

Catboat Association Bulletin

Will July 2012's 50th celebration outdo 1990's fleet?



July 1990 viewed from *Charles Morgan* mast – more at centerfold

No. 158



Spring 2012

Doris Johnson, long time editor for the CBA Bulletin, has created the front and the back covers on this Bulletin as well as the centerfold. We thank Doris for her service to the Bulletin and the CBA over the years and especially for this month's cover design in honor of our 50th Anniversary.

Catboat Association

www.catboats.org



BULLETIN NO. 158

Spring 2012

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THE CATBOAT ASSOCIATION BULLETIN

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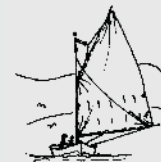
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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

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

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.

Dear Ms. Lund,

I'm sending this to you, because I guess it classifies best as History.

I was reading in "Bulletin 156", about the upcoming 50th Anniversary Rendezvous at Mystic Seaport., and of course it brought back some memories, memories of the 1991 rendezvous, to be specific.

Penny and I had *Berceuse* back then, and were cruising all over the place in her and having so much fun there ought to have been a law against it. Unfortunately, Penny had to be with her mother in Texas, so I took *Berceuse* from Old Saybrook to Mystic single-handed, which was not a problem with the Mystic 20. That rendezvous was the catboating experience of a lifetime. There must have been a hundred catboats tied up and anchored, and we had the run of the Seaport the entire time. We even got a secret tour of all the old boats across the street, of which there were about a zillion. There were local games going on all over the place.

We very reluctantly sold *Berceuse* after the 1993 season, to get a bigger boat so we could cruise further and longer. We have missed her ever since, but our Mystic 30, *Joy*, took us as far away as New Brunswick, and later we brought her down the Intracoastal Waterway to Florida when we moved here. The ravages of old age have forced us to sell *Joy*, and now we are reduced to a skuzzy deck boat, but doggoned if we are going to get off the water entirely.

I still have the 1990 Rendezvous pennant, which I used to fly on *Joy* for very special occasions, and somebody even recognized it down here in Florida a few years ago. I never got his name.

Just thought I'd let everybody know that Penny and I may be getting old, but we still very well remember the many happy days we spent on *Berceuse*.

Sincerely,
Dave MacIntyre
Cape Coral, Florida
February 22, 2012

Mark and the Editorial Board,

We loved your stories and photos of dogs on cats! Great job! Our 12-year-old lab Henry has sailed on our Marshall Sanderling since he was a pup. He knows how to tack. This time he missed the boat. Thanks for all the work that goes into the Catboat Association Bulletin

Karen and Don Handal
Old Greenwich, CT
March 17, 2012

Dear Mark:

I wanted to tell you how much I enjoyed your "Dogs on Cats" article. BRILLIANT! It was so much fun. We see Lola on *Maestro* on occasion as we keep our boat in Sandwich Marina in the off season. Great work!

Jane Walsh

Editors,

I am Peter Clapp and am the current owner of the Marshall 22, now named, *Nancy Elizabeth*.

The story behind this boat goes back 46 years. Richmond "Richie" Viall, wife Elizabeth, bought this Marshall 22 as a kit in 1965. The hull and deck, number 3 or 5 based on penciled records at Marshall Marine, was finished off in East Greenwich, RI by Richie and a fellow named Moses Zube. The boat was first launched in 1966. I believe the Viall family sailed it out of Wickford, RI on Narragansett Bay. This photo is believed to be at the Wickford YC circa 1971.

My father, Charles E. Clapp II, was friends with Richie and purchased the boat complete in 1981. The boat was renamed *Nancy Elizabeth* after his youngest daughter. *Nancy Elizabeth* sailed on Duxbury Bay for many years. In the 1990's she began to make annual trips to the coast of Maine for winter storage and maintenance. Her last season of sailing started on Columbus Day 2009 in Camden, Maine finishing with a grand sail around Lasall Island, into

Pulpit Harbor and on to Rockland to be hauled out the Monday before Thanksgiving. She is currently undergoing further restoration work.

When I was at the Wooden Boat Show last year I was browsing through one of the antique vendors tents and ran across this photograph. The photo was taken by a professional photographer whose name escapes me at this moment. I called my brother over to have a "look see" and we determined on the spot that this was a photo of our family boat before it was our family's boat. I was able to purchase it for the lesser of the two prices marked on the back.

