (52) 22s, and they all are still sailing. If anyone has or could take a picture of their stuffing box from where the shaft comes through the hull, I would appreciate it. Anyone having any questions or would just like to chat write me, John Orlando, 60 Country Club Road, Bellport, NY 11713. For the time being I can only be contacted by mail. Unfortunately I thought I had paid 2010 dues. It was not paid on time, so I do not appear in the 2010 CBA membership book.

Keep the wind in your sails.
John Orlando



Snapper, Nantucket 2011

Two Men, 100 Years, and Their Catboat

Bill McKay



July 2011, *Snapper* Sails Again

In last winter's Bulletin in Short Tacks you read about the status of *Snapper's* rebuild in Bill Sayle's barn. Only a few months later, she was again sailing Nantucket waters, with no leaks and no broken mast. Stanley Butler would be proud to see his 1910 catboat sliding along with Bill Sayle at the tiller.

First, here is a short summary of her specs: 15 ft. long, 6 ft. 8 in. beam, sporting a tanbark sail; almost the same rig as a Marshall 18: same size mast and sail, and a boom and gaff which extend four feet beyond *Snapper's* stern. History tells us that on Nantucket in 1915 there was a whole class of these 15s sailing under the 'X class' name. Stanley Butler was a Cape Cod builder in the Cotuit area (he designed the famous Cotuit Skiffs, still a large class today). He moved to Nantucket around 1900 and for nearly 30 years, he built many skiffs, cats and commercial boats.

Cotuit Skiffs and Stanley Butler....

Cotuit Skiffs, formerly known as Cotuit Mosquitos, are 14-foot (4.3 m) gaff-rigged "one-design" sailboats that have been sailed on the waters of Cotuit Bay for the last 104 years,^[14] making them one of the oldest continuously sailed fleets of one-design racing boats in the world.

They were designed by Stanley Butler after the turn of the 19th century and were modeled after the flat-bottomed skiffs used in the oyster and commercial clam trade. Those boats were built with hard chines and low gunwales to provide a stable platform from which to go clamming. The design was altered many

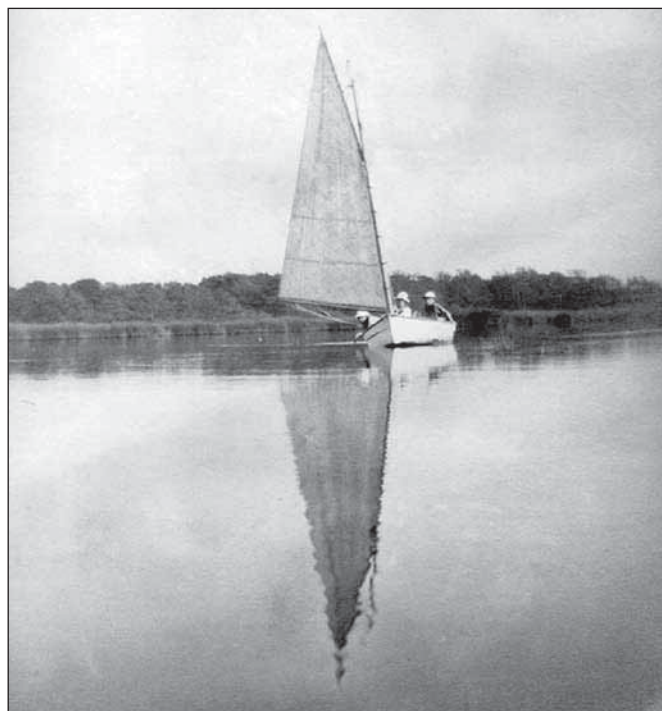
times until 1926 when the design was standardized.

Cotuit Skiffs are rigged like classic Cape Cod catboats—and only carry a gaff-rigged mainsail, no jib, and their masts are stepped in the very bow of the boat. These skiffs carry a large amount of sail and are considered an extremely challenging boat to sail, especially in a brisk breeze. They are fitted with a centerboard and are raced generally by one or two people, with three carried only in high winds. The huge mainsail and its boom overhang the hull's transom by four feet.^[14]

Since 1906 the Cotuit Mosquito Yacht Club (CMYC) has hosted races during the summer months. Although the yacht club has had more than one fleet—juniors compete in inter-club regatta in 420s - the gaff-rigged skiff has been raced for slightly over the 100 years; longer than the yacht club has existed.

CMYC historian Larry Odence published a comprehensive history of the Cotuit Skiff in 2009: "Mosquito Boats: The First Hundred Years of the Cotuit Skiff" which was published in a limited edition, but available for loan from the Cotuit Library.

Much other info and galleries can be seen at: cotuitskiff.org





Leonard Peck, late of Cotuit, wrote an essay about Butler and his years in Cotuit; it is here provided by Larry Odence, the historian of the Mosquito Fleet. More about Odence can be read here: churbuck.com/wordpress/2009/07/mosquito-boats-a-history-of-the-cotuit-skiff/

THE ESSAY:

Cotuit sailors made the decision to change from open-class to one design in 1925, to stop Stanley Butler from thinking up ways to build faster skiffs each year. The decision was inevitable given the character of Stanley and it came with a price. For Stanley was a genius, outstanding even among a breed common on this coast in the days of workmanship by hand. It is all gone now.

Stanley had a computer memory in his head which contained complete plans for year-after-next's skiffs catboats and all the boats he might be thinking of building, only if he got an order.

His memory, being inside his head, went with him when he wandered into the woods among the big cedars of those days. It was the first step towards building a boat. Like all shipbuilders of his day, Stanley began building "on the stump." Looked for a tree large enough, sound and clear, and shaped by nature so that it could be cut to the precise shape he needed. He supervised the felling and milling of the tree – more often doing it himself – then personally sticking it and stacking it and leaving it to air dry for a year or two. This is the way all the shipbuilders, boatbuilders, yachtbuilders worked in those days.

What was unique about Stanley was the precision and clarity of his picture. He was in the Herreshoff class of boat builders. With skiffs, the critical factor was just a single pair of planks, the two lower strakes of the topsides, port and starboard, how they were shaped and where and how they were bent. All the sailing characteristics of the finished boat were decided right there. Nothing else except the cut of the

small sail made much difference. And that incredible computer in Stanley's head recorded how the new boat performed, compared the actual performance with what he had expected and thus determined how it could be further improved.

This exciting progress was what we gave up when, in 1925 and 1926, we commissioned J. Murray Watts to measure skiff number 7, the *Scamp*, which the ancestors of this committee judged to be Butler's all-around most successful skiff, and to put her lines and dimensions on paper. The result, although ludicrous in places, was in most ways an improvement over Butler's steadfast refusal to have anyone, even a whole organization of cash customers, tell him what to build for them. Stanley seems to have regarded the Cotuit Skiff as his own invention and property, but of course he deceived himself. The skiff like most of the successful racing yachts of those days, was originally not designed at all. The boats evolved. Even the ones we build today, fit only to race against each other, are recognizable descendents of sailing quahog scows, built to sail over shallow, to drift or to lie at anchor without lowering the sail.

When I learned to sail, every skiff had a toppinglift – and to give the fisherman the most buoyant and stable platform possible for raising heavy rakes and tongs from the bottom. The idea is that the boat should go down as little as possible; rather the load should come up. That's why the hard chine; to move the buoyancy as far outboard as possible, right under the quahogger's feet.

But commercial fishermen, even in those days, were as human as we are. When two of them were going the same way, they used to race, perhaps for a small wager. Stanley never traveled any other way. The most competitive character ever seen, racing with a passion in him. Anything to win. I used to hear, in my childhood, tales of how, before the development of slick racing bottom paints, the boat's owner used to beach his catboats the night before a race, and apply a coat of grease – some say tallow – to the bottom.

Scamp turned out to be what I call a "cheater." I heard in my youth that Stanley, observing that, with our prevailing wind, the east-west orientation of our coastline and the unimaginative courses we then set for our races – always Taussig-Codman or Codman-Taussig, three times around – that most of our racing was on starboard tack, built *Scamp* to favor that tack. He put the centerboard an inch off center. This was not discovered until the 1926 committee came to measure her for the plans they were hiring Watts to draw.

Years later, *Scamp* was brought to me for repairs and I got a chance to measure her myself. By God, it's true! *Scamp's* centerboard box was an inch to port of her centerline.

Stanley lived on Nantucket for a while, and kept on building skiffs there. He came back, either for a visit or to stay, in 1936 and brought his two newest boats. He entered them in the open class in our Tin Cup Regatta. They weren't recognizable skiffs at all; around sixteen feet long, one sloop rigged, with a narrow, slightly vee bottomed, Marconi; the other broader, gaff rigged. Stanley raced the Marconi version with Richard Ryder for crew. The gaff-rigged boat was sailed by Joe Burlingame with me for crew. (We won.) So right here, we demonstrated what a skiff had grown into, in just ten years. He lived another ten or fifteen years. Can anyone dare imagine what his idea for skiffs might have grown into by the time of his death?



Cotuit skiffs, 2009

When Sayle bought *Snapper* in 2001, he talked at length with Stanley Butler's granddaughter, where she still lives in the family home. She said her memory of him puts Stanley on Nantucket around 1900... but then over to Cotuit for some years. Perhaps he went back and forth? In 1929 she knows he was on Island. She remembers in the 60s there were three Butler cats on the water. Bill remembers them because of their minimal shear and the bronze centerboards, very visible when in the up position. He also says the Nantucket Historical Museum received a donation of a 17 ft. Butler. Another cat, *Flash*, a 22 ft. cat left the island in the 70s, went to Concordia for awhile; came back to the island and then via the Walker Family ended up in Gloucester. She may still be there?



"I don't know of any existing skiffs with a Butler nameplate." Churbuck

Back to *Snapper*. Sayle heard that from the mid 60s to about '80, she sat in their barn – for about 17 years. Then *Snapper* was bought by an Albert Brock, sailed a bit but she was very tired. *Snapper* often sat in the Easy Street boat basin; always full of water. Then Brock moved her to a Pocomo garage for 13 more years, until Sayle bought her.

In the summer of 2003, Bill sailed the boat three times and she never swelled up. He knew she was suffering the results of 30 years in two different owner's barns. Indeed on the third sail, in light winds, the mast snapped right off. That was the beginning of what would end up being a nine year rebuild. That first winter of 2003, Bill stripped the cat of her deck and replaced every other frame with white oak, fastened with silicon bronze. She then was covered for two years.

In 2005, time was made to replace all the other frames. This was followed by four more years in the yard, waiting for the right time for the next step. In the fall 2009, Bill finally did the centerboard trunk, gave her a new stern and prepared her for a new floor.

Earlier this year Bill finished the floor, built the deck, covered it with dynel, and finished her beautifully. The only work remaining was the rig and the rudder. Wanting wood, Sayle contracted off island for delivery of (4) 24 ft., 2x6 Sitka spruce planks, shipped from the West Coast. There was a problem. The \$2,200 bundle was broken in half in transit. He tried again with another shipment. Same thing; the bottom 4 ft. was broken by a forklift when it came right off the back of the truck. Butler's cat was NOT going to get another wood mast.

Bill then called Marshall Marine for their solution, a Sanderling mast plug for half the cost of the wood. Marshall always comes through; several years ago, they supplied a Marshall 22 mast for Sayle's bigger cat, *Pinkletink* which has worked out fine. Bill cut off 16 in., applied the rigging and had it painted by a local Nantucket artist, Penn Austin. - She did a terrific job; there's not a hint that the mast isn't made of real wood. Sayle used the original boom and gaff.



New mast, older sail, 100 year old hoop...

The rudder was another interesting aspect of Butler's clever ideas... it had a leading edge, cut to 6 in. in front of the pintles and gudgeons. This created a very light helm; so Bill copied the shape. He expoxied two pieces of 1/2 in. ply together; rough edge to rough edge. And then fiberglassed over it. There should be no delamination. Sail tests show that Snapper still has the well balanced steering that Butler designed into her.



A radical idea from 1910.



"I do recall some controversy over metal centerboards in the past, apparently something Stanley was fond of." Churbuck

All that was left in June was to put back her original bronze, approx. 75 lb., centerboard into the new slot, bend on her tanbark and four reef point sail and set her back into Nantucket waters; she will sail for her next life. Stanley Butler would be the first to congratulate and thank Bill Sayle for adding a tenth life to his olde catboat.

Visit Nantucket and look for *Snapper*.



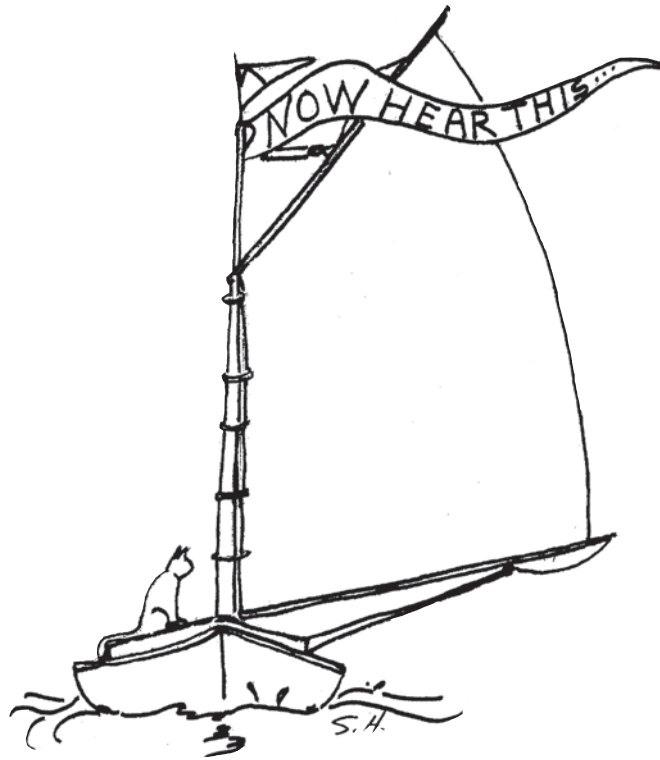
With *Cleo*, Nantucket



Sailing by *Pinkletink*, Crosby 1932



Snapper... No.1



Bulletin Editorial Board

Facebook...

CBA is entering a new world of publishing

One of our members has offered to help us become familiar with social networking... and no time could be more appropriate than the year we prepare to cruise to Mystic. Carol Thorsten-Stein of New Hampshire sails her 1967 Marshall Sanderling on a fresh water lake in Auburn, NH. She graciously suggested that she help us link all the catboaters heading to Mystic next July so that over the winter they can share info and set up cruising groups from north and south. She has already set up a Facebook group: <https://www.facebook.com/groups/240147082698928/> The group's title is: CBA Cruise to Mystic and those who have joined are already talking about the cruise.

Many of us are new or foreign to social media, so allow me to summarize Facebook. One may join FB very easily and for free. You are asked for a minimal amount of personal info and can use the privacy settings to determine who can see that info.

Once you have joined FB, go to the url shown above and request to join the group. The group has

been set up such that you must request to join and must be accepted into the group. Alternatively, you can be added to the group by a member if they know you are already on FB. This keeps out the spammers. Anyone on FB can see who is in the group but only group members can see posts. Sharing of photos is very easy; you may post up to 200 photos at a time – FREE. You can get alerts on your email if desired but FB can be separate from your personal daily mail. I have found it to be a good addition to the tools I use with family and friends.

We will keep you posted in Bulletin issues; as in other media we will be referring readers to online sources of catboat info. We will also be posting links within the FB group as they come in. Consider taking a few minutes to open a free FB account and then join the group; Carol or your editors will be more than happy to help you.

Mystic 2012 – 50th Anniversary Rendezvous 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.

More on Mystic: Local Info / Contact Persons

I am writing on behalf of The CBA “Bulletin”, hoping to enlist members who will help provide info for your Winter “Bulletin”. In the 90s readers were provided with some excellent write-ups on various ports of call along the way to the Mystic Rendezvous. As there will be many cats heading north or south, it would be really helpful to get info from The Bulletin, from the CBA website and especially from a group of email-linked cruisers using the immediacy that online can give us.

Your CBA “Bulletin” will publish a winter and spring section about our 50th Anniversary Celebration in Mystic, CT. 25 years ago, many good articles were written by members to help catboaters arrive safely and comfortably in Mystic. Many came from as far south as New Jersey and north from Maine. So we are asking for help for this event. Are there some writers who will be contact people, or provide a bit of detailed info about their cruising areas or even write a complete account in an article? The printed “Bulletin” info will be valuable not only for the celebration but also for anyone cruising the waters in the next few years.

David Davis has written that he’ll be glad to detail Newport for us. He suggests that helpful information would include:

Navigating Do’s and Don’t’s
Local prevailing wind and ocean current concerns.
Moorings and anchorages... points of contact.
Dingy docks, free tie ups???

Places to see if you stay longer than a night.
A local contact (email long term or phone in emergency) for specific details or group planning.
Food, Water, Showers, Transportation (places to load /unload crew)
Accurate and current websites for long-term planning

For the Winter “Bulletin”, we’d need something from individuals by Early December. For this email group, info can be shared through the July Celebration. Let’s try NOT to tie up the listserv, so notes should be just to us, Bill McKay: wjmckay@verizon.net or Mark Alan Lovewell: mark@markalanlovewell.com

NEW - CBA Storekeeper

Mary (Cassidy) Crain is the new storekeeper - one of the original catboat kids, daughter of (former president) Frank & (former treasurer) Linda Cassidy. She and her husband, Andrew sail *Allegro* of Pocasset, MA. The store consists of a collection of CBA wares, most with our logo. The CBA thanks Mary for volunteering to do this important task. Her contact info may be found on page 2 of this “Bulletin”.

THANK YOU

KAREN SEO has completed her five year service to the CBA as an editor for the “Bulletin”. In addition to the normal tasks, she and her husband, Ray, have helped the process of integrating new technology into the “Bulletin” process. They have helped to organize the production into a consistent digital process which is very easy for new volunteers to learn. Her plans are to continue “being swamped at work, with Mom, on her sheep farm etc.” and hopes to occasionally get back to her woodcarving club. Karen’s ‘retirement’ words were, “I did some work, tried to contribute to the club and think the members are a great group of people.”

The four remaining editors wish Karen well and appreciate her efforts.

DAVID PARK of Queenstown, MD has answered our request for more artwork from members. Thank you, Dave. He has sent us several of his amusing creations – no doubt sketched in the cockpits of one of the several catboats he has restored. Look for his work here and in future “Bulletins.” In this issue, one appears in William Winslow’s adventure story, “The Race” – see if you can find some others?

Editorial Board Opening

The “Bulletin” leadership is seeking a volunteer or intern to sit on the editorial board and help put the publication together. Three issues are published annually. 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 from any one of the four editors. Let’s talk.

Catboat Association Awards

One of the highlights of our Annual Meetings has always been the announcement of those persons receiving well deserved awards. Please refer to the back of your “Yearbook” for a thorough description of the John Killam Murphy Award, The Dolphin Award, The Broad Axe Award and the Henry M. Plummer Award. Please take a few minutes to send along your suggestions to this year’s Awards Committee Chair, Mark Anschutz at Markanschutz@yahoo.com.

CBA Yearbook update/info:

As a reminder, the CBA is a nonprofit organization with a fiscal year that aligns with the calendar year. As such, we urge members to pay their dues as quickly as possible after receiving their bills, which are mailed in December of each year. The data in the yearbook has been generated from members who have paid by mid-April every year and mailed in May, but We would like to have the “Yearbook” in your hands in April from now on. In order to guarantee that your information is listed in the yearbook, please send in your dues by the end of March. Remember, you can pay your dues online from the website. Thanks for your support, Tim Lund.

Dogs on Cats

We have our first submission and we want more. We are interested in telling your pet’s story aboard your boat. If you’ve got a great photograph of your favorite nonhuman 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.



2011 Race/Rendezvous Results, Part I

– Lyn Behne, Editor



Editor's Note: The following is the first in the series of reports of the 2011 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

Noroton Yacht Club Catboat Regatta

Frank B. Kemp

NOROTON, CT: First, the weather. After a week of “hazy-hot-humid,” with gloomy prospects on Saturday, June 25, on the way out of the harbor the skies cleared, the humidity dropped, and a delightful breeze appeared.