There is a story behind every one of those trips back and forth to Duxbury. I'll recount them some other day.

Peter

Editors' Note: See Peter's Nancy Elizabeth in the Show Me Your Stern section of this Bulletin.





Bulletin Editorial Board

From the President's Desk

With the upcoming 50th Mystic Rendezvous, please register as soon as possible (for a few reasons). First, to all those who have registered, we'll be mailing registration info and other goodies for your trip and we'd like to get this to you on time. Second, we don't want to overwhelm the volunteers who are receiving and mailing out the registration forms, so keep their sanity in mind. Lastly, we need to provide an accurate headcount to Mystic for food preparation and this can only be done with your support. Thanks for your interest in Mystic 50th and I hope to see many of you in July!

Also, as a reminder to all members of the Catboat Association, we are a BoatUS Cooperating Group which grants a cost savings to members. When renewing your BoatUS membership, mention code GA83247B and you should see a discount. Enjoy!

Thanks,
Tim



The Marshall Cat 50th Birthday Party to be Held Saturday July 28th at Marshall Marine

At the annual Padanaram Rendezvous this summer we're very excited about celebrating the 50th anniversary of the building of Marshall Catboats! All catboat sailors are welcome to participate in the festivities.

In addition to the traditional schedule of sailing and merrymaking, we plan to have:

- Live Music
- A raw bar
- A tent for shading the sun (will not say rain as this is a forbidden word)
- And of course a selection of unique awards continuing the tradition inaugurated by Sammy Smith

We will be very interested in knowing and recognizing the following:

- The oldest Marshall Catboat in attendance
- The furthest Harbor sailed from
- The crew with the most generations sailing
- The newest Marshall Catboat in attendance

And this year we would like the Marshall Sandpipers and their cousins of a similar size to join the gathering. In light of the fact that Buzzards Bay can frequently serve up some blustery winds and waves at times, we will hold the sailing of this fleet in the upper harbor (North of the bridge) should that be prudent. This is intended to be a "low key" approach to rounding the buoys with courtesy being in vogue - no protest flags allowed!

Please sign up for the event by printing the entry form on the Marshall Marine website, www.marshallcat.com, filling it out and mailing it to Marshall Marine with the requested entry fee. Early responses will help us greatly in planning the event so please let us know as soon as possible if you plan to join us.

If you have any questions please contact Geoff via email geoff@marshallcat.com or phone the office at (508) 994-0414.

Thank you and we're looking forward to seeing you this summer.

Geoff and Kristen Marshall

NEBCBA News

New England Beetle Cat Boat Association Secretary Michelle Buonicono sends us the details on this year's 2012 Leo J. Telesmanick Championships to be held on August 4th & 5th at the Bass River Yacht Club in South Yarmouth, MA (Contact Person: Ken Rodgers E-mail: krodgers@freeportschools.org).

Correction

The Prospect Bay Race is September 15 and not September 8 as reported in "Bulletin 157"

Storekeeper Update

Mary Crain tells us that we now have new burgees from a new manufacturer, Brewer Banner Designs, and they now sell for \$20. They are locally made and are of very high quality.

Contact Mary for your orders and further details.

HELP – Throw us a line!

Or better yet, how about a nomination! Yes, it's time again for you to consider submitting a nomination for those who have made a significant contribution to the Catboat Association and catboat culture. Please take a few moments to consider who stands out and send us your nomination for members who:

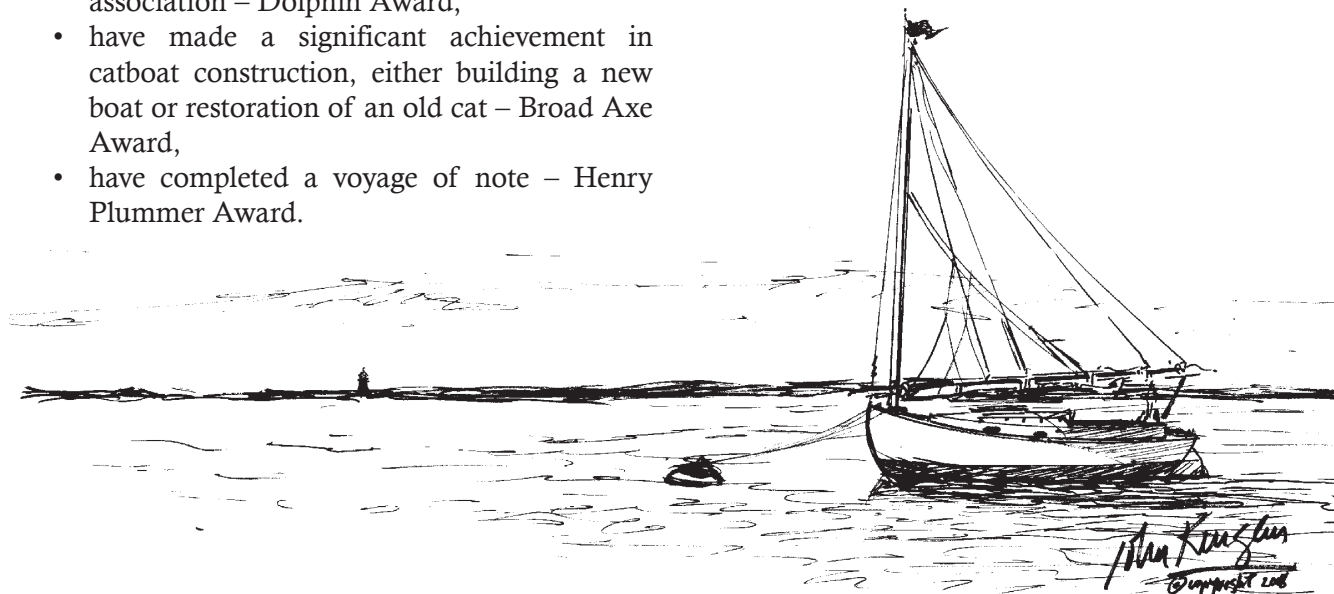
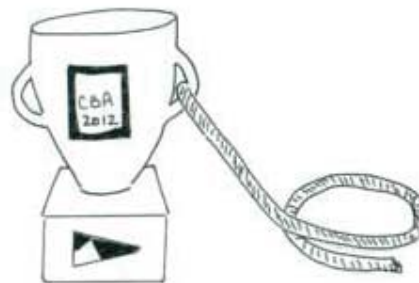
- have preserved the tradition of catboating or advanced the use of catboats – John Killam Murphy Award,
- have been of exceptional service to the association – Dolphin Award,
- have made a significant achievement in catboat construction, either building a new boat or restoration of an old cat – Broad Axe Award,
- have completed a voyage of note – Henry Plummer Award.

Details of the awards and past honorees are listed in the back of the membership directory. Nominations may be sent to one of the members of the awards committee:

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A Welcome to Mystic Seaport

Mark Alan Lovewell

More than 100 catboats and possibly close to 200 could show up for the Catboat Association's 50th anniversary celebration at Mystic Seaport on the weekend of July 6, 7, and 8th.

Stephen C. White, president of Mystic Seaport Museum, counts himself as one of the big supporters and will be among those who will greet all the boats, all sailors and their families to the 19-acre campus dedicated to preserving America's maritime heritage.

"Mystic Seaport is thrilled to welcome the Catboat Association for their 50th anniversary rendezvous. What a treat. The mission of the association is very close to the mission of the Seaport, to honor and celebrate our maritime heritage in boats, particularly wooden boats," said White.

White attended the annual meeting of the association in Groton last February and was struck by the fellowship the sailors shared. White has his own memories on the water.

White said his staff and volunteers will do what they can to make the visit not only a wonderful fun filled weekend but a chance to further ignite that love everyone in the association shares.



Mystic Seaport Museum president Steve White.

Catboat lovers will be able to visit the Catboat Exhibit, where inside there is a Beetle Cat, an example of a Newport shore boat, the 14 foot Cape Cod Cat *Sanshee*, a Woods Hole Sprintsail Boat, and *Frances*, a 21 foot 1903 Crosby. Next to them is Nathaniel G. Herreshoff's personal favorite, *Alerion III*.

For those arriving by car and leaving their boats behind, there will be a couple of Beetle Cats for rent by the hour. The beloved 20 foot Crosby-style cat *Breck Marshall* will be sailing too.