Next, the committee, inspired by the challenge of setting up the “around the tetrahedrons” course, and the early season, the committee (Sam Bridges, Fred Elliott, Charlie England, Ken Coventry and Mary Ellen Lachowicz) briefed the fleet at the captain’s meeting. Instead of a modest-to-long course for the afternoon, they decided to try a series of short races to give the fleet practice in starting, a simple windward/leeward and back-through-the-gate course. Then, a new start, and do it again. And again, with a twice-around to finish the day.

And it was so.

With three races started in quick succession, the starts got more competitive, close cross-tacks more frequent and much to talk about at the Gam afterward.

The day held some more surprises, as told by Kemp:

Well, I am not accustomed to being up in the lead, but during the third race I found myself a few minutes behind

*Mats, and ahead of the pack. At the leeward mark, I saw Mats round and tighten up for the uphill climb for the second time around ... and then.... what the blazes? he’s turning back! Did he brush the mark and is he looping to make good on it? This is my chance! And then, he looped around again, a real 720 — no, no, he’s heading back to Rowayton! **Here** is my chance! This is my day! As I got round the mark and came up beside Mats, I shouted: “What’s wrong?” “Nothing,” he replied. “My hat blew off, and I went back to pick it up.” Oh well. Mats kept and rebuilt his lead, and, as for the rest of the race.... well, Mats has the silver, safely at home now. But for a while this afternoon, I was second, and I have that fact to think about this evening, as I re-run the race in my imagination. A good day!*

The weather, the committee, the wind, the Gam and the competition was great, just as it always is. A doff of the cap to the Noroton Yacht Club for hosting the eighteenth annual Catboat Rendezvous. Catboats Forever!

THE RESULTS

Place	Captain	Boat	Design
1	Mats Josefsson/ Joanne Schreiber	<i>Malo</i>	Marshall 18
2	Bob Wells/Charlie Stone	<i>Limin’</i>	Marshall 18
3	Frank Kemp	<i>Lovinde</i>	Marshall 18
4	John Reffner/family	<i>Sally E</i>	Atlantic City 24
5	Don Handal	<i>Harlequin</i>	Marshall 18

Sprite Island Rendezvous

Betsy Varian

NORWALK, CT: For our annual rendezvous, sponsored by the Sprite Island Yacht Club in Norwalk, CT, we enjoyed a beautiful, sunny day on July 9. The wind was blowing from the north and northwest from about 8 to 20 kn. We had very gusty conditions which made for an exciting race.

Mats Josefsson in his Marshall 18, *Malo*, got a perfect start. He was followed by *Lovinde*, skippered by Frank Kemp, Roger Klein's *Owl*, John Reffner's *Sally E*, and *Egg Roll*, a Herreshoff 18 owned and sailed by the Davidson family, first-time participants. After the first mark, which was bell 26, Reffner's *Sally E*, gathered enough speed in a 20-knot wind to pass *Malo* on the downward leg. However, Josefsson regained his lead on the upwind leg. He finished in first place, followed by *Sally E*, then *Owl* in third place, *Lovinde* in fourth place, and *Egg Roll* in fifth place. This was probably the fastest race in the history of the Sprite Island Rendezvous.

Al Stauderman, acting as PRO this year, as he has for the past 20 years of this rendezvous, set a challenging course that accommodated the wind conditions. A gam, hosted by Robin and Betsy Varian, followed the race.

THE RESULTS:

Place	Captain	Boat	Design
1	Mats Josefsson	<i>Malo</i>	Marshall 18
2	John Reffner	<i>Sally E</i>	Atlantic City 24
3	Roger Klein	<i>Owl</i>	Marshall 18
4	Frank Kemp	<i>Lovinde</i>	Marshall 18
5	Kelly Davidson	<i>Egg Roll</i>	Herreshoff 18

Menger Trophy Winners, Sprite Island Rendezvous

1992 John Behne	2002 Marty Buccolo
1993 John Behne	2003 Mats Josefsson
1994 Bradley Rhodes	2004 John Everson
1995 John Behne	2005 Robin Varian
1996 Joanne Schreiber	2006 Roger Klein
1997 John Behne	2007 Mats Josefsson
1998 Mats Josefsson	2008 Mats Josefsson
1999 John Behne	2009 Robin Varian
2000 Mats Josefsson	2010 Mats Josefsson
2001 Marty Buccolo	2011 Mats Josefsson

54th Annual Duck Island Gathering

Larry Ritzhaupt, Leigh Bonney

OLD SAYBROOK, CT: Seven catboats participated in the 54th Annual Duck Island Gathering Catboat Regatta, hosted by the North Cove Yacht Club. Two races were held on Saturday with the first gun sounding shortly after 11:00 a.m. The starting line was set just to the west of the Outer Light House by race committee chairman, Ed Godfrey, with help from Jeb Barrington.

The winds were light and the current was strong on Saturday for the first race, so the course was shortened for the second race. The winds were light and the current even stronger for the second race which resulted in setting the finish at the first mark and enforcement of a time limit.

Saturday evening a group of 22, including captains, former captains, crew, friends and family gathered for the presentation of the awards followed by dinner.

Bill Stubenbord of Old Saybrook, a NCYC member, and Richard Batchelder of Chester, shared first place. Craig Elliot was third. An award was also provided to the captain of the boat that had come the longest distance. Jeff Edmonds, captain of *Daffodil* out of Onset, Massachusetts, took time out of his cruise to join the race before sailing back to Onset.

A note of thanks to the NCYC for hosting the regatta and especially to Ed Godfrey for serving as race committee chair. A good time was had by all and the excess funds from the regatta were donated to the NCYC.

THE RESULTS:

Place	Captain	Boat	Design
1	Richard Batchelder	<i>Spray</i>	Marshall 18
2	Bill Stubenbord	<i>Sea Fever</i>	Marshall 18
3	Craig Elliot	<i>Pounce</i>	Marshall 18



Sea Fever and *Spray* (Captains Stubenbord and Batchelder) on starboard tack and *Pounce* (Captain Elliot) on port tack.

Western Long Island Sound Catboat Race

(CLOCKWISE OR COUNTER-CLOCKWISE
AROUND THE ISLANDS)

Frank B. Kemp

GREENWICH, CT: Eleven cats on the line! We haven't seen such a fleet in a long time. It was a grand gathering of catboats at Indian Harbor Yacht Club, on Saturday July 16, 2011.

This was the first rendezvous/race in memory that started without a captains' meeting on shore. The Indian Harbor Yacht Club Race Committee has a splendid on-line registration system for their races, so the catboat event was just programmed in, we registered, we retrieved our sailing instructions and we checked our start time, all through the Internet.

However, what was done by computer on the front-end was compensated on the back-end by a gracious buffet supper/gam. No abstract internet protocol at that point: we had a good time at the picnic tables and in the shade, with a great food and drinks and a chance to talk it all over.

Our contact at Indian Harbor was Deborah Wressell, who made us feel right at home, and even better, invited us back for an end-of-August re-run.

The name – Clockwise or Counter-Clockwise Around the Islands – tells it all. After the start, captains made their choice of which way to go around Great Captain and Little Captain Islands, honoring key government marks along the way. Factors influencing the decision were current, wind, good luck and the good old un-quantified Local Knowledge. With these factors taken into consideration the fleet split, some going Counter-Clockwise and a few going Clockwise.

The Counter-Clockwise portion of the fleet started with a drifter, but had the thrill of seeing the breeze fill in, and then at the western turning mark, the breeze failed, and the current took over. *Malo* and *Victor* made it around the mark before the shutdown, but *Lovinde*, *Kitty Hawk*, *Felix*, *Tigger*, *Mystique* and *Sally E* had an agonizing series of tacks, tack-backs and even a period of “bumper cars” to deal with. Frank Kemp recalls needing to lower his outboard, so as not to have his raised prop scrape the topsides of Bill Adams' *Tigger* while drifting into a backwards T-bone. Later, Frank recalls that *Lovinde* wasn't going as fast as she should, because he had forgotten to raise the motor again.

John Reffner was wise to head-up on *Sally E* so

as to avoid the carnage at the mark – and by taking a couple of extra tacks he was able to get up and around, despite the vexing counter-current. Pat and Jan Linskey were right in the mix. Their “local knowledge” of how things are done at Great Captain Island came in handy as they saw the visitors all lashed up at the mark.

Downwind, along the islands, the Counter-Clockwise fleet met the Clockwise fleet, noted that they were on starboard going down wind and ignored these port-tacking upstarts coming the other direction. Local knowledge also said that the current was more and more favorable offshore, so those who heeded the advice gained some position. A brisk dash around the east of the islands and back to the finish saw *Lovinde* holding the lead against a vigorous challenge by *Kitty Hawk*, promising a good re-match at the next event.

In the meantime, at the eastern end of the starting line, three of the catboat fleet decided to go the other way around the islands, clockwise, and for several justifiable reasons: a filling breeze from the east, a quicker access to open water, and, important, most of the local big boat fleet with the pointy sails, were headed that way. They must know something, and it's said that Local Knowledge is a good thing.

Molly Rose led the group out of Captain Harbor with *Harlequin* and *Owl* in warm pursuit. By the first mark, the Captain Island Gong, the breeze had finished its filling stage and became spotty, but enough to keep them going around the gong and on the run to the west. The local sloops continued offshore, while the cats stayed close to the islands' shores, all of them making some headway against an ebbing tide.

Too soon, the filling easterly failed inshore and the VMG (velocity made good) went negative. Alas, some were going backward. The local big boats, outside, however, retained some dying zephyrs and continued against the current, leaving the cats becalmed. So, they did know something after all. With the Counter-Clockwise catboat contingent approaching from the west, drifting with the ebb, *Molly Rose* furled her big blackball sail and headed for home, while *Owl* threw out an anchor to cease the backward progress.

Shortly after the Counter-Clockwise boats slid past with the current, the wind finally filled to about 10-to-12 knots from the southwest to provide a short beat to the now weather mark and a nice romping reach to the finish, albeit a bit late. There was still plenty of great food and cold beer left for the Clockwise fleet at the wonderful Indian Harbor Yacht Club picnic grounds.

THE RESULTS:

Place	Captain	Boat	Design
1	Frank Kemp	<i>Lovinde</i>	Marshall 18
2	Lawrence Sterne	<i>Kitty Hawk</i>	Marshall 18
3	John Reffner	<i>Sally E</i>	Atlantic City 24
4	Patrick Linskey	<i>Felix</i>	Herreshoff 18
5	Mats Josefsson	<i>Malö</i>	Marshall 18
6	Bill Adams	<i>Tigger</i>	Marshall 18
7	William Kornblum	<i>Victor</i>	Wilton Crosby 26
8	Roger Klein	<i>Owl</i>	Marshall 18
9	Michel Mein	<i>Mystique</i>	Legnos Mystic 20
10	Don Handal	<i>Harlequin</i>	Marshall 18
DNF	Peter Arguimbau	<i>Molly Rose</i>	Phinney/Burt 28

The Norwalk Islands Distance Race

Mats Josefsson

NORWALK, CT: There was a light breeze, typical for August on Long Island Sound but enough to race on August 20. It was not enough to sail around all the islands and around both of the classic, so called “sparkplug” (yes, they look like sparkplugs) lighthouses, as was the original plan. The race chairman made the tough call to shorten the race in half as we’d still be out there (not a bad thing in itself) had he not. Two boats had to drop out of the race because of the lackluster wind and adverse current.

The Fallon clan, led by father/grandfather Jay at the helm of *Kismet*, nailed the start and decided to head over to Sheffield Island to 1) take advantage of the flooding current and 2) to find the locally island-generated breeze. They did a fine job at that but not enough of an advantage was gained to fend off Mats in *Malö*. Mats chose to sail the right side of the course toward the shore where the wind was decent. The boats crossed with *Malö* ahead by three boat lengths. *Malö* also got to the bell rounding mark in first place and never relinquished the lead, even though at the end *Kismet* gained considerably by again staying far left where it was shallower, to stay out of the current.

The Fallons also had Paul Springmeyer from Minnesota on board just to make sure there would be enough heft to hang over the rail in case the wind started to blow. Paul was so mesmerized by sailing a

catboat that he is thinking of starting a catboat fleet on Lake Minnetonka in Minnesota!

A similar battle ensued behind *Malö* and *Kismet* between *Grace* and *Sally E*. *Grace* managed to pass *Sally E* on the last leg when *Grace* found the lifted side of the course close to Sheffield Island. *Grace* finished a mere two boat lengths ahead of *Sally E*. All in all a fine day of sailing.



Frank Kemp in *Lovinde*.



Perennial winner Mats Josefsson in *Malö*.

THE RESULTS:

Place	Captain	Boat	Design
1	Mats Josefsson/Joanne Schreiber	<i>Malö</i>	Marshall 18
2	Jay Fallon/sons/grandsons/guest	<i>Kismet</i>	Marshall 18
3	Tom Ranges	<i>Grace</i>	Stur-Dee Cat
4	John Reffner/son/Mary Ellen	<i>Sally E</i>	Atlantic City Cat 24
wised-up and bailed	Frank Kemp	<i>Lovinde</i>	Marshall 18
wised-up and bailed	Mike Madigan	<i>Limin'</i>	Marshall 18



Roger Klein in the unmistakable *Owl*.



Owl chasing *Sally E*.

Norwalk Yacht Club Catboat Regatta

Mats Josefsson

NORWALK, CT: Hats off to the Norwalk Catboat Race! A new tradition began on Saturday, September 10 at the annual around the islands catboat race out of the Norwalk Yacht Club. Prizes and awards at the gam following the race were handed out with participants sporting stylish pirate headgear designed by hat-maker Brian Griffith.

New England weather was kind enough to

provide a picture-perfect summer day with enough wind to make first-time racer Mark Williams and crew in *Blew by You* get into the spirit of catboat sailing.

Kismet, skippered by John Fallon, sported the youngest crew making the average age 13! He and his wife, Jenny, introduced their 3-year-old twin daughters to sailboat racing. They are hooked. Given the sailing successes of the Fallon family they will likely carry on this tradition.

Owl was first around the first mark after a short upwind leg. At the second mark, the fleet bunched up. After that, the boats spread out on the long beat to Bell R26 off Goose Island. Then it was a reach back to the finish line in the waters off Norwalk Yacht club.

Veteran sailor Roger Klein in *Owl*, took top honors in this race that was blessed with steady winds the whole race.

The WLIS season champion is Mats Josefsson in *Malö*.

The awarding of the Spirit of Catboating is a decade-old tradition in this group: it is an award presented to a local catboater who represents the spirit of catboating. The award honors a departed friend, Cam Paradise, who welcomed so many of us into the fleet. Cam was always at the middle or end of the pack, always cheerful, always helpful to the new boaters. The award is not made as a consolation prize to the person at the end of the pack, nor is it presented to those at the front of the fleet, who collect enough silver anyway! The award is given to recognize those who have made a real contribution to the fleet. It has been held not only by boat captains, but also by crew, and by committee -- all are people who make special contributions to the endurance, and success of the fleet.

Mats Josefsson was the recipient this year. Mats has won the appreciation of the fleet for his energy and resourcefulness in organizing events, recruiting new members, coaching and cajoling other members to do better. While it was acknowledged that Mats is usually the leader in the fleet, and that he has more than his share of silver awards at home, the award was an acknowledgement of Mats's outstanding spirit that emerged once again this year. For example, he resurrected the Indian Harbor YC Catboat race and he organized the Norwalk event despite the fact he had two fractured ribs and could not sail in the event.

Mats noted that his fractured ribs hurt only when he laughed. At the presentation of the award though, we noted that he smiled a lot, and thanked everyone for their consideration and affection for the Spirit of Catboating award.

THE RESULTS

Place	Captain	Boat	Design
1	Roger Klein	<i>Owl</i>	Marshall 18
2	John Reffner	<i>Sally E</i>	Atlantic City 24
3	John Fallon	<i>Kismet</i>	Marshall 18
4	Mike Madigan	<i>Limin</i>	Marshall 18
5	Frank Kemp	<i>Lovinde</i>	Marshall 18
6	Mark Williams	<i>Blew by You</i>	Marshall 18



Mats Josefsson receives the Cam Paradise Trophy from Roger Klein.



Roger Klein in *Owl*.

Patuxent River Shootout 2011

Butler Smythe

PATUXENT RIVER, MD: On the 3rd of July the Patuxent Shootout race committee (Butler Smythe) briefed the fleet of six catboats at the captains' meeting held under the cool shadow of the Drum Point Lighthouse at the Calvert Marine Museum, again the host for the CCBA's southern event. His request to Ken Spring on his wooden MacKenzie Cuttyhunk 26 *Carole Anne* (committee boat) was to make sure he anchored well and left plenty of room for racers to tack if necessary on the line. Since we had no idea what the wind would really be like, the instructions would help ensure most could tack to some degree with little to no wind. He performed

that job admirably throughout the long race and did a perfect job of all his duties.

Following the meeting Butler headed out to set the one inflatable mark across the river – the rest being day marks, or in the case of the start line, a mark used by one of the local sailing clubs for starts. The long course (picked because of the wind speed) was approximately 6.5 miles, starting off the Solomons boardwalk, across the river to the Navy sailing basin and out to a green day mark just south of Drum Point itself and return. Given the wind and tacking required, the course would take a bit over two hours for some. Taking a bit longer than planned to get back across the river and for others to get in position, the start was shifted 10 min. to allow all to hear the 15 min. sound with sails set. Though *Caerulean III* (Menger 23) had a perfect start, she was passed by *Whiskers* and *Rejoice* (Nonsuch 22s) before the first mark as the wind established its routine for the day: fluky and sometimes erratic. After *Shoveller* rounded the first mark (winds were not helping), Ken retrieved the mark and got back to his position on the line enjoying the hot sun and bouncing wakes of passing powerboats, big and small.

The second leg was interesting as some chose to maintain a tight course on the wind while others chose to ease their course for more boat speed. Some wondered just where they were actually going. The choice to try to get speed was not the right one for some, as the day's wind failed later that afternoon, leaving the last boat fighting to cross the line. *Whiskers*, *Rejoice* and *Caerulean III* chose the straighter line, which then became a battle between the two Nonsuchs, and for a short time the Menger 23.

Marc Cruder on *Wanderer* chose boat speed and closed on *Caerulean III* close to the second mark, starting a short tacking duel. They could not catch the two Nonsuchs, which had already rounded the second mark and were off on their downwind leg to the finish.

Caerulean III rounded the mark a little ahead of *Wanderer*, but on the last leg (downwind) pulled ahead by about 100 to 200 yards. *Scotty* and *Shoveller*, who had headed off the wind, did not fare as well, ending up getting caught in the lighter winds that started to affect the fleet. *Whiskers* established a commanding lead to the finish over *Rejoice* and finished out of sight of *Caerulean III* as it cleared the red day mark off Solomons to head to the finish. Though not an official mark, it was instructed that all river day marks be honored. The end of the island blocked the finish from view until clearing the day mark and gave more

variety to the course as most had to jibe to make the finish line. First across the line was *Whiskers*, followed by *Rejoice* and *Caerulean III*. Further behind was *Wanderer*, which was the next to finish. *Scotty* crossed and then *Shoveller* which was much further behind having apparently snagged a crab pot near the second mark. Ken on *Carole Anne* waited for *Shoveller* to finish after the rest were safely moored at the museum basin and sipping on beers.

While the crossing of the line and the distances involved may have appeared an easy means of accounting for actual place positions, the corrected times proved something different and the results follow. Thanks to all for participating and thanks to the wind, which wasn't so bad this year.

Following the race, all the participants gathered under the Drum Point Lighthouse for appetizers and great food. Two Smith Island cakes (7-layer) were brought in specially from the last inhabited island (accessible only by boat) in Maryland. Awards were presented to the first three finishers, as well as to our committee boat captain.

THE RESULTS:

Place	Skipper	Boat	Design
1	Marc Cruder	<i>Wanderer</i>	Wittholtz 25
2	Butch Garren	<i>Whiskers</i>	Nonsuch 22
3	Butler Smythe	<i>Caerulean III</i>	Menger 23
4	Steve Flesner	<i>Scotty</i>	Marshall 15
5	Alan Suydam	<i>Rejoice</i>	Nonsuch 22
6	Mike Crawford	<i>Shoveller</i>	Fenwick Williams 25



Awards: Ken Spring, committee boat, Marc Cruder, first, (Scott Garren, Butch Garren's grandson), Butch Garren, second, and Butler Smythe, third.

Martha's Vineyard Catboat Rendezvous

Mark Alan Lovewell

VINEYARD HAVEN, MA: The Martha's Vineyard Catboat Rendezvous coincided again with Vineyard Cup, a sailors' weekend of racing in Vineyard Haven. The catboat sailors began arriving Friday, July 15 for a full racing day on Saturday.

Vineyard Haven is a stellar harbor, offering plenty of room for a lot of sail and a couple of ferryboats. The cats moored or anchored all around and quite a few of them anchored at the western end of The Breakwater, where the water is calm. When it came to mealtime, many of the catboat captains and crew joined the 100 plus sailors for a meal under a tent, right next door to the Black Dog Tavern, on the water. More catboats participated this year than last year, and a few didn't race. Sailors teamed up in quite a few cats, which reminds us all it is more about the fellowship than a competitive event.

Robert Luckraft's catboat *Genevieve* sailed over from Waquoit Bay on Saturday morning and ended up being the photo boat. Brian Smith and his wife, Maureen, had come for a weekend of sailing and racing in their catboat *At Ease*, a Marshall 22. But when Brian got an invitation to sail with Luckraft, he jumped aboard with his camera. Brian is a well-known catboat event photographer and took quite a lot of nice pictures through the race.

The race was a lot of fun and took place by and large in the waters off East and West Chop. The most competitive spirit was evident, early with a downwind start.

Making it around Buoy 23 off East Chop got awfully tight. The captains got so close together that if any one sailor had sneezed, someone in another boat could have said "God Bless You." Later the racers spread out.

Other sailors who participated included Paul Cook from Bass River. Paul sailed over in *Pumpkin*, a Marshall 22, but chose to leave his boat on a mooring and to crew with Shep Williams onboard *Old Sculpin* with Bill Mullin.

Tad Crawford of *Moon Shadow*, who finished first in the category of Vineyard 18 foot fiberglass catboat, had highest praise for Mait Edey Jr., his mate. The two have done a lot of competitive sailing locally and done well. This was Tad's second summer sailing this cat.

Cheryl Wildermuth was all smiles after Saturday's racing with her husband Peter, telling organizers: "We are coming back."

The weekend included impromptu gatherings on board boats and runs to the local marine stores for parts and restaurants for food and fuel. They all departed on Sunday morning, early, when the tide and wind was most favorable for crossing Nantucket Sound.

The number of catboats participating this year was higher than last year. Brock Callen, program director for Sail Martha's Vineyard, who oversaw the racing said: "We are making a real effort to attract more and more classic boats. Getting a show of support from catboaters really demonstrates we are not barking up the wrong tree. It is great having these sailors among the mix."

Next year's Vineyard Cup is scheduled for the weekend of July 13, 14 and 15; the weekend following the 50th Catboat Association anniversary, at Mystic Seaport.

The first over-the-line fiberglass award, the Cape Pogue Award, went to *Loose Cannon*. The Hermon E. Howes Award, for the first 18-ft catboat across the line went to *Shell Bell*. *Moon Shadow* was the first Vineyard catboat to cross the line. Tad Crawford, captain of *Moon Shadow*, gets to hang the wonderful Ray Ellis painting of a catboat for a year. The first wooden boat to cross the line, Julia Lee, is the winner of The Manuel Swartz Roberts Trophy.



Approaching Buoy 23 off East Chop. Tight sailing.

THE RESULTS:

Place	Captain	Boat	Design
1	Eric Peterson	<i>Loose Cannon</i>	Marshall 22
2	Drew/Jill Staniar	<i>Pandora</i>	Huddleston 20
3	Cheryl/Peter Wildermuth	<i>Shell Bell</i>	Marshall 18
4	John C. Webster/Diane Westwater	<i>Ishmael</i>	Marshall 22
5	Bob Betts/Ellen Brady	<i>Salina</i>	Marshall 22
6	Tad Crawford/Mait Edey Jr./Eric Brody	<i>Moon Shadow</i>	Marshall 18
7	Jim O'Connor	<i>Glimmer</i>	Marshall 22
8	Alice Goyert	<i>Pax</i>	Marshall 18
9	Rick Farrenkopf	<i>Cait's Cat</i>	Marshall 22
10	Woody Bowman	<i>Julia Lee</i>	David Stimson 21
11	Bill Mullin	<i>Old Sculpin</i>	Manuel Swartz Roberts 24
12	Bill Holdin	<i>Caper</i>	Marshall 18
13	Steve Leland	<i>Merry Grace</i>	Herreshoff 18
DNF	Doron Kazman	<i>Bella</i>	Fenwick Williams 18
DNF	Jean/Bruce Lewellyn	<i>Kermit</i>	18 Herman
DNS	George Peterson	<i>Genie</i>	Marshall 22



Brock Callen, Vineyard Cup official; Mait Edey Jr. (mate aboard *Moon Shadow*); and Tad Crawford (Captain of *Moon Shadow*). Mr. Crawford is holding the perpetual trophy: a painting of a catboat by Ray Ellis. Tad gets to keep the painting for a year.

Notice of Race . . .

CATBOAT RENDEZVOUS FEBRUARY 23-25, 2012 USEPPA YACHT CLUB USEPPA ISLAND FL 33922

Make plans, now, to come to Useppa Island, FL, for the 11th biannual Catboat Rendezvous, which will start on Thursday, February 23 and run for three days, ending on Saturday, February 25, 2012. Useppa Island is without a bridge, accessible by boat from Bokeelia, on Pine Island, and a fabulous place to unwind from all that churns on the mainland.

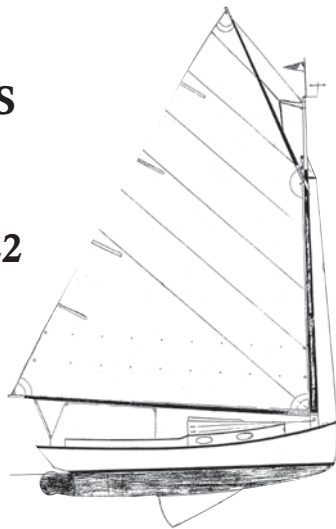
We are planning a fun three days for all who come. The Sandpiper (Marshall 15) "World Championship" regatta will be sailed over two days of racing, with lots of eats, a beach party, fun stuff on the "off" day, and more.

Housing is available at a discounted rate through the Useppa Island Club at 239-283-1061. Be sure to mention that you are coming for the Catboat Rendezvous.

The Sandpiper "Worlds" require the following:

- two people (minimum) in the boat - same crew for all races
- the ability to reef the sail, if required by the PRO because of wind
- lifejackets for everyone aboard
- an anchor and rode enough to anchor securely in ten feet of water
- a number on the sail
- flotation, enough to keep the boat afloat if swamped
- - a paddle

There will be no weight requirements, and anyone can skipper the boat.



The racing will be scheduled over two days, with three races on one day, and two on the second. We're not far from shore, so getting back to "land" is not a problem. We'll sail only two races back-to-back. If three, we'll take a brief shore break.

The winner will be memorialized on the fine catboat rudder trophy permanently hung in the Collier Inn's bar.

So, start now to figure out how to be at the best catboat rendezvous ever!!

If you need more information about how to get your boat to Useppa, or have any other question, please call or write:

Mike Albert 941 376 1200
Jay Taylor 941 737 4807

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Regatta Dinner
Saturday

Awards Ceremony
Sunday



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Boat Building and Maintenance

Bob Reddington, Editor

Hello Shipmates:

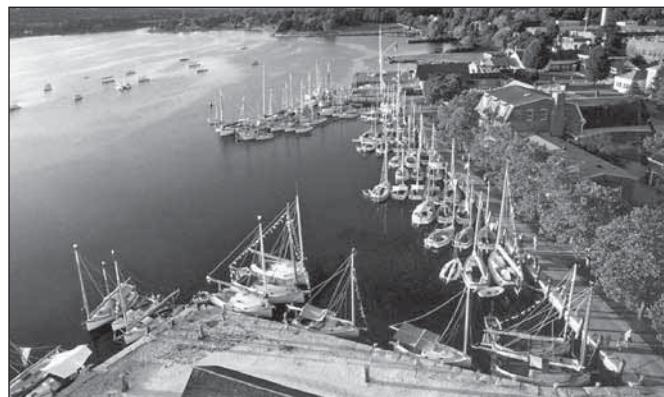
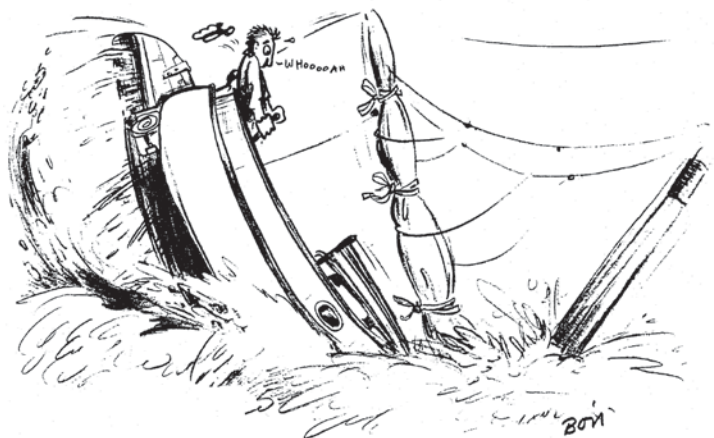
Well I am still here; seems no one wants my job? Some questions and points to think about:

- 1) What's the answer to the longevity of some of our older catboats?*
- 2) Why do some owners use, abuse, and continuously take out of a boat and never put anything back in?*
- 3) How much neglect can an old boat stand?*
- 4) Does a catboat have a heart, soul, and other vital organs?*
- 5) Am I some kind of a nut, addict, hooked on an old wooden catboat?*
- 6) Why do I see a catboat as a beautiful graceful lady?*
- 7) ... When in reality she is usually a fat graceful broad?*

I think I am right about No. 7. Do you agree Bill, Bob, Peter, Tim, Mike, Jon, Paul, John, Neil? You all know who you are... and others.

Now lets start with what this column is all about: First, now that we have photos, is John Marinovich of Boonton, NJ, who sails the Marshall 22, Dulcinea. John shows us his catboat race weathervane. Next, old faithful, Dave Park of Queenstown, Md., who is always saving some neglected catboat. He shows us how to support a mast on a car roof that is too small for it. Paul Wagstaff of Lennox, Mass. has two items for us: he sails Interlude, an 18 ft. Herreshoff, with a tiller steering cable hookup that doesn't interfere with the motor. Also he has a centerboard winch that tells you how much board you have down. Bruce Osborn from Palm City, Fla. goes into detail how he made up wooden gaff jaws for his Mystic 20, Genevieve. Finally, we are experimenting with some listserv discussion material from Henry Depew; we are attaching discussion here, which relates to maintenance.

Coming up next issue, Bill Cheney who sails Penelope in Maine will offer some interesting comments about sailing with no engine... you are not alone, Tim Fallon. And anyone else who would help us out, send material to me at 235 Lake Ave., Bay Head, NJ 08742



Can we double the number of catboats in Mystic in 2012?

From *Dulcinea*

Hello, Bob,

Here are two photos of the copper catboat whirlingig I made this winter. The idea was inspired by Harvey Garrett Smith's book, "The Marlinspike Sailor" (pages 105-106). It was one of those projects that presented an "engineering challenge." First of all was how to form the hull. Ah, vive the French! The technique for forming a malleable metal of a form is called "repoussé." In my case, it meant making a teak 10in. catboat first. The hull was then formed over it with copper flashing. The top came next including cabin and deck. Both parts were silver soldered; and inside, a piece of 3/4 in. thick yellow pine supported the boat and a hole was drilled for the 3/8 in. mast. Aluminum sheeting was used for the sails that were formed around the mast. Small brass chain acts as the mainsheet. The spinning starts at about 3 knots of wind. Everything rotates on a 3 in. Delrin hub. Since no catboat hub is complete without sun and seagulls,

I decided to add these as well! The brass sun sits atop a S/S radio antenna; and the aluminum seagulls bob gracefully on their Monel wires.



It was all a blur of speed when the gusts got up to 65 mph. this past February. The wrought iron base my Dad made, gives strong support for our winter “catboat race.” With best wishes for a great catboating summer,

Sincerely,
John Marinovich

Mast Support

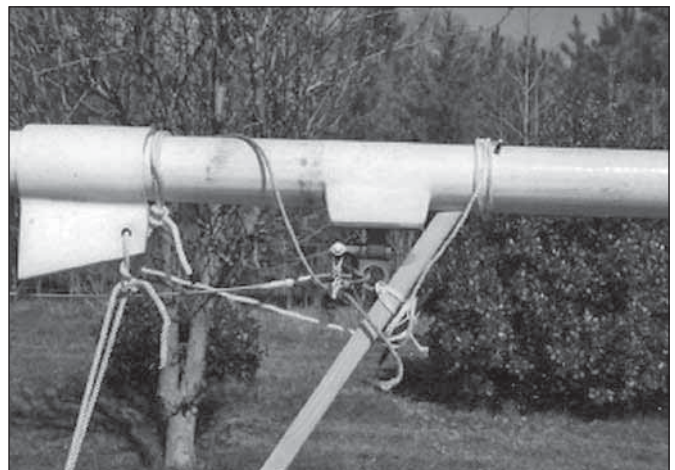
Dave Park

Recently I had to transport the mast for my current project and solve a problem that must affect other members of the CBA? How to carry a long mast on a short car?

The only car we have with a roof rack is Nancy’s Rav4 Toyota, a rather small SUV. It in fact measures only 13 1/2 ft. in length. The roof rack has two cross

members, just 36 in. apart. The mast is 24 ft. long so I would have 10 1/2 ft. hanging over front and rear, not to good a position to transport a valuable mast. I was also concerned that the flexing might be enough to damage the roof and or rack. I didn’t want to return with the car and rack as two separate pieces.

From a laminated piece of stock 2 x 2 in. and 8 in. long, I made a wood plug to go into the trailer hitch port, drilled with a pinhole. Then I attached a piece of 2 x 2 stock just 60 in. long, and combined them with two hardware store mending plates 8 in. long. I put a single hole and bolt in the short piece to allow it to swivel. An old cleat from the junk box attached at the end, and I was ready.



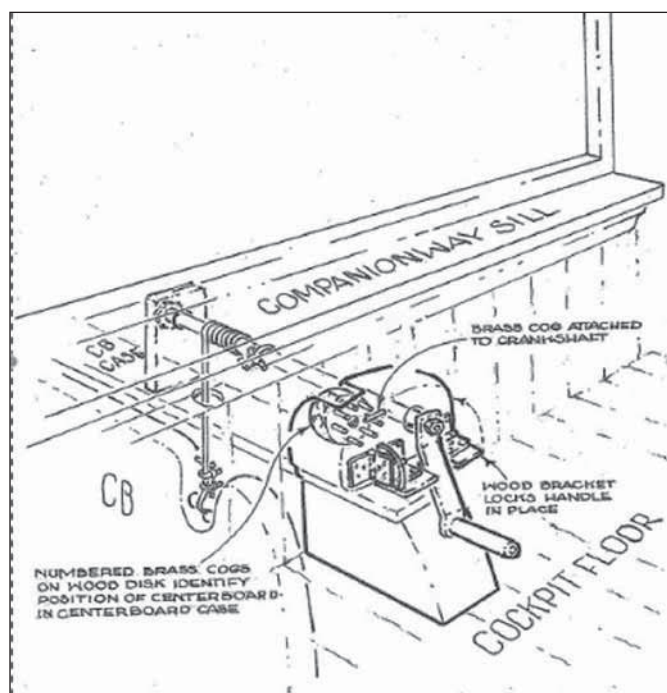
This rig gives the mast firm support from the trailer hitch bracket to the mast, 6 ft. behind the rear roof support. It now has a 10 ft. length supported instead of only 3 ft.

With some proper lashing to the car, it traveled at highway speed with no complaint and no damage to the wife’s car. Success!!!

Two devices from Paul Wagstaff

CB Winch Gauge

Sailing speed and efficiency can be improved if the position of the centerboard (CB) in the CB case is adjusted according to the boat's point of sail. Running with the wind is best done if the CB is pulled up into the case. Reaching requires lowering the CB; the amount depends upon the sail's position. My 18 ft. catboat has a steel cabled winch connected to a simple gauge that identifies the position of the CB in the CB case.



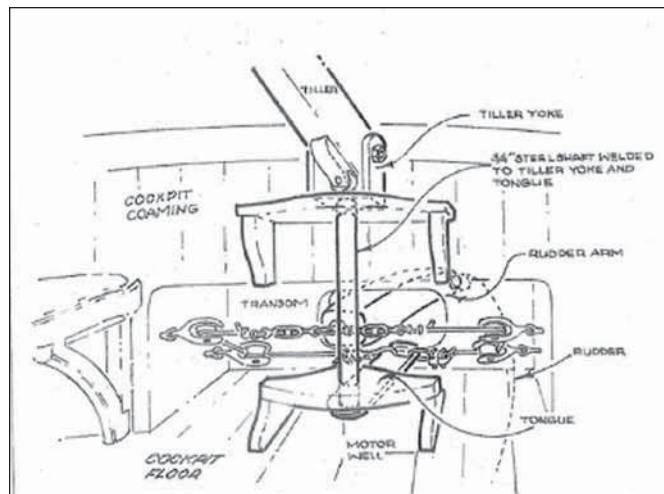
The drawing shows a crank shaft that is fitted with a brass cog (cylindrical rod) threaded into the side of the solid steel shaft. The cog engages several other cogs attached to a wood disk that freely rotates on a screw fastened to the main bulkhead. A number corresponding to each cog is painted on the rim of the disk. As the CB is lowered, the disc rotates and identifies the numbered position of the CB in the case.

The winch can be locked in any position with a hinged wood bracket that is dropped around the handle in its down position. The bracket is attached to a wood housing that covers the unit.



Cabled Tiller

My 18 ft. catboat, *Interlude*, incorporates an outboard motor mounted in a well just inboard of the transom. The installed 6 hp. motor, unfortunately, does not allow room for a tiller that is directly connected to the rudder. Since weather helm is usually better experienced with a tiller than a wheel, I decided to install a cable system that allows me to use a tiller but does not interfere with the placement of a motor in the inboard well.



The drawing shows the tiller bolted to a strap iron yoke that is welded to a 3/4 in. steel shaft. The bottom of the shaft is welded to a strap iron tongue. Two wooden shelves, one fastened to the cockpit coaming, the other to the floor, support the steel shaft. Two 1/8 in. steel cables connect the tongue to the end of a rudder arm that is, in turn, directly bolted to the rudder. The cables are fed through pulley blocks fastened to the walls on either side and incorporate turnbuckles that provide proper cable tension.



The installed motor and tiller.

Dummy's Guide to Building Curved Gaff Jaws

I.M. Dumm

When we got our Mystic 20 sloop she had ancient sails and I believe, the original gaff with straight jaws. Because the Mystic 20 has such a high peaked main, the jaws didn't reach around the mast when hoisted but only partially reached around, causing my parrell beads to snap regularly due to the high pressure they were under. It also never looked particularly strong to me to have the top of the sail marginally supported by the partial mating of mast and (straight) jaws.



Figure 1: Straight gaff jaws on a very pretty boat.

At the 2011 CBA meeting in Mystic, I met Steve Thurston (thank you for the recommendation Steve Flesner!) and ordered a new set of cream-colored sails, to get me going for the next 30 years. Well, this seemed like the perfect opportunity to (metaphorically) give me the kick in the a__ to actually rectify that gaff jaw situation. Now that you know the "why", this is an attempt to explain the "how" an Olympic class incompetent actually made a new set of curved gaff jaws that, so far, seem to actually be doing the job for which they were created. Knock wood fast!

I hoisted the mainsail at the dock and made a crude sketch or tracing of the angle of the gaff to the mast to determine the angle I would need to have the jaws curve. I assumed at first that I could steam some relatively thick oak and maybe laminate a couple of 1 in. thick steamed pieces. So, so wrong! First, I am a (relatively) modern suburbanite, despite my secret "Walter Mitty-esque" dreams to be Errol Flynn redux.