For those sailors who at the winter annual meeting have toured the "Hall of Boats," the

Collections Research Center with 417 vessels inside, will love walking through the large cavernous space in warmer weather. The Museum has a 21 foot Gil Smith Great South Bay Catboat and the *Dolphin*, the 21 foot Wilton Crosby cat after which the CBA's Dolphin Award is named.

So no one has to ask the question on site, because they've read this article, Mystic Seaport Museum was founded in 1929. The signature vessel that connects all sailors is the 1841 whaleship *Charles W. Morgan*, which will be an impressive sight for anyone who hasn't seen her in more than a year. She is out of the water undergoing the biggest restoration effort in her lifetime. At \$6 million, the three-year-restoration project will not only make her right for the sea; she will be right for sailing.

Catboat historians already know that many former 19th century New England whalers either began their careers on a cat and or finished their sailing careers on one.

White has plenty of reason to both love and respect the happiness that catboats share with each other. His earliest memories of sailing, was with his grandfather Robert White, who ran Takemmy Farm in West Tisbury, on Martha's Vineyard. "My first sailing experience, I was four years old, was with my grandfather in his cat," he said. "We sailed out of Vineyard Haven harbor".

At the time White's grandfather called the boat *Hull Down*, a 25-foot 6-inch Charles Crosby cat. White said the boat was originally called *Sea Hound*. She still sails today out of Chatham. White said he got early history of the boat from Bob Reddington, the Catboat Association's waterfront sage. "Bob did a whole lot of research on *Sea Hound*," White said. Coincidentally, Reddington knew White's grandfather. Today, the 100-year-old boat resides in Chatham and belongs to Howard and Lisa Van Vleck.

Looking ahead to the July rendezvous, White said: "So, personally for me, this is going to be a homecoming, seeing all those cats. I have wonderful memories of both the boat and my grandfather."

“Homecoming” is a word that keeps popping up in conversations with those looking ahead to the weekend.

Tim Lund, president of the association, has memories going back decades, of sailing with his parents. He sees the rendezvous experience include not just the weekend festivities but the trip to and from. It will be a “homecoming” in a lot of ways. “We’ve been talking among the family about our trip to Mystic in our family boat *Red Squirrel*, (a 22-foot Marshall). We could be spending up to a week on the boat. Thirty-five years ago, I remember we used to spend weeks on the boat cruising Buzzards Bay, Cape Cod Bay and the Sounds. We did it for a couple weeks at a time.

“This year we hope to have three generations of family onboard,” Lund said.

“I am very excited about the gathering at Mystic. We’ll be renewing old friendships and seeing possibly over 100 boats joining for a fun-filled weekend,” Lund said. It will be unlike the annual meeting held each year.

“Normally we see everybody each February. At that time everyone is wearing pants and overcoats.” In addition to having suntanned faces, arms and legs, Lund said: “We’ll all be showing our knobby knees”

Association committees have been working on a schedule of events through the winter. At press time, the schedule continues to be updated. Sailors are urged to use US Chart No. 13214. Organizers urge all sailors to pay attention to the buoys, as the access channel to Mystic is narrow and twisting with shoals all around.

On Friday, July 6, Mystic Seaport will open up docks to sailors at 3 p.m. Check-in at the Catboat Association tent will run from 2 to 6 p.m. A gam will take place from 6 to 9 p.m.

On Saturday, sailors will have an opportunity to tour the museum grounds. There will be afternoon racing in Dyer dinghies for all ages. A skipper meeting is scheduled for 12:30 in the tent.

Happy Hour will take place at 6 p.m.; with a buffet dinner beginning at 7 p.m. Entertainment is included.

On Sunday there will be a grand parade at 10 a.m. for departing boats.

Organizers are encouraging a Sunday afternoon informal race home, one to the north and one to the south.

Mystic Seaport has a website: www.mysticseaport.org. They have a web page devoted to helping visitors arrive and leave by boat and it

includes information about the Mystic River Bascule Bridge and Mystic River Railroad Bridge openings, with a link for advice about tides. Both bridges monitor radio channels 9 and 13. Mystic River is a no discharge zone. Use shore side toilet facilities or holding tank aboard. Free pump-out service is available at the pump-out dock in the Shipyard. Contact the Dock Office at 860-572-5391 to make arrangements.