After I got lots of perfectly nice pieces of 3ft. long, 1 in. thick by 4 in. wide oak pieces all hot and bothered – but by no means limber and pliable to my will - I defaulted to "Plan B". Seeking inspiration from brother Sam Adams, I figured that something more lissome and comely would bend to my wishes. So, back to Home Depot for more oak – this time thick pieces. They sell sections cut for occasional users like us next to the serious, 12ft. long sections of beautiful oak – that one takes a large home equity loan out to buy. Now that no one has equity anymore, all we can afford is these little pieces – which for our purposes are just right. The pieces I bought are about 3 in. long, 4 in. wide and 1/4 in. thick. It was embarrassingly cheap. I couldn't bring myself to tell them I was building parts for an old boat, they'd think ill of me for not going to the "shiny center console fishing boat store" for boat parts.

I don't have any photos of the remarkable process in which you turn very firm oak pieces into surprisingly limber strips eager to bend to your will – or jig. The photo shows a first piece placed into the bending jig – after having first been immersed in boiling water in a five-gallon Home Depot bucket for an hour or so. I just heated water in my wife's kettle to boiling and over half an hour was able to fill the five-gallon bucket. I put the oak strips in and kept them from floating out by putting a brick on them to hold them under water.

The jig was built from scrap wood pieces screwed to a piece of 2x8 salvaged from the last hurricane. I think it used to be part of a rich neighbor's dock, now pressed into service for my arcane purposes. You'll

note from the pictures – the wood bits barely hold the boiled oak, it allows a horrific 3rd dimensional (undesired) twist – but in spite of all that, it still seemed to provide bent pieces of oak suitable for my purposes. Amazing.



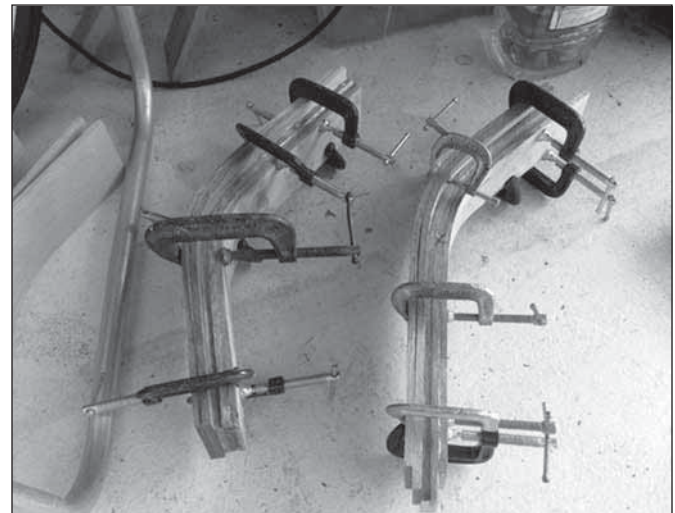
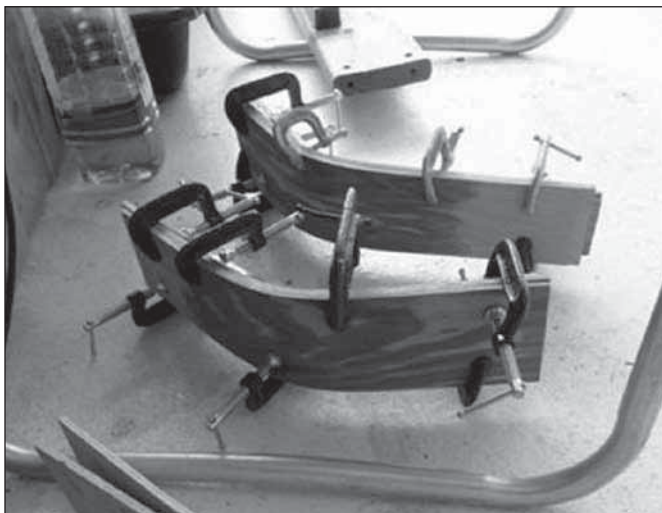
Figure 2: Bending jig. My 'workbench' is my garage floor.

After bending about 5 pieces for each jaw side (one for port, one for starboard), I set about laminating them. This is just a woodworker's term for gluing them together. Here's a picture of this very unaesthetic process (figures 3 & 4 below). I found that after I put the boiled oak in the jig and kept it there for about 24 hours, when I removed the pieces to do the next piece, the previously bent pieces would relax, and lose quite a bit of their curve. You can see this in both photographs below with the pieces being clamped and the separate pieces waiting to be glued. Once the first two pieces are glued together all the

others can be bent to their form, with little force, a lot of clamps and a thorough smear of epoxy. Pull the oak from the hot water, put one end in one end of the jig, and bend firmly until the other end can be placed into the other end of the jig. Bending 12 pieces, I only broke one using this sequence. But, the longer you have the wood in hot water, the easier it bends.

A note on epoxy: a while ago, I built a large catamaran using epoxy. It was surprisingly tolerant and easy to use with one exception – you had to ensure it was mixed thoroughly. I would pour the appropriate amounts into my mixing cup then set an egg timer for one minute. Whether the batch was large or small the epoxy was always mixed assiduously for at least one full minute. Scraping the sides, getting at the bottom corners – everywhere. You MUST mix far more thoroughly than you think you should – one minute at a minimum. Then I added some Cab-o-sil (WEST epoxy has a fancy name for it. It's their fillet filler) to thicken and strengthen it – to the consistency of mayonnaise. This is one of a number of powders you can buy to alter the epoxy. It helps with any gap filling that might be needed and greatly increases the strength of the epoxy itself. Cab-o-sil is harder to sand but extremely strong. Micro balloons are also used. They are brown, very light and easy to sand but weaker. Watch out! Once you add the filler, the epoxy usually wants to set up pretty fast! I've thrown out a lot of set up epoxy in mixing cups that cured before I had a chance to use it.

Now you've laminated all your pieces to whatever thickness you need – I matched mine to the previous jaws' thickness – for want of any better guide, 5 thicknesses of 1/4 in. laminated oak. My laminations were far from perfect and there were lots



Figures 3 & 4: First laminations with 'relaxing' bent wood in foreground and more laminations with more relaxed wood.

of gaps as you see in the photos. If I came across any, I just mixed up more filled epoxy and put it in the gap. I found shish-kebab skewers are remarkably effective to dribble epoxy into thin cracks and voids. Cheap too.

Okay, now you have ragged, glued pieces of curved oak – they will hold this shape and none has any intention of “relaxing” (see photos below). Now you need to cut them to both fit to the gaff and to create the jaw shape. I approximately traced my old jaws to create this line – then cut the wood with a simple saber saw – also from Home Dept. The cuts weren’t perfect, but readily cleaned up with a rasp and patience. Now you have a pretty good idea of what your jaws will look like and can tape them to the gaff to approximate a fit around the mast. I realized I had made my jaws pretty wide, wider than needed or desired, but it doesn’t seem to have an adverse effect when sailing.



Figure 5: Trimmed jaws.



Figure 6: Countersunk holes are drilled on either side of epoxied jaws to allow for fastening to the gaff.

Now you have to determine how you are going to fit the jaws to your existing gaff. In my case, the original jaws had an elegant rounded inner surface that mated sweetly with the round gaff. Being a wood butcher, I flattened the gaff sides where they’d mate with the jaws and flattened up the jaw faces by passing them through my chop saw – the power miter type saw. I’m sure it’s the wrong tool, but the wood didn’t seem to mind. I also planned to through bolt the jaws to the gaff for insurance. You’ll see from the photos it’s not pretty but it seems pretty strong. Yep, used filled epoxy to glue the jaws to the gaff too. Be sure to make the jaws align with each other in the same plane. When you drill your through hole, it will give you as much “meat” as possible.

Here’s a trick a friend taught me for drilling the through holes though all that wood, especially if you don’t have a drill press: I wrapped the blue tape carefully perpendicular to the length of the jaws and measured the center of my through holes to be dead centered in the side of each jaw. Even though my jaws sit angled, not perfectly square, to the gaff, this enabled me to drill accurate through holes. I then by eyeball I drilled with a spade bit, straight down to create the countersink I need to accommodate the head, or nut, of each through bolt. For my 5/16 in. diameter bolts I used a 1in. countersink to a depth of about 3/4 in. Then, very carefully, I drilled with a 5/16 in. bit from each side to the middle hoping the holes would meet. Kinda like making a tunnel with miners digging from either end.



Figure 7: Epoxied and through bolted jaws – and new parrell beads made from 1 1/2 in. lengths of curtain rod dipped in varnish, drying in the sun.

Amazingly – and with just a little concentration to keep the drill centered, I was dead on with the two through holes. I bought a 12 in. bit at Sears just to use to “clean up” the center of each hole, where there was a teensy bit of mismatch. Used threaded zinc 9 in. bolts with lock nuts in each hole. Can’t find stainless in these lengths, but I’ll replace them if I do. The large countersink holes allow you to use a socket wrench to tighten the nuts and hold the bolt heads. I am still impressed when I look at these – it worked!



Figure 8: Gaff jaws with tumbler – not installed yet.

Next was to address the issue of increasing the surface area with which the gaff pressed onto the mast. This was solved in olden times with a moving piece called a tumbler – the center-pivoting piece of wood to provide greater surface area. Here’s my attempt. It had to be able to pivot to match the angle of the gaff to the mast. I still need to adjust mine – it’s not able to pivot to a steep enough angle yet. I made mine from some leftover scrap of the material I cut from the jaws. It also pivots on a very long bolt, 12 inches in my case, I believe. Holes drilled like the previous ones. Not quite as critical since they are shorter holes and go through the jaws – as you can see.

Now to address the bearing surfaces – where the jaws meet the mast. In the beginning, (photo 1 above) I had used old cabin lining “mouse fur” from an F-24 trimaran that I used to own. It kept the gaff from rubbing through the mast paint as quickly as bare wood but wasn’t very durable. I needed leather, like the Crosbys would have used. This proved to be the hardest part of the whole project – where to get good leather? Here in South Florida I was rudely chased from shore repair shops when I would ask for leather, instead of asking to have my Ferragamos resoled.

Finally found chrome tanned, quite stiff and thick, leather at Tandy Leather – in my case in Lauderhill, Florida, but they’re a national chain. Besides saddle makers, who uses leather anymore? I got more than enough for a small amount of money and took it home.



Figure 9: Soaking leather in cold water.

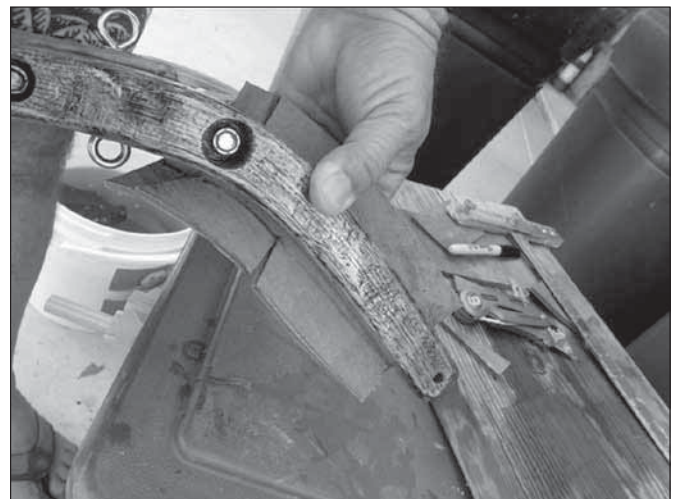


Figure 10: Dry fitting leather (double eyebolt for throat halyard).

Dropped it in a bucket of water to soften and wrapped it around my jaws and marked where to cut. I was so ready to be done it was not as pretty as it was fast. You can see approximately how in the photos. Used a utility knife to cut the soaked and pliable leather. I had copper tacks left over from an old boat project (my first catboat in '74 – my last wood boat too!) to tack the leather to the jaws. Copper is insanely soft – like trying to hammer Play-Dough. I bent more than I used before completing the job – but you can see, that, although not pretty, it will do the job. I swiped a bit of lanolin on all the leather to keep it protected and help it to slide up the mast easier. I will repeat monthly, less often if I forget.

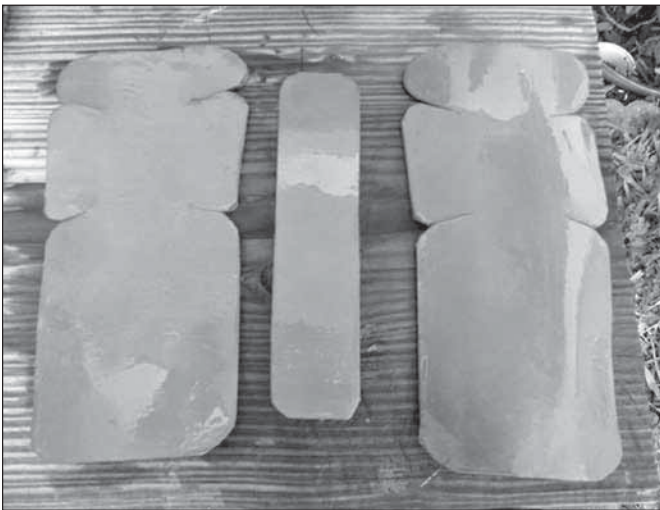


Figure 11: Shaped leathers for jaws and tumbler.



Figure 12: Tacking leather to jaws, tumbler is leathered.

One final note – I replaced a puny eye strap arrangement that was the throat halyard attachment between the original jaws with a through-eyebolt, an eyebolt on either end. It's both stronger and puts the cringle of the sail closer to the mast than on the old arrangement – for a better fit. But still hoping to get that closer to the mast when I improve the tumbler angle.



Figure 13: Leathering done! Bottom.



Figure 14: Top.

Last photo is the new Thurston built sails – beautiful! Don't have the lacing perfectly tensioned – this was our first day sailing. But the gaff sits much happier and hugs the mast in a far more loving – and secure – embrace.



Figure 15: Mystic 20, *Genevieve*.

Maintenance from the Discussion List

C. Henry Depew

VHF antennas reflect the marine environment and after a while they still work, but do not look that good. A fuzz appears and will hurt any hand that brushes against it. One solution, other than replace the antenna, is to wipe the antenna down with something for the mold (Clorox or peroxide) and then put some car wax (paste, not liquid) on the antenna, you'll keep it alive for another season. Doing this once a year will help extend the life of the antenna and keep the fuzzies at bay.

Repairing water-damaged seats on a catboat can be something of a problem. Most of those who have done the work suggest using the existing spindles on the outside and rebuilding using 3/4 inch

plywood or 3/4 inch MDO ply. The old seats are used for the pattern and modified to suit one's need. The replacement seats should be well sealed and not "taped" to the hull like the original, so that water drains freely under the coaming.

The highest stress point on the seat is where it joins to the bulkhead. That's where your foot lands when stepping down from the side deck. It is hard to keep the end grain of the plywood there dry. If you change the design of the seat, make a mock-up to see how flexible it is.

The short story: cut plywood for seats, (using West epoxy through out) fiberglass the bottom with 10 oz. cloth, glue hardwood to reinforce inboard edges and across the seat, round the edges except where the spindles are and except the fore and aft edges, cut large limber holes in three places, fiberglass the top surface, seal any end grain with epoxy. Paint and add non-skid where you step on the seat, and install the seats. If you are not going to use the West saturation system, do not fiberglass the bottom, as the wood will need to "breathe".

The hardest part may be removing the old seats. The next worst part is grinding the remaining fiberglass and paint off the hull. Since the seats may not be the same for port and starboard, you need to take good measurements of the seats before taking them out and keep both for templates.

MDO ply is very durable, but it is very heavy. You could probably go with half inch on that, if the edge banding is sufficient. Once you are done, the seats should be uncovered when not in use as, most non-oil based paints are not compatible with being covered with vinyl cushions for long periods; moisture remains between the cushion and the seat causing the paint to bubble. However, an oil-based paint will hold up well even when the cushions are left on.

Painting your mast after all the sanding and sealing can be a trick for one person. One technique is called "tip and roll". If you use a search engine on the Internet you will find videos of the technique and some "how to do it" advice. The idea is to put the "paint" on in a band and then spread it out. It goes on rather sloppy initially, just as long as the paint is up there and covering most of the spar, the next step smoothes it all out. Essentially you are crosshatching the paint, putting it on the spar in one direction, tipping it, smoothing off in the crosswise direction. This works best if you had the spar mounted high enough to easily reach the top and bottom while spreading the paint.

One idea is to set up the mast so it can be rotated as you work. Start with the mast on saw-horses positioned on the tip and the base. Either spray or roll and tip the middle section, rotating the mast as you go. You'll be able to work from above. After the paint dries, move the horses towards the middle, and repeat the process on the tip and base.

Another approach to the "Roll & Tip Painting" method was suggested. Using only a good 1 1/2 inch brush to apply the paint in bands crosswise to the length of the spar, laying down a 5-6 inch band at a time, kind of like rolling out the paint, just getting the paint on the surface, then brushing it out lengthwise, not unlike tipping. The brush kind of tells you what to do as it does when varnishing.

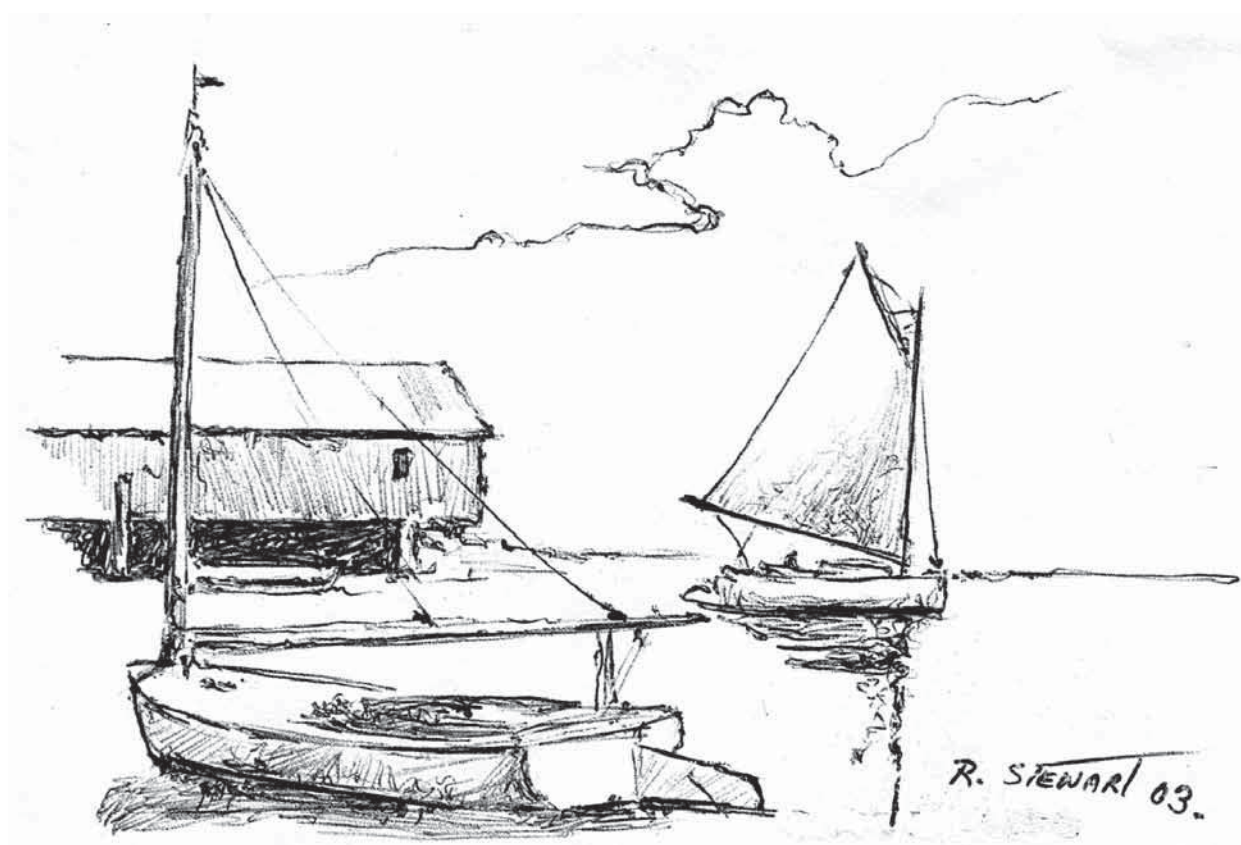
There are a number of ways to **rig the mainsheet**. Some boats have a simple wooden cleat oriented up and down at the base of the wheel housing. The main sheet (routed to the aft end of the boom with typical double block and traveller arrangement) can be "jammed" upwards into this wooden cleat and/or cleated off around it. Others have a swivel block with an upwards-releasing cam cleat arrangement on a spring in the cockpit floor, in front of the wheel housing. Then, there is the traveller/car system on

the cockpit rail. The trick is to be able to un-cleat the mainsheet and have it run free. The swivel block/jam on the cockpit sole was considered one of the better solutions since it can be released very quickly in a puff.