The wharves are equipped with freshwater faucets and 110-volt AC electric outlet boxes at convenient locations. A limited number of 220-volt outlets are available.

Heads and showers are located at the North Gate. A similar facility, with a laundry machine, is available at the south end of the property in the Shipyard area. Please do not hang laundry on your boat while at Mystic Seaport.

If you wish to buy ice, contact a dock attendant or the Dock Office and they will have it delivered to your boat. Cans and bottles must be separated from trash and placed in labeled barrels throughout docking areas. Telephone numbers for such services as taxi, engine repairs and general local information are available at the Dock Office. Trailer parking is available at the Seaport, Northeast lot, but launching is not. Launching is available at Isham Street Ramp – borders south side of the museum.

There are over a dozen hotels, inns and bed and breakfasts in the Mystic Area. Visit www.Mystic.org. A block of rooms have been reserved at the Mystic Marriot (where the annual meeting is held) for \$169 per night. Reservations must be made by June 8, 2012.

Parking is free. Mystic Seaport offers free of charge wheelchairs for visitors. Most rendezvous areas are wheelchair accessible, but some Exhibits and ships are not.

The Mystic train station is within walking distance of the Seaport.

For more information on events and to keep up on what is planned write Diane and Jay Webster at: diane.webster@catboats.org and or cba50thmystic@catboats.org.

Carol Thorsten-Stein’s Facebook social network CBA Cruise to Mystic has about 80 members now. The closed group address is www.facebook.com/groups/24014708268928/ Ask to be admitted and she will welcome you in.

Visit the catboat association website www.catboats.org.



Catboats at Spray Beach

Larry Holden

Six miles at sea, on the barrier island known as Long Beach, lies the small community of Spray Beach, New Jersey. With less than a half a mile from beach to bay, the locals enjoy access to the best of both ocean and protected bay boating waters. With regular fresh breezes, the local sailing waters are extra special. Sometimes referred to as the “down bay” section of Barnegat Bay, or more properly Little Egg Harbor, there are miles of open but protected waters. The bay is peppered with sedge islands bearing names like Ham, Marshelder, Johnny Sedge, Story and Tucker’s Island to name a few. There are also three nearby inlets to the Atlantic: Beach Haven, Little Egg and Barnegat. Other nearby harbor features include Tuckerton, Oyster and West “criks”, Great Bay, Bass and Mullica Rivers, Rose and Parker Coves, Long Point, Little Beach and on and on. The waters around Little Egg Harbor are a treasure with undeveloped shores swept clean by strong tidal and river flows. The recent designation of some of these waters as a Jacques Cousteau National Estuarine Reserve, will help preserve this precious area for future generations.

What about Catboats? With their shallow draft, big cockpit and large gaff rigs, catboats were important fishing and transport boats as the coastal areas developed. There is a continuing debate about origination of the catboat design. New England, Long Island Sound and Barnegat Bay all having credible claims on the earliest catboat. Edgar Nash, with his 1935 book “Lure of Long Beach Island” endorsed the Barnegat viewpoint, “catboats are strictly a local design admirably adapted to their bayside environment.

A railroad bridge across the bay to Long Beach Island was completed in 1887. A train stop lead to the growth of the small community of Spray Beach with cottages, chapel, resort hotel and a dock at 23rd Street. Catboats were already moored in the area when Spray Beach Yacht Club was formed in 1922. The site was bay front, next to the existing dock, in a cove sheltered from the West winds by Marshelder Island. Catboats were still moored in the cove just north of SBYC when I joined the club in the mid 1950s. Green daymarker No. 2, on the ICW near that cove, is still referred to as “Catboat” by the old timers.

For a while in the 1960s, 70s and 80s, it seems that the catboats were much less evident in the area. During this same period, fleets of planing hull boats like Moth, Flying Dutchman, Jet14, Flying Scot and later, Laser and Hobie16s all raced and sailed out of Spray Beach Yacht Club. Fast boat fleets come and go, with most of the above classes no longer active at Spray Beach. But..... THE CAT CAME BACK.