The alternative with the entire mainsheet behind the wheel is also recommended, but it takes a lot of line. The system is controlled by a jam cleat in the middle of the inside aft cockpit coaming. A simple downward pull frees the sheet in any emergencies. All of this puts mainsheet control way aft, out of the way of other passengers.

Although it is not the usual configuration, some catboats have a **bowsprit arrangement**. While keeping the catboat rig, a bowsprit is considered a great place to stow an anchor. You do need to be careful about the extra length sticking beyond the bow as one of our readers reported:

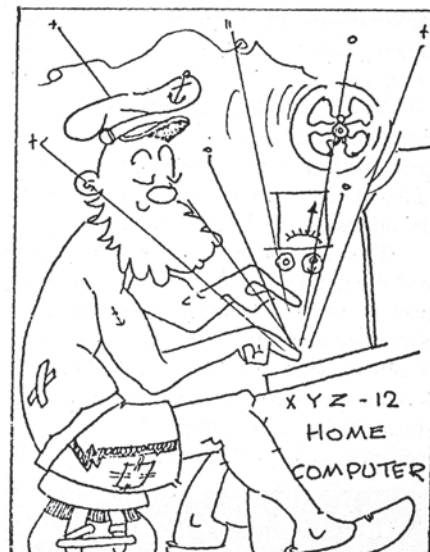
"I did see the rarest of accidents once in Bellport. The tide was high, and a man in a car on the dock was reading the morning paper. A small schooner approached on starboard and tacked over to port to tie up. Either the skipper took it too close, or forgot about the length of the bowsprit, and poked the car pretty hard! Now, that's hard to explain to the insurance company."



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: *How do you estimate the strength needed for anchor line and chain for a 26x12 foot wood catboat? Clearly 1/4 in. is too small and 2 in. is overkill. What's just right?*

A: Mostly, the line size limit will be the use, your deck fitting size (bits, cleats, chocks), and your stowage. For typical use unattended go with the biggest line that'll fit your gear and size the chain just over. Your bigger concern is chafe at the chock. Make sure your fittings have backing plates and your line is properly cleated and maybe backed up with a light line over the top.

Q: *I've always used 3-strand for anchor line. But, now I have an anchor locker that is hard to access, and I worry about things getting tangled down there. Anyone have experience with using anything other than 3-strand for anchor line?*

A: If the 3-strand is just passed down into the locker it should not tangle (famous last words). The use of a swivel on 3-strand was not recommended. Double braid really isn't suitable for anchor line. Chain, though inelastic, is used on large vessels because its weight creates a catenary that provides shock absorption/elasticity. One response had a concern about access to keep the locker clean and smelling ok, with mud and sea critters all over the line if it gets to that. The locker needs to be well ventilated and accessible or it's going to get dank.

Q: *I will be scraping and refinishing the (gaff rigged) Sitka spruce and I want to do them bright. My question is for finish. I am considering a varnish that has great reviews online and requires no sanding between coats. Does anyone have experience using non-sanding varnish?*

A: The careful use of a scraper to remove old varnish was considered a good approach as long as one goes slow, doesn't dig too deep, and prevent

gouging. After the careful scraping, a good sanding job was recommended, following by a suitable wood sealer.

Using the non-sanding varnish has its own problems in terms of minor blemishes, mostly dust grit or debris that falls on it when drying. There is also the bug in the varnish problem. If you go with the no sanding between coats route, the recommendation as to do some light sanding with something like 320 grit sponges/flexible pads that you can contour to the curve of the spar before you put on the last couple of coats of varnish. After sanding with the sponge, you need to vacuum, then tack cloth, and then apply the varnish. If you go this route, you want to use a new sanding sponge for each of the final coats of varnish.

It was noted that if your sail is attached with slides to a track on the spar, you would be wise to remove them, clean the wood beneath because you may find that water has, over time, caused some minor discoloration and possible rot where the screws penetrate. If you have removed the sail track (or other fittings) before you start the varnish work, be sure to put one of the sealants (opinions varied) on each screw hole location to seal those screw holes before re-installing the track/fittings. Also noted was the need to follow the instructions on the paint can. Do not improvise.

Q: *Since a number of fixtures have been riveted to the mast of our Sanderling, we do not want to remove them. What is the best way to protect them from getting painted. While blue tape is an option, is there some other more clever solution?*

A: Most responses noted that careful work with the brush and a cotton rag around a wide-blade screw driver would do the trick. The cotton rag is dipped in the thinner used for the paint and you simply wipe off any paint that gets on the fitting as you work.

Q: *Can anyone point me to a resource for the various methods used when heaving-to in a Sanderling? Is the method used dependent upon wind speed?*

A: *The Catboat and How to Sail Her*, published by the Catboat Association, was recommended reading. In general, it is suggested that you head into the wind; raise the centerboard, take up on the topping lift enough to hold the boom, and trimming the sheet so the boom lies just over the lee quarter. Next the wheel is put hard-a-lee and lashed. The boat will now lay to the wind, enabling the sail to be lowered to the level of the reef points desired. The boat will try to head up, then will fall off, catch the wind and repeat. If the centerboard is down, the boat could go through a tack.

It was noted that if you are going to heave-to, you are also going to need to reef the sail. That is also covered in *The Catboat and How to Sail Her*. The reefing procedure depends on the boat, the sail reef points, and the number of people on board to do the work. The short form for reefing is described in the preceding paragraph.

Q: *The centerboard pennant parted somehow at the mooring and the CB dropped, but thankfully remained on the pivot. We are going to have the boat pulled and replace the cable. The Herreshoff has a winch type of system to raise/lower the steel board. At the top of the CB well, the cable has to be threaded into a hole in the stainless steel spindle and pushed to the left to be secured on the outside of the reel.*

If anyone can shed some light (photos, drawings, descriptions, etc) on these unique Herreshoff America design factors, it would be greatly appreciated. It will make the work and my repair planning much easier.

A: One respondent noted this was brought up in a Woodenboat Forum thread:

<http://forum.woodenboat.com/showthread.php?78573-Advice-on-a-shackle>

Certainly you'll see how it's currently attached, once it's hauled, but the suggestions in the forum replies seem pretty sound. In the thread the board's pennant uses synthetic line where you have wire. The consensus was to stick with wire in your boat.

Once the boat is pulled, you will have the length of the wire question answered but you might want to make sure you have a turn or two of wire on the drum, so that the tension is not all on the clamp at the bitter end, and then ensure that the board can go all the way down. Also noted was the most important item would be to find out why the original chafed and

parted, and address that issue.

Q: *I am going to take down the centerboard from my HA-18 and I was wondering if I should take the opportunity to have it galvanized. I have looked at it and although it is rusty, it does not look in very bad shape. Should I either galvanize and paint or just remove the rust, apply rust neutralizer and then paint? Any help is welcomed!!!*

A: The recommendation was that unless the board is in bad shape, hammer the exfoliated rust and re-paint. You will need to replace the board at some point anyway. While you're at it, you should consider replacing the cable that raises and lowers the board. The swaged fitting that connects to the board could, over time, fail.

Q: *It's time to replace the lines on my HA-18 built by Nowak and Williams, but I'm hard pressed to locate the line lengths anywhere in print, other than the peak halyard (at 106'). Any input would be appreciated, as well as input on the recommendation to replace the 3/8" line with 5/16" to alleviate binding in the blocks.*

A: The general suggestion, other than measuring each line, was to use the measurements found on the Marshall web site and add a little extra length to make sure that they were right.

Q: *For our M22 with no bilge pump, can someone suggest path of hose that does not require another thru-hull? Under cabin sole we accumulate water from random rain inputs. Any help appreciated, especially for a successful similar retrofit.*

A: The outlet for the bilge pump on some M22s is on the starboard side of the transom at an elevation about equal to the top of the rudder.

Q: *I'm getting ready to finally finish refurbishing my HA-18. The mast will go up this weekend and I am wondering if anyone has recommendations for a good mast boot.*

A: If your mast is the same diameter as a Marshall, they have nice mast boots (you can get one that wraps around the mast and closes with velcro so you can put it on after the mast's stepped). Or, you can duct tape a plastic bag around the mast and the partner to ensure a watertight seal, then the mast boot (sunbrella that matches the sail cover) hides it and protects the "undergarment" from the sun's UV rays.

Q: *As a new owner of a catboat (HA-18), I am wondering if I need to do anything to preserve/maintain the hoops that connect the sail to the mast.*

The paint man at the yard says, no. You varnish them just for appearance. They are made of a half inch wide wood "strip" that coils around the mast 2-3 times, there is a rivet and screw on the top to hold this lamination together (no glue in between). They would not be easy to remove from the mast.

They appear to all be in good condition, although they are heavily mildewed.

Any thoughts on this?

A: Most of those responding use some kind of paint or stain more or less annually. To some extent, the treatment depends on the wood used to make the hoops. What caused some discussion was a comment to "re-frac the D shackles with fresh waxed whipping twine". Frapping is a nautical term: *tr.v. Nautical, frapped, frap ·ping, fraps.*

1. To make secure by lashing: *frac a sail.*
2. To take up the slack of; tighten.

From the question of what is frapping, the discussion then got into a mixture of pine tar, turpentine, and/or boiled linseed oil. Some respondents use an equal mixture of pine tar and turpentine, while others used turpentine and linseed oil (with a dollop or so of pine tar). It was also noted that if the hoops are made of white oak, they have a long natural life.

Varnish was not recommended as any water that leaks in (through the cracks between layers) tends to get trapped inside the wood and lift the varnish off.

Also recommended by one person was to wax (candle or ski) the inside forward edge of each hoop where it rubs against the mast. It certainly makes dropping the sail easier.

Q: *Oh, how I miss the shrouds (with tell-tales) on my previous boat, a sloop! Besides something at the top of the mast (something to think about when the mast is down) -- any suggestions? Creative ideas? I tied some yarn to the forestay, but cannot see it easily . . . I have a tanbark sail, so can't see easily through it . . . Help!*

A: Suggestions included:

Telltales on the leach which work very well
Pigstick at masthead with burgee, you haul it upon a light halyard.

Ribbon or cassette tape at the leech battens.

It's not a real critical thing on a catboat.

An aluminum rod to the end of the gaff with a strip of red rip-stop spinnaker cloth.

Also noted was an article in the January 2007 *Sailing Magazine* entitled "Catboat Sail Trim" in which they tuned the sail of a Marshall Sandpiper.

They state:

"Telltales should be mounted on both sides of the main well back from the mast as well as on the leech. Usually four sets of telltales are sufficient; two above the throat and two below the throat, while only two are needed on the leech. Be sure to offset the starboard and port telltales from each other so you can tell them apart when the sun is behind the sail. Color coding is also helpful."

One respondent noted two related articles:

"Catboat Sail Trim Quick Reference Guide", used by permission from "the Competitive Cat" copyright Bill Welch MD, 2007 at:

<http://www.arespondboatyard.com/pdf/catboat-sail-trim.pdf>

and

"Catboat Guide and Sailing Manual", collected from Web sites, articles, manuals, and forum postings at:

<http://www.tropicalboating.com/imagestr/CatboatSailingManual.pdf>

Pages 19-20 have the "Sailing Magazine" article.

(*List Reader's Note:* The old captains did not smoke a pipe to look nautical. It was reported that the pipe smoke was their light wind indicator.)

Q: *Looking for a side-mount anchor roller for a bowsprit. Any ideas?*

A: Page 24 of the "Deck Hardware & Exterior Fittings", Davey & Company catalog available at:

<http://rwrope.com/traditional-rigging/davey-co-marine-hardware.html>

My Marshall 22 sloop came rigged with a nice bronze one. Maybe the Marshall folks could tell you where it came from?

Q: *In what order should bright work be scraped and then treated?*

a) *When the adjacent surface is gelcoat and*

b) *When the adjacent surface is painted.*

Since masking is involved, I want to avoid losing fresh paint or cetol/varnish, when I remove the masking from the adjacent, freshly treated surface.

A: No answers to date.

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. Read other listserv maintenance items in B.B.& Maint. section of this Bulletin.



CATFOOD

Jane Walsh, Editor

Simply Super: Super Moon* – Super Evening

Dear Friends:

As the so-called Super Moon* rose over Bass River at the tail end of March on the eve of the Vernal Equinox, we were coincidentally entertained for a “Super Evening” at the 3rd Annual Spring Rendezvous of the Cape Cod Catboat Association by our incredible hosts, Peggy and Mark Anschutz. Mind you, this is not a typical catboat rendezvous where you sail to the event – it is much too cold on Cape Cod at this time of year and our harbors have barely thawed. But on this night, we arrived via land chariots. It was hard not to be high-spirited as we regaled in our bountiful catboat stories and dined on an extraordinary feast in their beautiful home. Every room is museum like; well decorated with beautiful catboat art and trophies, bird carvings, and a long memory wall of photographs featuring celebrations with family, friends, and yes, even celebrities!!

Peggy and Mark served a delicious dinner to 55 of us catboaters in an elegant and gracious fashion. You will find the pork tenderloin recipe to be the tastiest on the planet! And, the homemade ice cream sandwiches were celestially divine – you will want to plan your own rendezvous just to serve this treat. As I pen this column, it is two days later and I am still reveling in the splendor of this magnificent and heavenly evening.

Peggy has shared with us her recipes as follows:

BBQ Pork Tenderloin

Surround pork with “lots” of garlic coated in Worcestershire sauce. Cook uncovered in a 425 degree oven for about 20 minutes; then cover at 300 for at least 2 hours. Peggy creates her own barbecue sauce coating pork and reserving remainder to serve on the side – sautee chopped onions in butter until soft, add ketchup and lots of Worcestershire and cook slowly for about 30 minutes.

Yummy Carrots

Boil until cooked, drain and mix with butter and brown sugar – add chopped chives just prior to serving.

Homemade Ice Cream Sandwiches

Toll House Cookie recipe on back of chocolate bits package (use real butter). Slice vanilla ice cream and fill the cookies and wrap with saran wrap and place in the freezer until time to serve – no plate to wash!

I hope you will enjoy Peggy’s recipes. If you are ever in the waters on Cape Cod, look for Peggy and Mark in the Marshall 22, JOY.

“Boat” Appetite!

A Super Moon occurs when the Full Moon passes closest to the earth – The Full Moon then appears larger and brighter!

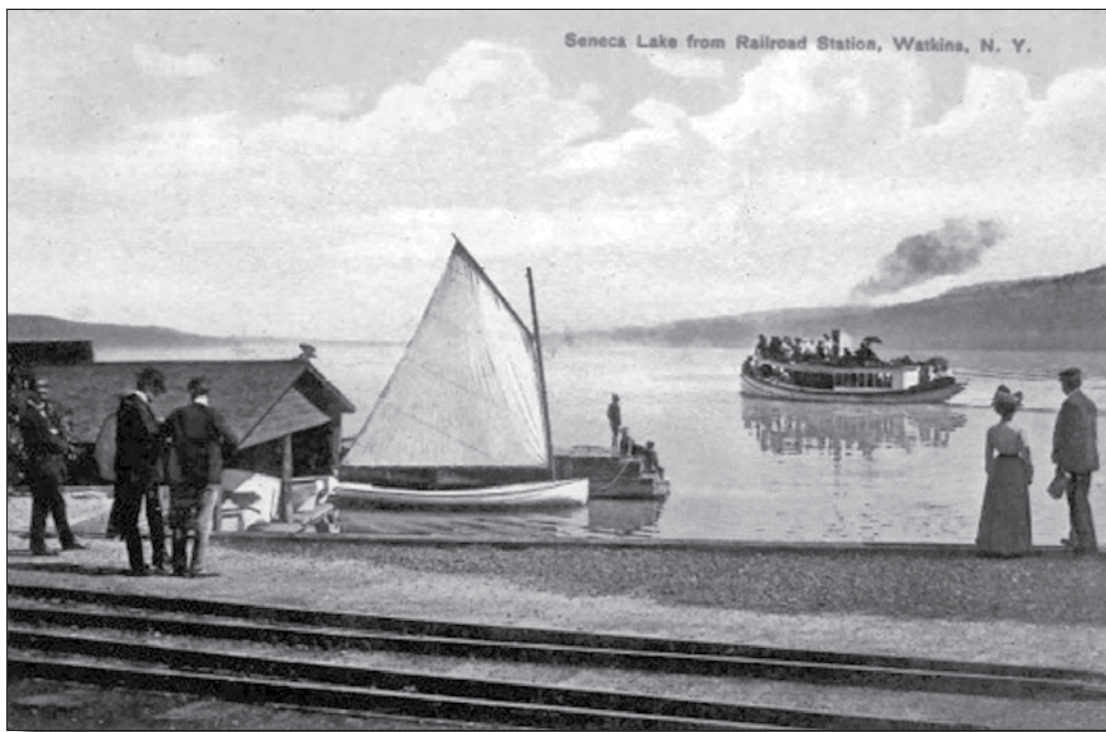


Cape Cod March... Not a catboat to be seen.



Postcards and History

Judy Lund



Seneca Lake from Railroad Station. Watkins, N.Y.



Old cat, *IDA* was labeled Maine. Anyone remember her?



Short Tacks

Editor's Note: Each bulletin hopes to include a few "works in progress" so let us know what's going in your barn or in local boatyards. Thanks also here to Joe Eldredge and Grethchen Coyle for their contributions to this section.



with the other large wood catboats around the Cape Cod area. Work started at her custom built boat shed in Bass River in the Fall of 2009. Our varnish man (Mark Anschutz) removed everything he could to finish in his basement, hatches, wheel, boom crutch etc.... while Rick Farrenkopf and Paul Cook removed the engine to be overhauled and allow Bill Mullin access to the rudder post to find the only major leak.



Gannon and Benjamin Yard, Vineyard Haven



Marvel (formally *Sunnyside*) at the 2009 winter boat shed.



Project *Marvel* 1905 Herbert Crosby D Class Catboat

Paul Cook

The mission for the *Marvel* Syndicate is to restore her to her former glory and make her competitive

Her bottom was ground down for closer inspection of any other problem areas. Surprisingly she was in pretty good shape.

Work was suspended on her when it became time for all of us to prepare our catboats for the summer sailing season. It was at this time that the decision was made to move her to West Barnstable into Bill Mullin's newly built barn.



Marvel on the move and in Bill Mullin's barn with her bottom ground down.



Once in the barn the rudder and post were removed. Bill then found the area around the post exiting through the hull to be rotted. The problem was corrected with a new shaft sleeve and plate that was put in place after the rotted wood was removed and replaced with thickened epoxy. He then put it all back together and repacked the stuffing box at the top of the post.



Repaired leak at rudder post.

The next step was a putty party with owners Jon Wood, Mark Anschutz, Rick Farrenkopf, Paul Cook and Bill Mullin. The seams were filled with compound and the bottom was painted.

With the bottom ground down we found the original scribed in water line. She went back in the water with two coats of bottom paint.



Painter, Rick Farrenkopf above.
December 18, coming out of Bill Mullin's barn.





Marvel under tow.



Winter 2011, at rest at her slip.