In spring of 1989, Tom and Carol Foster took delivery of a new Marshall 22 catboat. *Tom Cat* had classic catboat lines, great workmanship with traditional materials and a rare bowsprit and small jib, making it a real head turner. Tom seized the opportunity to sail *Tom Cat* from South Dartmouth Mass. to Spray Beach NJ. Rumor has it that the trip went well, with the rowdy crew being kept in line with double rations of grog and hardtack. The arrival of *Tom Cat* and the enthusiasm of Captain Tom were the necessary catalysts for the reestablishment of an active catboat fleet at SBYC.



The fleet grew slowly at first with recent additions coming at a rate of about one boat per year. Currently we stand at ten boats with multiple Marshall sandpipers, sanderlings and 22s, plus a Herreshoff and a Menger. *Tom Cat*, *Suds*, *Rags*, *Whiskers*, *Kitty Cat*, *Patriot*, *Whale*, *Orion*, *Spray* and *Comes A Time* all race together as a single fleet using rating corrected times. Our seasonal racing series is called “Mixed Litter Regatta” for obvious reasons.

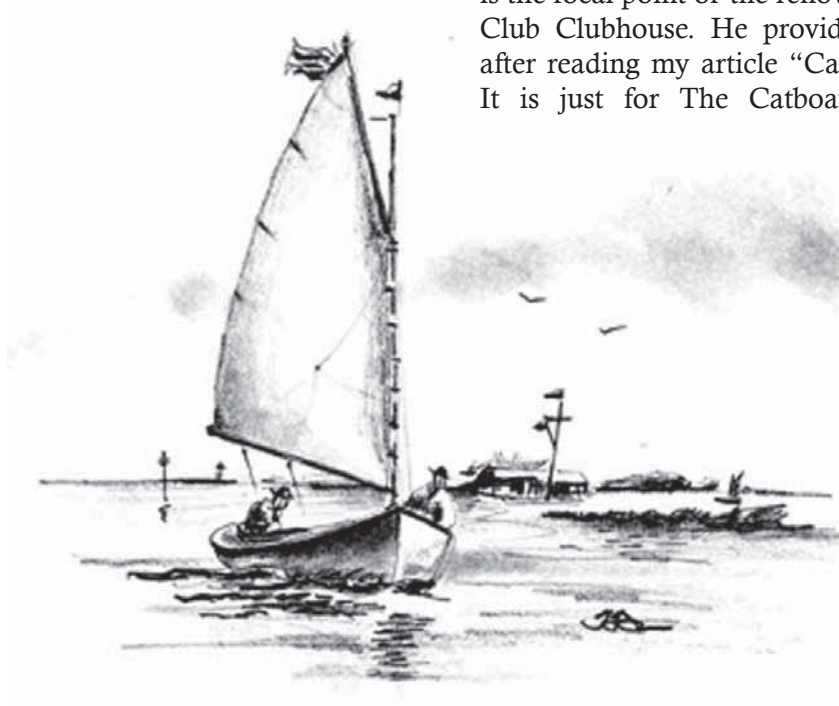


In addition to regular racing, the boats are frequently sailing our waters solo or in groups. Sometimes planned with a purpose, boat trips can be picnics or waterfront lunch spots or cocktails at sunset or even the occasional overnighter. My personal favorite is the impromptu opportunity to slip the lines on *Rags* in a 10 knot breeze with my hand on a balanced tiller from the leeward side. I glide past the backside of Marshelder Island with wind in my face while listening to waves against the hull and the occasional gull. The catboats are back at Spray Beach because there is an enthusiast group of friends sharing a genuine love of sailing these great boats in these magnificent waters.



The author and crew off Spray Beach.

I thought I would elaborate a bit about Tom Foster. He is the SBYC catboat fleet captain and “rejuvenator” of our catboat fleet as well as a very accomplished artist, especially boats. His originals adorn many proud boat owners’ walls from Florida to New Jersey. A large original of the A Cat *Tamwock*, is the focal point of the renovated Spray Beach Yacht Club Clubhouse. He provided the attached sketch after reading my article “Catboats at Spray Beach”. It is just for The Catboat Association Bulletin.



Full Circle Back to Catboating: People and Places

Paul and Jean Robinson, Members since 1979

We began our catboat sailing in 1975 as crew on Coast Guard Chief (retired) Pete LeSage's 18 ft. Marshall, *Pelage*. He was stationed out of Point Judith, Rhode Island where we would make many trips to Newport and Block Island.

In 1977 Jean and I purchased *Boundless*, our first Marshall 18, also kept at Point Judith. We would spend many weekends in Great Salt Pond, Block Island. In those days you could anchor between the Oar and Champlin's Marina. This area was great for swimming and beaching. We had our three children with us and slept under a cockpit boom tent, with only a sterno stove and porta-potti.



In 1979, our first rendezvous took place at Fishers Island Sound in Stonington, Connecticut. Charles Storrow, owner of *Clam*, hosted the event. What a great race! We were able to admire *Southwind*, a 1902, 35 foot Crosby catboat, which was tied up to a raft for all to admire.



After that, we sailed off to Edgartown, Martha's Vineyard to meet Boatner Reily (*Halcyon*). There was a barbeque on the beach where we met many fellow catboat sailors. A strong north-easter blew up pretty quickly and we were unable to make our return trip home. Since I had to get back home for work, Boatner was kind enough to show us a safe mooring to leave our boat for the week.

The Catboat Association and Friendship Sloops were invited to attend Boston's 350th Anniversary and sail with the Tall Ships grand parade.



After a great three days, we were off to Plymouth with Ben and Ann Brewster, owners of *Felix*. We sailed the Cape Cod Canal, stopping in Pocasset, Cuttyhunk Island and back to Point Judith. We would travel 150 miles in five days, reckoning with a large roll chart and only a small compass.

In the fall of 1980, we bought *Joy*, a Marshall 22, from Mark Anschutz of Bass River, Cape Cod. The following May we sailed her to Point Judith with stops in Woods Hole and Cuttyhunk Island. We made many trips to Block Island, Sag Harbor New York and Mystic Seaport. Good times were spent anchored in Cape Poge, Martha's Vineyard with fellow catboat sailors, Wayne and Dolores Cole (*Catfish*), John and Ellen Isakson (*Aloha*) and Lee Williams (*Tabatha*). Aboard *Catfish*, Wayne and Dolores hosted a memorable Sunday brunch which included Bloody Marys delicious Eggs Benedict,



On May 30, 1980, we launched *Boundless* at the Cottage Park Yacht Club in Winthrop Massachusetts to sail with the Tall Ships.





and great conversation among friends. Our voyage continued to Nantucket for three days,



Osterville at Townie Horner's home, Padanaram with the Smith's and Garfield's and Wickford, Rhode



Island where John Ryan (*Solid Comfort*) hosted their rendezvous. Wickford catboats raced every week with Eric Collins (*Sappho*).



In 1986, we ordered a new 22 ft. cat from Marshall Marine which we named *Sublime*. We attended most of the Cape and Connecticut scheduled rendezvous. Sometimes there were perfect sailing conditions, other times creative sailing was needed for changing currents and shifting winds. Every rendezvous was a new adventure packed with fun festivities and a group of people who loved catboats and sailing as much as we did.

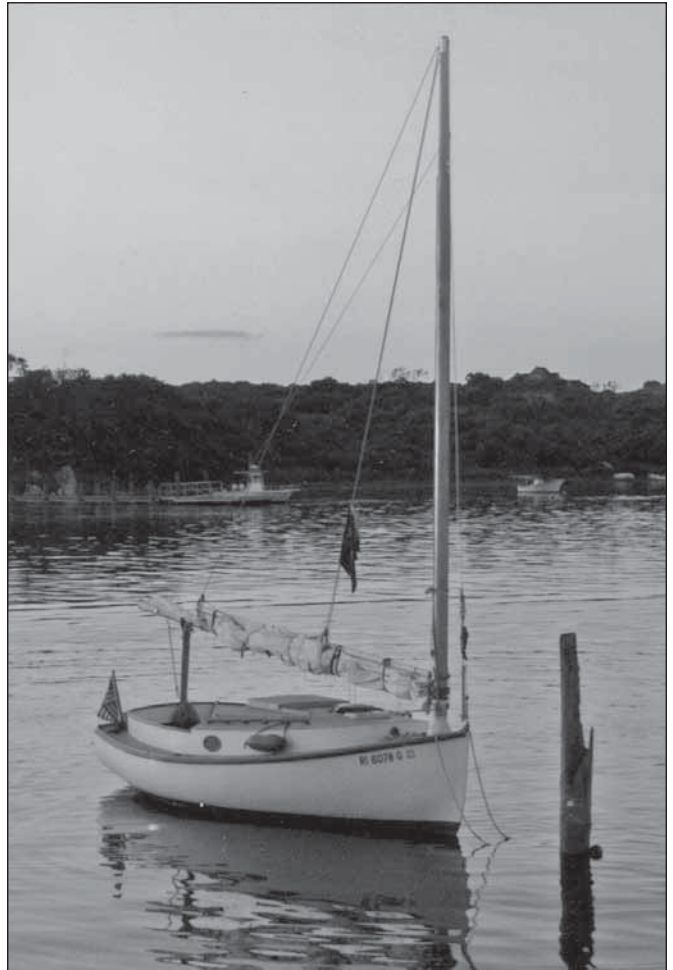
In 1990 we sailed with the Wickford catboats to the Mystic Seaport gathering spending 40 nights on board *Sublime* that summer.