Restoration of *Auggie Hay*

Bette Gruben

On March 10, 2010, Elizabeth Gruben decided it was time for some needed work on her catboat's hull. So began a year and a half to date of necessary work in restoring this fine cat. You will find many photos and descriptions of the work on her sailing blog:

<http://www.highland-place.com/auggiehay/>
for info on Mystic 20s

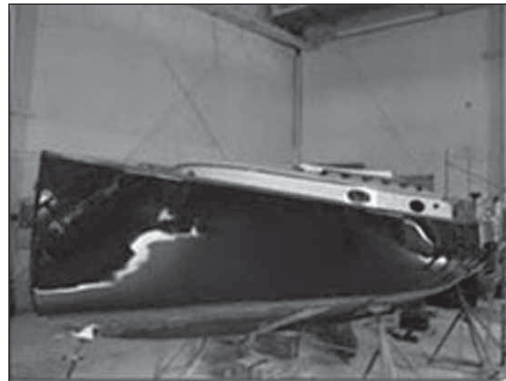
Go to the section titled: Cruising (b)Log
or <http://auggiehay16.blogspot.com/>



1975 Mystic 29, Hull No. 16

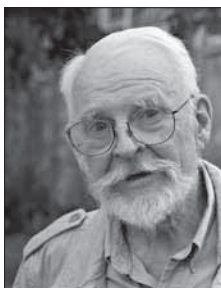


Before and After



Sea Sounds

Joe Eldredge



I must go down to the Sound again
to find my sea and sky,
and all I ask is a fat catboat with a
barn door to steer her by;
and her wheel's kick at the trick wind
with her great sail's shaking;
and the dark mist being softly skimmed
by the dawn's bright breaking.

I must go down to the Sound again
to enlist the mischievous tide
enchancing the bait in encircling schools
next depths where the big blue hide.
And all I ask is a steady sheet and a wheel
that knows the way
to rule the Sound with a majesty
that ordinary boats obey.

I must go down to the Sound again
to rebuild my truant dream;
to restore my feckless shore-bound life
caulking started seams.
And all I ask is a boat to teach me
what the Sound has always known:
That when man and boat can live as one
I'll be spinning yarns of my own.

Joe Eldredge of West Tisbury, Martha's Vineyard, wrote this poem and read it last June at the Vineyard Catboat Captain's Luncheon hosted by Mark Alan Lovewell and Colleen Morris at the Vose Family Boathouse in Edgartown. The poem will seem familiar, as it is a rewriting of John Masefield's celebrated poem *Sea Fever*, written more than a century ago. Joe is a semi-retired architect and an occasional writer. He started visiting the Vineyard in 1953, but moved to the Island from Boston full time in 1975. He brought his architectural practice to the Vineyard and did a lot of work here. He is 87 years old. He has been sailing catboats since he was a kid (six years old), sailing in a lake in North Indiana. Joe also owns the old catboat, *Judy*...now waiting for a rebuild on or off Martha's Vineyard.

Battle of the Eighty (Year Old) Aces

Gretchen Coyle

Imagine a century and a half worth of sailing experience at the helm of two Marshall Sanderlings sailing on Little Egg Harbor, along the New Jersey Coast, most every Saturday afternoon. Between the eighty year old aces, Stokes Carrigan and Ed



McGlynn, both of Beach Haven, NJ, the sailing is competitive, enthusiasm effervescent, and a pure love of sailing shows through on every tack.

One should never believe Ed McGlynn when he says racing his Marshall Sanderling "is something to do ... a way to identify where I stand in the fleet now that I am older and wiser". Modest to a fault, he is much more than just part of the fleet. Ed started sailing his Sanderling in the early 1980s when there were only three Catboats at the Little Egg Harbor Yacht Club. Having been part of sailing fleets that had vanished over the years, he was determined this would not happen to the Sanderlings.

Ed, known to his admirers as "Mr. Catboat," spread the word and started some creative sailing to generate participation as the fleet grew. Today there are seventeen Sanderlings, with maybe ten racing on any weekend. "It is the second longest racing fleet at Little Egg," he proudly boasts. "It is fun for all ages."

The best day of the season is Ed's creation of "The Happy Hour Race." When the E Scow fleet goes Up Bay to race with Upper Barnegat Bay boats, the Catboat sailors have a fun race. "It is a destination race." Sort of a "When the E's are away, the Cats

do play.” The first race was to Long Point and back won by Bob Bachman. It has grown over the years, welcoming Sandpipers and any other Catboats around. For twenty-seven consecutive years Ed has seen his Happy Hour Race sailed all the way up the Mullica River to Sweetwater Casino Restaurant, across Great Bay to Oyster Creek, and over to Panini Bay Restaurant in Tuckerton. He made the trophies and loves to tell people about how much everyone enjoys his Happy Hour Race.

It was once the tradition that the race winner bought or provided the refreshments for the lunch destination. Now it is such a big group that each skipper pays for his own boat. The winner also gets to select next year’s destination. “As some of us get older, the trips get shorter,” Ed jokes. He started sailing a Perrine in the 1940s, then sailed Comets, and now prefers his Sanderling.

Ed McGlynn has spent years spreading sailing enthusiasm to others. He has been a teacher/mentor in the Sea L’Eggs program that takes ladies sailing, teaching them to sail. He has participated in Big Boat Sailing with the yacht club’s Junior Sailing Program. In 1993 Ed, along with his wife Pat (who does not sail, but joins any destination accessible by car), was awarded the Commodore’s Cup for dedication to sailing and going above and beyond at Little Egg.

Off season, he can be seen with a fishing line or two off the stern, looking for a striper. As for his Happy Hour Race, Ed says he “will thumb a ride for years to come even if I am not racing.”

Stokes Carrigan grew up in a boating family from Harvey Cedars, NJ before moving to Beach Haven and joining Little Egg Harbor Yacht Club. Stokes’ Sanderling has provided much entertainment for family and friends over the years, both racing and sailing for picnics up brackish Tuckerton Creek.

A typical sight is Stokes, along with his wife Diane, loaded with a Sanderling full of children from the Junior Sailing Program sitting on the boom as they reach across the bay. Later anchored, kids continually jump off the transom and climb aboard again, followed by gooey sandwiches and sticky soft drinks, of course. Stokes has shown generations of children that sailing is fun whether they race or just partake in a swim and a usually soggy lunch.

Like Ed McGlynn, Stokes also has a history of sailing on Long Beach Island, NJ. His first boat was a Moth, followed by a Perrine, which he sailed at a camp in Maine. Coincidentally, he was lucky enough to have met Barnegat Bay Perrine building entrepreneur J. Howard Perrine, who sent his fleets all

over the world. There is irony in the fact that Stokes went to Maine only to sail a local Barnegat Bay boat. From then on, Stokes Carrigan was hooked on sailing.

Crewing on a Comet, Stokes placed in both the regional and international championships. Then he went on to crew on E scows for a number of years. After his marriage to Diane, Stokes “wanted a sailboat that was universal – could be used for overnights, race, fish, and one that was perfect for our bay.” Diane gave him his Sanderling as a present.

“I always sign up for our club’s Big Boat Day. As long as the kids are having fun, they really can’t do any harm.” Stokes is “still out racing, enjoying the competition, and being on the water. It is a form of relaxation for me in addition to getting the blood flowing. All of my aches and pains go away when I am sailing. It’s amazing!” However, he is honest. “My derriere gets painful in heavy air from hiking out on the rail.”

At eighty Stokes is philosophical: “Mental attitude is important; one cannot sail in a bad mood. I will continue to sail as long as I can get in a boat and get someone to handle the sheet. The Sanderling can be a tough boat to sail. It has a huge sail, and takes some maneuvering to balance sheet and sail.”

For seven months of the year, life is completely different for Diane and Stokes Carrigan. They work on the 35,000 acre family cattle station in Australia where it is dry and dusty. “There is a ton of physical work. I help the manager branding and building fences. There is no sailing except for a rare cruise on Morton Bay.”

Over the years both Stokes Carrigan and Ed McGlynn have been club champions. Both still place in the top half of the fleet, usually pretty close together. These eighty year old friends pride themselves on the fact that they sail in close competition with the younger skippers. They especially enjoy racing against each other, laughing about gashes (battle scars) along their rub rails.

Hotshot Catboat skipper, Peter Maschal, speaks highly of his gentlemen competitors. “I love being out on the bay with that generation, I love Stokes’ competitive urge when he almost wins and his sportsmanship. He cheers you on when you are doing well. Ed surprises me at times – he will come out of nowhere. Both like to talk about the history of Catboat sailing.”

Ed McGlynn and Stokes Carrigan exemplify the best of sailing, leaders in the Sanderling fleet both on and off the race course. These eighty year old aces continue to “battle” on Little Egg Harbor,



The Catboat Association

Membership Application



*Founded 1962
Incorporated 1983*

Mail completed form to:

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

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

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

Name: _____ Spouse: _____

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

Dates mail goes to 2nd address: _____

Catboat Name: _____ Year: _____

Date Purchased: _____

Home Port: _____

Former Names: _____

Former Owners: _____

Designer: _____

Builder: _____

Where Built: _____

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

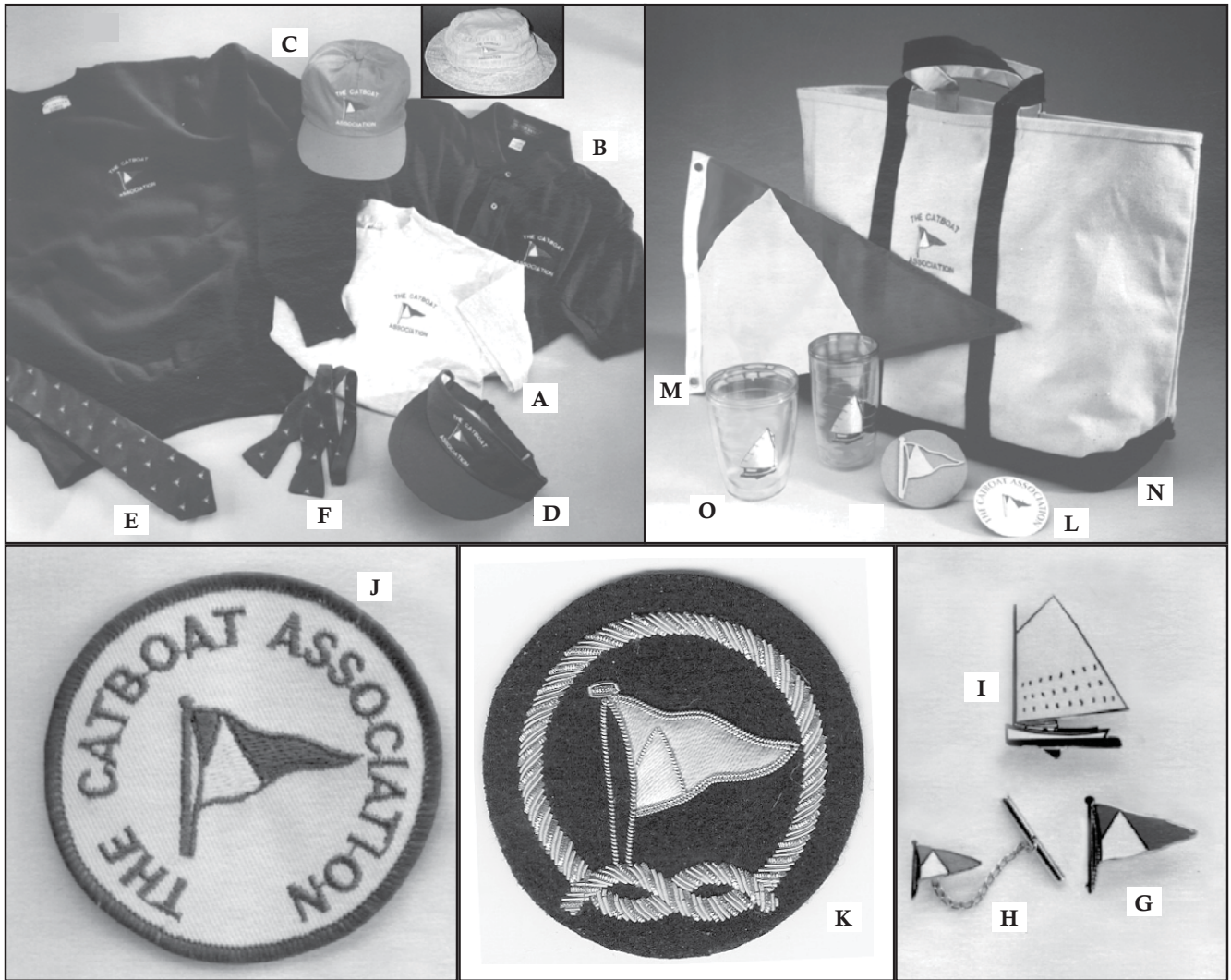
Description: _____

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

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

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

Make Checks Payable to: Catboat Association, Inc.



CATBOAT ASSOCIATION MERCHANDISE

APPAREL

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

ACCESSORIES

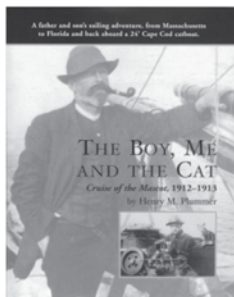
G. Lapel Pin, colored burgee		\$10.00
H. Tie Tack, colored burgee		\$ 5.00
I. Catboat Pin		\$10.00
J. Cotton Patch		\$ 3.00
K. Wool Blazer Patch (NEW ITEM)		\$25.00

MIXED MERCHANDISE

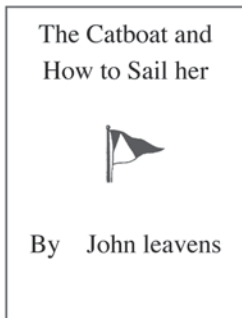
	Quan.	Price
L. Decal, colored burgee		\$ 2.00
M. Burgee, 12 in. x 18 in.		\$10.00
N. Tote Bag, large		\$20.00
Tote Bag, small		\$15.00
O. Tumblers please specify: 12 oz., plastic with catboat or CBA patch		\$ 7.00
16 oz. plastic, tall or short, with catboat or CBA patch		\$ 7.00
Lids, 16 oz.		\$ 1.00
NOT PICTURED		
P. Ear Ring, color burgee, post		\$10.00
Q. Coffee Mug		\$ 8.00
R. CBA 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 \$		

To order merchandise, use this page (or duplicate), specify color, size, quantity and total for each item. Make check payable to **Catboat Association, Inc.** in U.S. funds. Domestic shipping \$2.00 per item. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 3 Spruce Avenue, Mattapoisett, MA 02739, mary.crain@catboats.org.

Catboat Association Publications



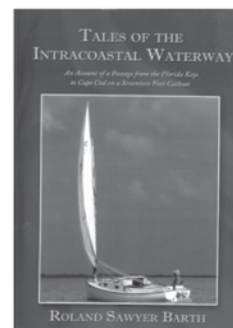
The Boy Me and the Cat by Henry M. Plummer
\$29.95 (hardcover)



The Catboat and How to Sail Her edited by John H. Leavens
\$10.00



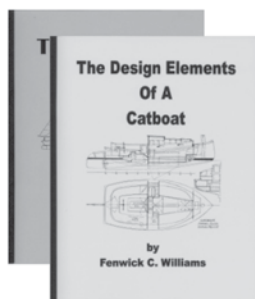
The Competitive Cat Racing small Gaff-Rigged Catboats.
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Tales of the Intracoastal Waterway by Roland S. Barth \$15.00



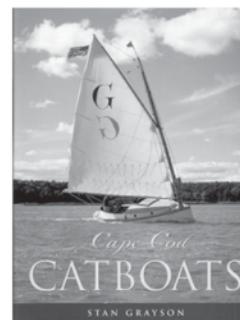
Catboat Summers by John H. Conway
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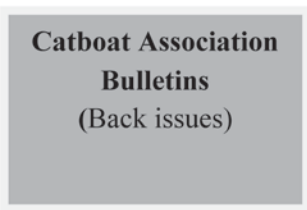
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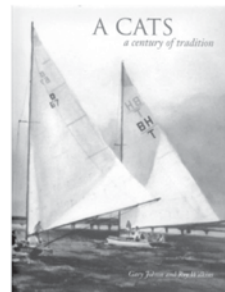
Cape Cod Catboats by Stan Grayson
\$39.95 (hardcover)



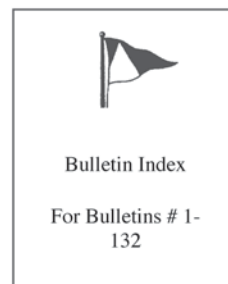
The Catboat Era in Newport by John H. Leavens \$34.95 (hardcover)



<u>Cost</u>	<u>Bulletin</u>
\$5.00	#1-54
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A Cats --A Century of Tradition by Gary Jobson and Roy Wilkins
\$49.95 (hardcover)



Index of CBA Bulletins
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Carol Titcomb, 38 Brookwood Dr., Branford, CT 06405-2325.

New Members

Dave Calder, Membership Secretary

WELCOME ABOARD to our new members since May 17, 2011.

Almeida, Bruce & Sue

Benson, Don & Barb

Biggs, Errol & Alison

Bonn, Hans & Andi

Brown, Stanley

Cardito, Joseph

Chace, Jerry

Cheverie, Paul & Lue

Clark, Dave & Nancy

Cleary, Tom & Margot

Demming, John

DiBerardino, Philip

Dondero, Jim & Diane

Dornemann, Walter

Gillette, Sue & Wes Barton

Harris, Evan & Carol

Hitchcock, Butch & Joan

Jemiolo, Kristen & David

Jenkins, Shirley & Dave

Jones, Flane & Sue

Jones, Samuel & Patricia

Keack, Jim & Marylou

Kieley, John & Connie

Lachman, Mike & Sherrie

Loken, Marty & Mo Moss

Lupien, Bob

Martin, Charles & Betsey

Mason, Bruce & Rosemary Cullen

Mcfall, Ken & Kay

Mullins, Adam

Newman, Tim & Ellen

Notelovitz, Selwyn & Amy Voorhes

Nrdela, Bill & Paula

Pollock, John & Pam

Porter, JR & Joni Gaines

Robinson, George

Rogers, Chris & Nina

Ronty, Alice

Schoorens, Doug

Stanard, William

Strople, Don & Barb

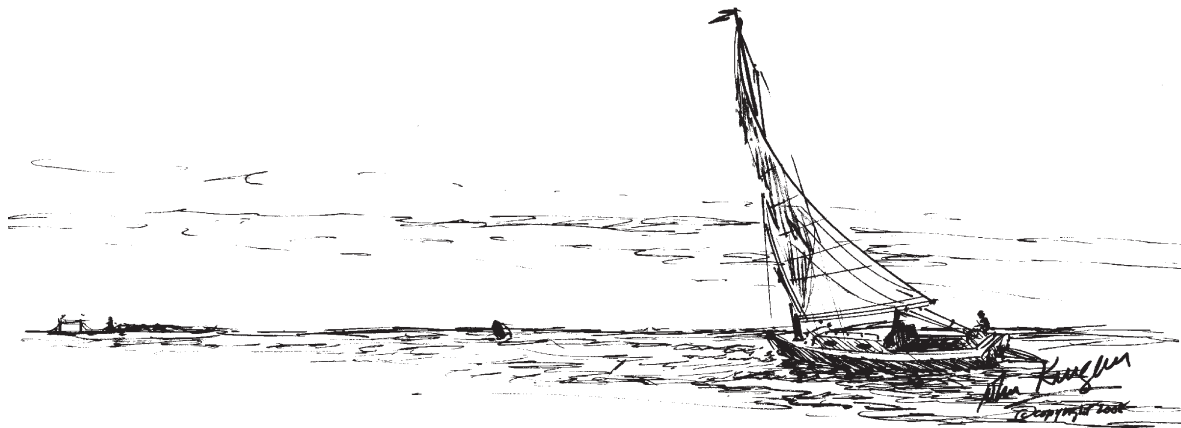
Swann, Paul

Truntz, Eric & Stacie

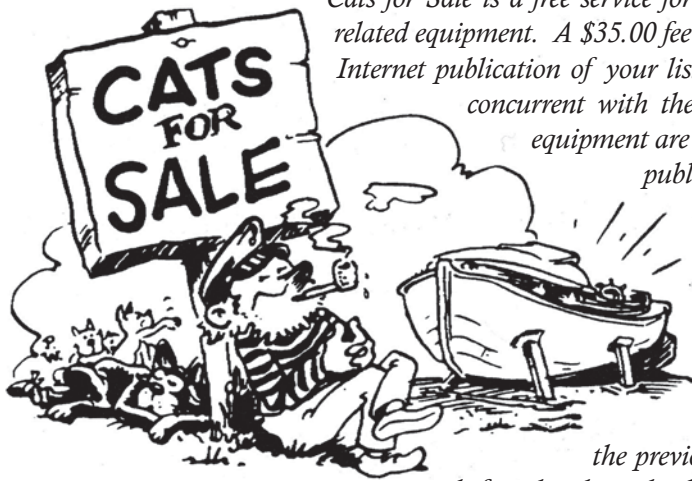
Vitorita, Michael & Carolyn Bergman

West, Bruce & Mimi

Witbeck, David



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

156-2. FOR SALE: 1973 Beetlecat-' Pooh': Restored professionally in '02. New trailer, cockpit cover and sail. Sweet. \$4,800. Dean Coe. Tel.:508-888-8029 or e-mail: dean@deancoe.com



156-8. FOR SALE: Beetle Cat #1598, bronze fastened boat, built by Beetle inc. Bee's Wing has been sailed for the last 10+ years on Pleasant Bay, Cape Cod. Comes with trailer, spars, sail and cockpit cover. Asking \$3,500 or best offer. For more pictures and details please contact bmail@brentonwelsh.com.



156-3. FOR SALE: 1973 Herreshoff America Catboat. Built by Nowak & Williams. Good condition. Fresh water sailed only. North sail. EZ Loader trailer. Johnson 15 HP outboard in well. Newer laminated tiller. Tabernacle mast. Knot meter & depth meter. Full cockpit cover. Autohelm. Compass. Many extras. Asking \$8,200. Cleveland, OH. Contact Floyd Biery at 216-849-6167 or fbiery@gmail.com



156-9. 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. REDUCED. Offered at \$19,500. Contact Stephen Bushway at 413-634-0029 and leave a message, or email sbushway@mac.com



156-5. FOR SALE: 1971 Hermann 17' Catboat. The boat needs work to get her going again. I removed a non-working Yanmar SB8 and have a used Yanmar 1GM that I had planned on rebuilding for it. The hatch and sail are missing, and not sure I have the right boom (it is only 11 feet long). I believe it has the original aluminum tapered mast. If someone needed just the mast I might be interested in selling it. I hate to sell the boat, but had surgery last summer and have not been able to work on it. Located Mobile, AL. Asking \$2600. Call or email Ray at 251-709-4754 or rwlamb@bellsouth.net



156-10. FOR SALE: 2000 Menger 23' catboat. Tan bark sails, standing head room, new sail cover, bimini with complete enclosure curtains', boom gallows, anchor w/chain & rode, rope deck pipe & anchor chocks, compass, speed, depth, and wind direction instructions, jiffy reefing, bronze steps transom and rudder, enclosed head with shower 20 inch forward opening hatch, louvered doors, shower on Coaming, Origo recessed 2 burner alcohol stove, H/C pressure water, shore power, lighting dissipater, radio, electric bilge pump, two new heavy duty batteries, Yanmar 18 hp inboard diesel. \$42,000. Richard N. Ellis, Cape Coral, FL. ph: 239-458-4119 ellisrichn@yahoo.com



156-11. FOR SALE: 1995 Menger 19' catboat. Tabernacle mast with masthead light, jiffy reef, lazy jacks. Excellent Sail with custom sail cover (re-stitched May'11). Custom winter cover, EZ-Loader Trailer available. Bronze transom step, Compass, Good battery with power station and fuse holders, Automatic Bilge, VHF Handheld, Garmin 176c GPS w/Bluechart for NJ to RI. Yanmar 1GM10 Diesel w/new water pump impeller, fuel filters (Racor & Engine) new May'11. Engine has very low hours. 11Gal fiberglass fuel tank pumped and refilled annually. Large Cockpit, large cabin Bunks, Drop leaf table in cabin. Port-a-potty, 2 anchors, bumpers, dock lines, Travel boom crutch, all documents for engine, boat, GPS. Instructional how to sail video from Menger Boatworks featuring Bill Menger included. New bottom paint May'11. Boat is in water in Babylon, NY ready to sail. Willing to demo. Favorite fishing pole included! Selling for \$23,000. Call Bill Hegarty @ (631) 517-0821 or email littlewhitedory@gmail.com.



156-12. 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. REDUCED! \$13,500. Call Todd 239-216-1916 or email ttateo@comcast.net.

156-14. FOR SALE: 1969 Marshall Sanderling 18' catboat with trailer, traditional white hull, tan deck; very reliable 6 hp. Nissan motor [2006] fits in cutout on port side of cockpit, very unusual but handy when coming about!!!; blue cabin cushions, stainless steel swimming ladder, porto-potty, life jackets, light anchor, fire extinguisher, flares, lots of lines, fenders. Location: Riverside, RI. \$6500. Please contact Anna at annavanlynden@verizon.net.



156-16. FOR SALE: 1986 Minuteman 15' Catboat built by Squadron Yachts. White fiberglass hull & decking with teak bright work and bench seating, small cuddy cabin. Standing rigging in very good condition and all running rigging was new 3 years ago. Sail replaces the original "flag" sail and is in very good shape with a new royal blue "Sunbrella" sail cover and is rigged for jiffy reefing. Has spent the last



5 years in an inland fresh water lake. Very sweet boat with great lines and a joy to sail. Located Washington, CT. Asking \$3,500 including trailer. A "Torquedo" electric outboard is also for sale for an additional \$500. Don't miss this one. Call: 860.868.3055 or john.pitts@sothebysrealty.com.

156-17. FOR SALE: 1980 Atlantic City 24' Catboat. Fiberglass, headroom 6'2", beam 11', draft 2 ft. Westerbeke 27hp with 9 hrs. installed 2008 with full gauges, VHF radio, two batteries, Dytek battery charger, 25gal fuel tank; 2 anchors, cockpit and interior cushions, center board replaced and Interlux interprotect epoxy bottom 2004; sail 452 sq ft serviced 2007; cockpit cover and top; Mast painted and new mast hoops 2011. Boat well maintained. Boat lying in Surf City, NJ \$17,000. Contact Lucille Encke 609-494-1492 or lucencke@yahoo.com



156-18. FOR SALE: 1937 Roberts 21' Catboat. SEA PUP is a classic 1937 catboat designed and built by Manuel Swartz Roberts of Edgartown, Martha's Vineyard. SEA PUP was used as a launch from Edgartown to Wood Hole. She has been under the same caring ownership for the last 30 years. Restored below the waterline in the early 1980s, she underwent a comprehensive restoration by Vern Mowrey of the Yacht Shop during the winters of 2007/08 and 2008/09. SEA PUP was re-launched in August 2009 and has been used lightly and regularly maintained since then. She has been stored indoors each winter. Constructed of long leaf yellow pine over oak frames. Fastened with bronze and has a mix of bronze and stainless steel hardware, much of it original. Trimmed in mahogany and fir in cabin/cockpit. Built for use as a launch, SEA PUP has a spacious cockpit, measuring 10' 2" by 8' 6". She will comfortably carry twelve+ passengers. She would make a wonderful family day boat and will attract attention in any harbor. 18HP Penta diesel with less than 200hrs of use provides an 8-10 knot cruising speed. 300 sq. ft. dacron sail. Asking price significantly reduced to \$19,500 for a rapid sale. Please contact Justin McAnaney at the David Jones Yacht Brokerage. 207-593-6767 or jmcananey@hotmail.com



156-20. FOR SALE: 1932 Alden 28' Catboat - Calynda. 28' x 12'6" x 3'8" - 38' LOA - Designed by Fenwick Williams. Built by Reuben Bigelow, Monument Beach, MA. Extensively rebuilt since 1984. Cedar planked, oak frames, bronze fastened. Full standing head room, sleeps 5, enclosed head, large cockpit is excellent for entertaining. 2 burner alcohol stove w/oven, Adler-Barbour refrigeration. B&G Network Quad and Wind instruments, Garmin 492 GPS, Autohelm 4000 autopilot. 60 hp Kermath Sea Jeep engine, completely remanufactured by Van Ness Engineering during the winter/spring 2011. Excellent family cruising boat. Located - Branford, CT. Asking \$25,000. Contact Carol and Neil Titcomb - 203-488-3088 or neilcarol@sbcbglobal.net



156-22. FOR SALE: Late 90's Johnson 15HP Outboard and accessories. Long shaft, 2-stroke with electric start. Very low hours and mostly fresh water use. Comes complete with never-used OMC remote, gas tank and hose, battery and battery box, and Blue Sea add a battery kit. Just add wires and control cables and you're ready to go! Can also be used as an electric start tiller controlled motor. Motor could pass as new and has been used on my Marshall Sanderling. I've gone electric (!) Asking \$1500 for complete package, located near Manchester, NH. Will entertain reasonable offers if you want just the motor. Contact Carol at carolts1@comcast.net.



156-23. FOR SALE: 1964 Marshall 18' Sanderling catboat. SNUFFY hull #14. Excellent condition, fully equipped, completely rebuilt. White hull, green bottom, red boot stripe, like-new condition. Topsides, bottom, cabin and cockpit in excellent condition, recently painted. New seats. All teak trim in excellent condition. New rudder, tiller, pintles and gudgeons. Bronze hardware, installed compass, Harken blocks, lazy jacks, centerboard, cabin cushions and shelves, lines, mainsail with sail cover, anchor line and chain. 6 hp Johnson outboard motor. \$12,000. Boat is in Center Moriches, LI at Senix Marina. Call Tom 631 475-3918 or 631 874-2092 or email Barbara Wright barb631@optonline.net



156-24. 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, 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



156-25. FOR SALE: 1985 Nonsuch 26C Catboat. #175 Kitty Hawk. White with blue trim; 21 hp Westerbeke. New Kappa sail, plus many other new items. Boat includes: refrigerator, hot water heater, auto helm, cockpit table, helmsman's seat, shore power, battery charger, dual bow anchor rollers and 2 anchors. Boat is in Niantic, CT, ready to sail away. \$32,500. Will consider a Marshall Sanderling or Sandpiper as partial payment. John Behne, 860-691-2074 or jmb7836@aol.com



156-27. Traded In: 2002 Menger 19' catboat. Tabernacle mast, Yanmar 1GM10 inboard diesel, custom winter cover, bronze step on transom, installed VHF radio and antenna, cockpit tent/sunshade, Ritchie compass, automatic electric bilge pump plus manual bilge pump, navigation lights, interior lights, ash drop-leaf table in cabin on centerboard trunk, ash wainscoting, ash-trimmed shelves on forward and aft bulkheads, exterior teak trim with Cetol, sail and sail cover, 2 net hammocks for gear, portapottie, anchor and rode. Located Cape May, NJ. Asking \$20,000. Owner posting this ad has traded in the boat and it is for sale by the broker.



156-28. FOR SALE: 1989 Marsh Cat 15' catboat. "White Swan" built by O'Connell Boatworks in Chestertown, MD using best materials and expert construction on Joel White's design. Cold-molded hull of epoxy and 4 layers of 1/8" mahogany veneers with solid mahogany transom and floors, spruce spars, 1/2" meranti ply deck, cedar cockpit sole, wooden blocks, and many custom bronze fittings. 15' LOD • 14' wl • 6' 11" beam • 9.5" draft • 1200 lbs. Extensive upgrade 2003 by Buddy Sharpton, hull re-aired, re-glassed and refinished with epoxy primer/ Interthane. Dynel deck covering. Oak keelson and skeg received three layers 12 oz bi-axial glass for additional protection. Green bottom paint. Deck & interior finished w/ epoxy primer & Interlux Brideside. Added detachable mahogany interior furnishings-removable cockpit seahood, locking cuddy storage bulkhead & doors & seats. All mahogany parts varnished with Bristol Finish. Four cushioned seats w/ full back support & additional footwell legroom create real comfort. Lengthened bowsprit roller furling jib, traditional barn door rudder w/ added endplate for speed, pointing, & light air performance. Full electrical system- navigation, cockpit, cabin and anchor lights, twin bilge pumps, Standard Horizon marine radio in console. Two Group 27 deep discharge batteries. 2000 Honda 2hp 4 stroke plus electric trolling motor hidden in skeg. Rig, launch and sail SINGLEHANDEDLY in 20 minutes with side stayed HINGED mast. No hoisting tackle- just (1) lift 16' top mast section to vertical (2) cleat headstay safety line (3) shackle headstay's Johnson lever to bowsprit and snap rig into tune. Boom, gaff, sails, halyards, jiffy reefing lines, lazy jacks, roller furling, and sheets ALWAYS REMAIN RIGGED and run aft. Judged "scary fast" in competition by traditional (Herreshoff 12 1/2, Cape Dory Typhoon and Marshall catboat) racers. Huge cockpit can daysail 6 in grand style. Nylon boomtent/cockpit cover and sun umbrella create ideal beach cruiser for two. 1994 Calkins galvanized trailer under Sunbrella storage cover down to waterline, keeps maintenance to



minimum and the boat in Bristol fashion ready to go enjoy SAILING! Small, light and easy to tow afar exploring. A wonderful boat for sporting around with a stand-out thoroughbred that always attracts compliments and cameras. Recently appraised at \$25,000, make me an offer. Contact Buddy Sharpton at advadv@mindspring.com or call 770.265.1653 for more photos or information.

156-29. 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. A great find for someone! Come, look, make an offer. Contact Steve at 781-826-2762 or blampied@gmail.com.

156-30. FOR SALE: 2001 Menger 19' catboat. Well maintained sailboat with yearly marina maintenance, stored indoors during winters, Yanmar diesel inboard, tan bark sail and master tabernacle, sail cover, cockpit cushions, anchor with chain and rove, manual bilge pump, cabin cushions, brass cabin lights, compass, radio, forward opening hatch in cabin top, ash cabin wainscoting, hinged center board, table top. Custom trailer, owned since 2002, no damage, no repairs, rarely used. Available for pick-up in Chicago, IL or Lake Geneva, WI. Asking \$26,000. Email Craig Harris at charris4@comcast.net or call Evan at 847-774-8700.



156-31. FREE: 1936 WW Phinney 22' keel catboat. Project boat! Classic 22' keel catboat hull. Reportedly built 1936 by WW Phinney, Falmouth MA. Major Restoration/TLC required. It would be a shame to have to destroy it. Photos under Miscellaneous 18.0101 on website www.whsawmills.com. Under cover on trailer in midcoast Maine. I've had this boat for 20 years with the intention of rebuilding it but at this stage in my life it is more of a project than I feel I should undertake. I'm hoping someone with the interest in historic catboats and the ability and resources will take it over. I've taken the lines off the hull. The tandem axle trailer is included but probably will need tires. David Hemingway, PO Box 18, Edgecomb, ME 04556. Phone 207-882-6826, or email dave@whsawmills.com



156-32. FOR SALE: 1951 Carl Beetle "Swan" catboat. Rare antique among first production fiberglass sailboats built as noted in Spurr's book Heart of Glass, (p. 53-58) and articles in CBA Bulletins Nos.136, 140, and 141 on Beetle Swan by Lea Wilds. Solid fiberglass hull & deck, varnished wooden cockpit sole.



14.66' LOA, 12.5' LOD, 6' beam, 18' aluminum mast with new halyard and snap shackle, 11.5' aluminum boom with dumb sheave for outhaul line. Repowered with 45 ft-lb Minn-Kota saltwater trolling motor w/ two Group 31 105 Ah batteries with selector switch. Each delivers 1.75 hrs power at full speed. Complete with re-cut Marconi sail in excellent

condition, three battens and one row of reefing points, centerboard with lever, aluminum tiller (same as original), motor mount, new rudder, and a sail bag. Sailed under Small Craft Advisory warnings, she handled beautifully under sail, making 7 knots in breaking seas. Boat was refurbished by Fancy Nancy's Boatworks. Re-painted inside and out, and the cockpit sole sanded down to bare wood and revarnished. Included is single axle roadworthy Continental trailer with spare tire. Kept in secure covered storage. This boat should be of particular interest to any maritime museum, yacht club, or any other maritime organization or individuals with a serious interest in boat history. Asking \$9,500 OBO. Located in Brunswick, Georgia. More pictures available on request. Contact member Larry Sapp at LHSAPP@GMAIL.COM or call (912) 554-3872.

156-33. FOR SALE: 1981 Atlantic City 24' Cat Boat. 11'9" Beam 6'2" Standing headroom. 2' draft c/b up, 4' c/b down, Custom Pilot House, cool in summer and warm in winter. teak boom gallows, aluminum mast and gaff. 450 sq. ft. sail (new sail cover in 2009) with three reef points, lazy jacks, bow sprit, Westerbeke 21 well maintained. VHS, GPS, Tick Tack Speed Depth Temperature, stereo, two batteries with 15A recharger and monitor, 110V shore power w/ cord, inverter, electric bilge pump with remote float switch, internal lights and running and anchor lights, new interior Cushions, new head liner, bottom painted 2010, re-wired, new lines/sheets 2009, electric toilet, Delta anchor and rode, Origo Stove, dock lines, fenders. Great cruiser located on St. Johns River in Jacksonville Florida. Asking \$21,500. Call or email Jonathan Katzen jkpatzen@gmail.com 904-280-9417



156-35. FOR SALE: 1980 Atlantic City 24' Cat.LOA 24 ft., beam 11', headroom 6'2". Sleeps 5 with 2 on large quarter berth, 2 on convertible dinette, 1 on custom bench seating. Yanmar diesel 20 hp, 20 gal fuel, 2' draft c/b up, 4' c/b down, Merriman Worm Drive centerboard winch. New hull line, full head (shower pan and toilet) and holding tank. Aluminum mast and gaff recently refinished, custom boom gallows. 450 sq.ft sail (w/new cover) with three reef points, lazy jacks, compass, teak bow sprit, CQR anchor, chain and rope, VHF radio, two batteries with 15A recharger and monitor, 110V shore power w/cord, electric bilge pump with remote float switch, brass internal lights and running and anchor lights. Knot and depth gauges. White fiberglass hull. Cockpit has Edson spoke wheel, full cockpit cushions, new interior cushions, cockpit table. Boat hook, life jackets, fire extinguisher, dock lines, fenders. Located in Peoria, IL. Can be taken by water to Florida or the Great Lakes. Most of its life spent in fresh water. Asking \$20,500. Larry Brethorst, ldbret@yahoo.com or 309-698-6058



156-37. FOR SALE: 1983 Mark-O Custom 21' Atlantic City Catboat. Hull number 105. We love this Catboat and it is well maintained. Boat includes two sets of sails, Yanmar 2GMF/14hp, approx 800 hours. 15 gal fresh water tank and sink. Wheel steering, solar shower,



new fuel tank, new fiberglass centerboard, new halyards/rigging. Sealand Sani-potti head. Full cockpit cushions. Origo 3000 stove. Avon inflatable with manual inflation pump and oars. Multiple anchors, electric and manual bilge pump, swim ladder, VHF radio, depth sounder and speed indicator. Located Beaufort, NC. Asking \$21,000. Contact Greg or Susan -gsrgoolishian@embarqmail.com or 252-728-6149.

156-39. FOR SALE: 1977 Marshall 15' Sandpiper catboat. Good condition, sails in good repair with sail cover. 4hp Evinrude outboard motor with lift bracket. Located near Bath, Maine. Asking \$8,500. Contact Judy Lambert judith_lambert02568@yahoo.com

156-40. FOR SALE: 2004 Menger 19' Catboat, Johnson 6hp oboard, tabernacle mast, cruise equipped, mint condition, sailed less than 50 hours, cabin unused, cushions still factory wrapped, sail cover and boat cover.teak, cockpit and cabin top detailed June 2011. On lift in Magothy River @ junction with Cypress Creek, Severna Park, MD. Price \$23,950. firm. Stanley Asrael, 301-585-2568, stana01@msn.com



156-42. FOR SALE: 1974 Marshall 22 catboat. "Diligent" is a fine example of a well kept Marshall 22. The cockpit is trimmed out with mahogany gratings. The Palmer 27hp low time engine is in good working order, simple to maintain and should last for years to come. The Thurston main was professionally cleaned last year and new battens were installed. The deck and cabin interior have been recently painted to keep her looking trim. Diligent will come to you with a Fairclough custom winter cover, stands and all the common extras; VHF, lines, anchor, etc. She has been treated well and is ready to sail off her mooring in Old Saybrook, CT. Asking \$20,500. Call Len van Vliet 860-388-5221 or vortex5221@yahoo.com .



156-43. FOR SALE: 1972 Herreshoff America 18' catboat. Built by Nowak & Williams. 3 good sails including original "flag" sail. Boom tent with mosquito netting. Rocket International 4-wheel trailer. There is an outboard well but a motor is not included. Danforth anchor, VHF, running lights, automatic bilge pump. Asking \$6000 OBO. Located in NC Outer Banks. Call Rob Temple (252) 928-2665 or e-mail: schoonerwindfall@hotmail.com.



156-44. FOR SALE: 1999 Marshall 18' Sanderling catboat. Excellent condition. 2008 Yamaha 8 hp outboard motor. Brightwork newly sanded to bare wood and finished with 4 coats Cetol. Quantum sail and sail cover. Mast hinge, rudder lock, Harken main sheet system, jiffy reef, running lights, lazy jacks,



solar vent. Location: Dennis, MA. \$19,900. Contact Steve Malaquias at malaq@comcast.net or 508-385-5244.

156-46. FOR SALE: 1977 Menger 23' Oysterman Sloop. LOA 31.3, LWL 21.1 Beam 8, Mast 32, Draft 1"8", Draft (B.D.) 6'. A scaled down SkipJack, "Puffin" is an Oysterman 23 built by Menger Enterprises in Babylon, NY in 1977. Boat has been reworked above and below decks and is in beautiful condition. Below decks - Interior painted, including six lazarettes. New bunk cushions, carpet, woodwork refinished, new interior lighting, new P.P., new Tide Clock, Barometer, cabin fan and a dry bag containing new C.G. required items - Flare gun, Fire Extinguisher, First Aid Kit. New Life Jackets (four). Sink with fresh water tank, new Nav. Lights panel with battery, amp indicator. Above deck - Hull painted, brightwork refinished, mast and boom painted. Sails good - need no work. New battery, Yamaha 6hp auto-start with exceptionally low hours. Looks and runs like new and is located in a fan tail lazarette out of sight and out of weather. All work completed Autumn of 2010. Blocked and stored Winter of 2010-2011, Afloat presently. This boat sails beautifully and is a credit to her designer-builder, Bill Menger. \$8,000. Call Paul Joinnides 631-286-1723 after 6pm. If no answer, leave call-back number. alisjsj@aol.com



156-47. FOR SALE: 1979 Marshall 22' Sloop Rigged Catboat. "Max" In good condition, well maintained and upgraded. Hull #131. LOA-22'2", Beam 10'2" Draft 2' CBU, 5'5" CBD. Displacement 5,560 lbs. Sleeps 4, Water 30 gal, Fuel 11 gal. Sails: Main 338 Sq Ft, Roller furling jib 100 Sq Ft. Excellent condition, new sail cover, lazy jacks. Yanmar diesel engine 15hp, model 2QM15. Wheel steering. VHF radio, antenna in mast. Electric cabin lights, Double battery system with 4 selector switch. SS Sink and pump, 2 Burner alcohol stove. Interior cushions. Sleeps 4 on 4" foam. Cockpit cushions, insulated ice box. Opening port, self-contained toilet. Drop-leaf table on center board trunk. Screens. Anchor rode on reel in fore peak, Bronze boarding steps on rudder & transom. Ritchie Helmsman compass in bulkhead. Burnished bronze hardware, varnished mahogany steering wheel. Spring line cleats, teak rub rails and coaming caps, Bronze rub rail. Varnished mahogany interior trim. Self bailing cockpit. Asking \$25,000. Located in Toms River N.J. Call: Richard Boland (732) 240 0189 or email bolanddesign@verizon.net



156-48. 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. REDUCED: \$5,500. Gerry LaMarque. Phone 508-693-0553 and let ring 10+ times; winter phone 410-326-8077.

156-49. FOR SALE: 1993 Marshall 22' Sloop Rigged Catboat. "Wind Song". Very well equipped and currently cruising from Chatham on Cape Cod to the islands, Block Island, Newport, etc., to York Maine. She has a Yanmar 2 cylinder diesel, has had many up dates and improvements this season.



An April 2011 survey is available. I looked at many boats before buying this one and I believe this boat is the "cream of the crop" and needs nothing. I am currently looking for a slightly larger boat due to a change in my life. \$47,500. Dick Eldridge, 603-387-8712 or dickeldridge@me.com

156-50. FOR SALE: 1989 Marshall 15' Sandpiper catboat. "EEL" has cuddy with hinged mast. Rigged for racing through out. CBA champion 5x SYC, NERYC, 5 more trophies! 100% Harken fittings - 100% non-stretch braided line- windex - three sails - covers for cockpit, sail, and tiller - bow air bags and shelves. Included Loadrite galvanized trailer w/side guides and bow 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. REDUCED: Asking \$23,456. Call Knute D. Lee, 410.392.2804.



156-51. FOR SALE: 1981 Marshall Sanderling 18' catboat. Very rare! One of fewer than 10 built with Edson wheel steering. Very salty looking, saves cockpit space and it's a great arm saver off the wind. Loadrite trailer, new tires and bearings 2010. 6hp Johnson 2-stroke outboard. [Also available: An almost brand new (fewer than 10 hours) 6hp Tohatsu 4-stroke long shaft, available for \$1000.] Mast hinge 2009. Two good sails, 2006 Quantum and older Thurston w/ windows. both with 2 sets of reef points. Like new sail cover. Forward opening port, bronze side lights and sternlight. Solar vent. Solid cockpit and benches. New halyards, sheet, lazy jacks and centerboard pennant 2011. Harken mainsheet system. Bronze transom step. Porta potty, cockpit and interior cushions. Danforth anchor mounted on house. This is a great boat, but we haven't had time to use it as we thought we could. Asking \$14,900. Contact David Witbeck 401-447-4654 or witbeck1@cox.net



156-52. FOR SALE: 1973 BeetleCat 12' catboat. This totally restored example of the wonderful sailing Beetle Cat has all new canvas, separate sailcover and cockpit cover in Sunbrella Buff, the hull is a beautiful high gloss Hinckley dark blue with buff decks. All bronze fittings, cockpit sole replaced with new cedar decking, spare tiller, PFD's, spare, etc. Comes with custom fitted 2010 Shore land'r trailer. Located central West Florida, will deliver within reasonable distance. Asking \$5,850, Contact Bill Sloan 352-397-8760 - 352-597-4912 or email wsloan908@gmail.com



156-53. FOR SALE: 1983 Marshall 15' Sandpiper catboat. Fantastic family day sailer. Comfortable club racer. White hull buff deck. Teak combing and toe rail, Molded red boot top, Lifting hooks with bridle, Lazy jacks, Two sails (one new), Harkin main sheet system, Tabernacle folding mast, Shock cord reefing, Sail cover, Removable bow shelf for storage, Compass, anchor, fire extinguisher, Dock lines, fenders, boat hook, Bunk pads. Includes load rite trailer and outboard motor with motor bracket. Located in Margate, NJ. Price for all \$9,800. Contact Phil DiBerardino 609-822-8453 or pdiberardino@comcast.net



156-54. FOR SALE: 1970 Marshall 22' Catboat. "MENEMSHA"-Everything in good working order and ready to sail. Very traditional, outfitted for trouble free cruising. Original Palmer 4-cylinder gas engine, starts promptly and runs smoothly, uses no oil. Both electric and oil brass cabin lights, wind up clock, barometer, two burner Origo stove, head with holding tank, new depth finder with four year warranty, boxed compass. Sail and sail cover in good shape and need no repair. Varnished all teak wheel and mahogany trail board. Running lights and spot light. Installed and portable VHF radios. Cabin and cockpit cushions and life jackets. Sail can be raised and lowered from cockpit with new Harkin roller blocks and has three reefing points. Very easy to single hand. Located in Galesville, MD. Price \$20,000. For more information and photos, contact Jim Pyles at (410) 867-3285, or e-mail jim.pyles@ppsv.com .



156-56. FOR SALE: 1975 Legnos Mystic 20' catboat. Hull #11. Fiberglass hull and deck with aluminum hinged mast (by Marshall Marine). Spruce boom and gaff, extended mast (24') and larger sail (324 sq. ft.). Sail has two reefing points and is in good condition. A 260 sq ft. sail is in fair condition. A new Vetus 10hp inboard diesel engine was installed in 2008 and has only 50 hours. Cabin and cockpit cushions included as well as a new sail cover, bronze deck hardware and wood blocks. White hull with celadon deck.



V berth will comfortably accommodate two adults. Cabin has porta-potty installed. Included also are two Danforth anchors, assorted lines, life jackets, fire extinguisher, and single axle Triad trailer. "Bobcat" is a beautiful attention-getting boat with classic catboat lines and a solid sailor. Located Chelan, Washington. \$10,500. Contact Bob Huber 509-682-0262 or thehubers@yahoo.com

156-57. FOR SALE: 1981 Herreshoff America 18' catboat. "Cat Tales, in excellent shape. Has been in the family for 23 years. Two main sails (original flag pattern). Sail cover, bunk cushions, seat cushions, new rudder, porta potty. Original teak rub rails, cockpit seats & cabin trim. Powered by a seldom used Mercury 4-stroke 5hp engine with 6gal tank. Danforth anchor. Original kerosene lights. Well cared for. Asking \$7,800. Call Bob Woods 631.473.0865 or email rdwoods@yahoo.com .



156-59. FOR SALE: 1985 Marshall 15' Sandpiper Cuddy. Includes new: Sunbrella sailcover, boom tent and seat cushions; fore and aft jiffy-reefing hardware and line; lazy jacks; motor mount; and mainsheet. Includes 2004 Load Rite trailer, 5hp Johnson 2 stroke outboard (winterized), Harken main sheet system, Danforth anchor and rode, 2 life jackets, throw cushion, boat hook and paddle. Bottom sanded smooth and painted red 2011. Located East Orleans, MA \$11,500. Joseph Cardito 508-255-1441 or kayaker8@comcast.net



156-60. FOR SALE: 89 Past Issues of Catboat Association Bulletin. Issues 61 through 153, missing 97,112,129,152. All for \$50 plus shipping from Falmouth MA. Contact Dick Urban 508-548-4424 or email: rju3@cornell.edu

156-61. 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 up-scale 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. Reduced price: \$789,000. Time for us to move on and you to move in. Call Dick Urban at 508-548-4424 or email: rju3@cornell.edu.



156-62. FOR SALE: 1984 Marshall 22' Catboat. Yanmar 3GM 22hp diesel inboard engine. Professionally maintained. Lovely condition. Raytheon autopilot, Garmin GPS, Manchester sail, Thurston sail covers, and dodger. Currently in the water, enjoying Quisset Harbor and Buzzards Bay. Asking \$35,000. Please contact Weatherly at quisset@cape.com or 508/548-0506.



156-63. WANTED: Dodger for Marshall 18' catboat. Call Paul Robinson 401-294-4566 or email pnr01@aol.com

156-64. FOR SALE: 1977 Herreshoff America 18' catboat. By Squadron Yachts. Owned fourteen years. Enjoyed tremendously when I've had time, but she's been sitting in driveway unused for five years. Was planning to wait until springtime to list (after first removing the shrink-wrap and cleaning it up), but thought someone may be looking a boat now to sail for the fall or to have over the winter and get ready for an early launching next spring. The Herreshoff America was produced by several builders. Recall from Stan Grayson's chapter in "Cape Cod Catboats", the Squadron version was the final one and corrected criticisms of earlier models: e.g. the low bunk height and air-starved outboard engine well. Squadron model seems as most highly regarded of Americas and has reputation for being well-built. In at least good condition, though dirty from sitting. Sail is original, & was checked by sailmaker a few years ago. Re-stitched a few seams and repaired batten pockets, but was otherwise fine. Yamaha, 2-stroke 6hp engine included. Engine and spars stored at local marina. Only flaws that trailer needs new tires and compass is removed leaving the mounting hole in the bulkhead exposed. Located Wellfleet, MA. Price \$8,500. Contact Paul Swann at pefs86@gmail.com or 267-738-2804.



156-65. FOR SALE: 1998 Compass Classic 14' catboat. Made by Merv Hammett. Very good condition. Original mast and sail. Teak seat covers and floor boards. New 2010 Shorland'r trailer. Moored/stored in Pleasant Bay, South Orleans, MA. Price \$7000. Please contact aronty@comcast.net or call Alice 508-255-1108 (home and business phone).



156-66. FOR SALE: 1995 Menger 19' Catboat. Offered by 2nd owner. Yanmar 9hp diesel with less than 100 hours. Stainless steel fuel tank, inspection port. Two new marine batteries in secure battery boxes with connecting cable. White interior, varnished ash wainscoting cabin sides, teak and holly cabin sole, centerboard trunk varnished drop leaf table and porta-potti. Automatic/electric bilge pump, navigation lights, 2 brass cabin lights, tabernacle mast, cabin top hatch with screen, bronze folding steps on rudder and transom, and cabin cushions. New rigging, as well as brand new main sail (in box) plus original sail in (fair condition, pictured). Reefing system. New boom cover. Load-Rite 3200lb capacity trailer with



heavy duty rollers. Always fresh water sailed. New tires on trailer. Other photos available on request. Located Memphis, TN. \$20,500. Contact: Russell Jones 901-496-5866 or attydrjonesjr@bellsouth.net.

156-67. FOR SALE: 2005 Com Pac Horizon 20' catboat. Only 50 hours of use, like new condition throughout. Fiberglass hull, color red. LOA 20', Beam: 8'4", Draft board up: 2'2", board down: 5'. Displacement 2500 lbs. Performance Trailer with spare tire. VHF marine transceiver IC-M302. Yanmar 1GM10 series diesel inboard. Raymarine ST40



depth instrument. GloMate portable gas stove model GM-1600, Garmin GPSMAP 3006C, Garmin GDL 30 marine weather satellite receiver. Bilge pump. Portable head. Galley sink with hand pump (fresh water). Ice box. 4 opening ports. Navigation lights. Mainsail cover. Dual batteries with switch, dual 10A battery charger. Price \$26,800. Proceeds to benefit Museum. Please contact Chuck McGhinnis at the Deltaville Maritime Museum 804 694-6449 or baysands@va.metrocast.net for more photos and details.

156-68. FOR SALE: 1998 Marshall 22 Catboat. LOA: 22'2", Beam: 10'2", Displacement: 5660 lbs., Draft: 2' / 5'5", Ballast: 850 lbs lead pigs. Yanmar 2GM 18hp, with 231 hrs. (first 132 hrs in fresh water). White hull, black boot top, red bottom. 2-blade bronze prop, new cutless bearing ('10). All new cockpit drain hoses, new gaff saddle, and new mast boot, replaced in 2010. Barrier coat applied by Marshall Marine, '09, with Petit Hydrocoat ablative bottom paint. MacGuyver stick rudder lock installed by Marshall, '09. All teak bright work maintained annually with Cetol Natural teak. Galley with S/S sink, Origo alcohol stove; Ice chest under cockpit seat. Hinged mahogany dining/navigation table, cabin interior



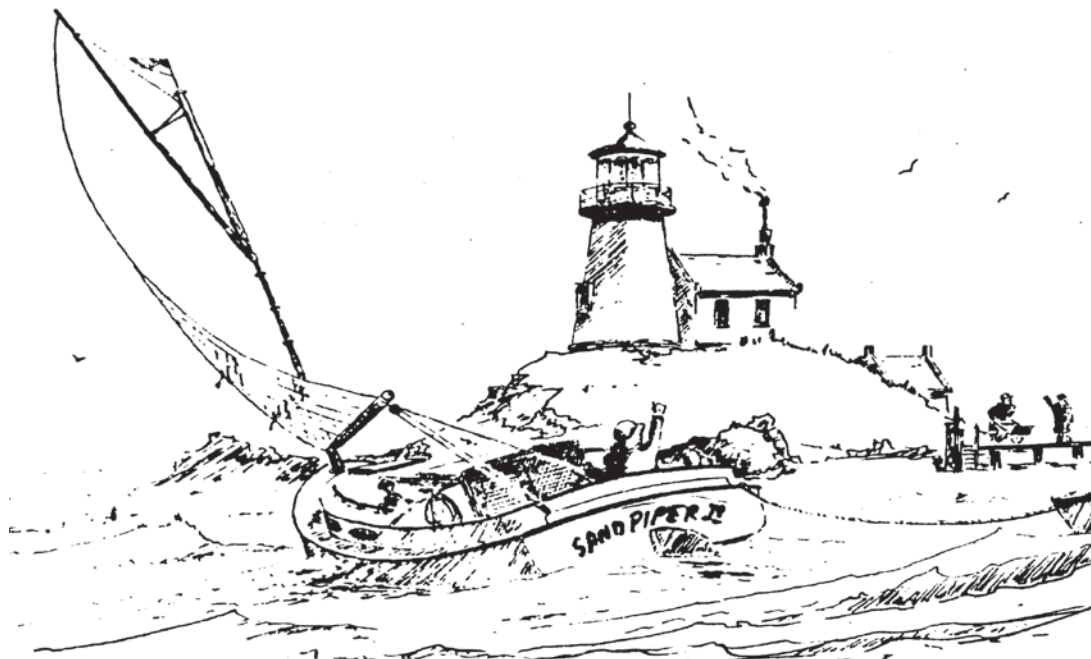
trimmed in mahogany. Cabin exterior bulkhead paneled in teak. 12V system w/ 2 batteries, new in '09; 12v plug at helm and 2 plugs in cabin; navigation and cabin lights, depthsounder and speed log. 2010 Sony stereo (in waterproof enclosure) with USB for iPod or MP3 (and remote) & KLH weather-proof speakers in cabin. Ritchie BN 202 compass professionally refurbished '09. Stainless solar vent. Bronze cleats, bronze steps on rudder and transom, brass dorade vents. Thurston sail cleaned and stored annually by Squeteague Sailmakers. All new Sta-set control lines in '09. Cockpit dodger and sail cover new in 2010 (burgundy Sunbrella), full set of cockpit and berth cushions. Delta FastSet plow anchor with 100' rode, 10' vinyl covered chain. Docklines and fenders, PFDs, flares, fire ext., bilge pump. Boat comes with new (2010) Fairclough custom winter cover w/ galvanized frame. Boat is on the hard, winter storage prepaid. This catboat is in excellent condition. Located Plymouth, MA. \$45,000. Call Bryan 508-830-0942 or email brybel88@msn.com

156-69. FOR SALE: 2000 Menger 23' catboat. Yanmar Diesel 2GM20F, jiffy reefing, marine head, steering pedestal with teak table, compass and depth sounder, VHF radio, masthead antenna, lightning dissipater, two 12 volt batteries, anchor chain and rode, anchor chocks behind mast, rope deck pipe, steps on transom and rudder, dodger, pressurized water



system, shower at stern, stainless steel sink, folding table, 4 interior lamps, electric bilge pump, louvered cabin doors, cabin top hatch, opening port in head, covers for sail, wheel and steering pedestal. Major refurbishment (bottom paint, hull wax, bright work, stuffing box, cutlass bearing, sail, etc.) performed in early 2011. Kemah, TX. \$41,500. Contact Ed Flint 713-527-0239 or edgarlegrand98@yahoo.com

156-70. OFF the Market: 1993 Marshall 18' catboat. Harlequin. Yanmar 1GM10 diesel engine. Hull # 702. White with buff deck. Lovingly maintained. Excellent condition. Two sails, two anchors, two batteries, Porta Potti. Sunbrella cushions on bunks and in cockpit. Recently replaced stainless steel shaft, cutlass bearing, Harken blocks, engine mounts and sea cock. Lines replaced 2010. \$24,000.



Goodbye to 2011

Except in a race,

Show us your stern...





ON THE BACK COVER

Official announcement of the 50th Anniversary Rendezvous at Mystic Seaport next summer. The artist, April Flory, was also the artist who created the commemorative poster for the 1990 event. We will have full sized posters for sale at the Annual Meeting in February, as well as in Mystic at the event. Stay tuned for more details.

– Tim Lund



THE CATBOAT ASSOCIATION
50TH ANNIVERSARY RENDEZVOUS

JULY 6-8, 2012

MYSTIC SEAPORT

MYSTIC, CONNECTICUT

1962-2012