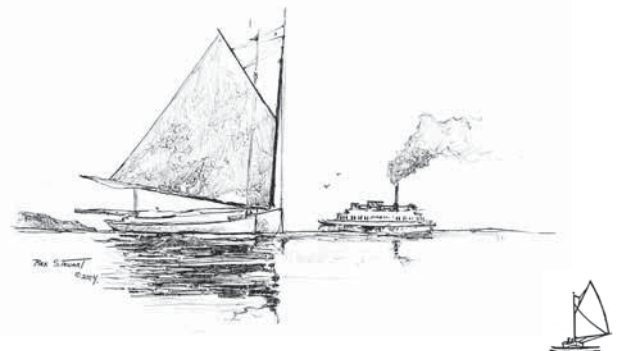
1997 found us buying a Duffy 35 down-east power boat. Cruising the ICW is a wonderful way to visit some of the beautiful and historic areas of the coastal United States. However, I REALLY MISSED MY CATBOAT SAILING.

The summer of 2010 went full circle. We bought *Old'e Coot*, a Marshall 18. We now enjoy sailing Narragansett Bay with the grandkids. 2011 we went back to Cuttyhunk Island for a week and stayed at the Cuttyhunk Fish Club for two nights.

This summer we hope to make it to Mystic Seaport for the 50th Anniversary.



Just two short years later in 1992, we decided to buy a 31 ft. Island Packet Cutter with a centerboard for shallow water sailing and extend our trip which took two months. We travelled the ICW along the Eastern seaboard through Like Okeechobee to Ft Meyers, Everglade City, and Key West Florida. Along the way, we enjoyed the many harbors, took in the beautiful views, learned new history and met new people, and eagerly anticipated another sailing day.



50th Annual Meeting Part II

Friday Night Gam

Paul Cook

The 2012 Friday night gam for the Fiftieth Annual Meeting of the Catboat Association in Mystic began again with Neil and Carol Titcomb's hugely popular power point slide presentation. This year's stunning pictures were from the contributions of Steve Flesner of the Chesapeake Catboat Association, Bill McKay's pictures of Nantucket and Martha's Vineyard and Kristin Marshall's pictures of Padanarum.'

It was noted that there were many new faces in the crowd and a large group of veteran CBA members were there to welcome all.



Old and new members enjoying the spirited festivities.

The buzz in the room was of this summer's Fiftieth Anniversary Rendezvous Celebration at the Mystic Seaport in Mystic, Connecticut. There were smiles all around as people discussed their plans.



Membership secretary Dave Calder with new members Jodi Spragins and Brook Gardner.

New member Benjamin Fallon, who brought along his parents, was out sailing for his first time just a couple of weeks before the meeting.



Karen, Benjamin and Tim Fallon.



New members Elaine and Doug Hill talking with Captain Skip Hall (center).

The Friday night Gam continues to be a popular gathering which sets the mood for the weekend activities.

2012 CBA Annual Business Meeting

CBA President Tim Lund's brief opening remarks led to an even briefer business meeting which found that the CBA is "solvent" according to our treasurer, Tim Fallon.

President Lund then turned the Meeting over to Reverend Mark Anschutz whose blessing also remembered those in the last year who "passed over the bar".

Margie Duggan, sailed *Harmonia* out of Arey's Pond, member since 1993,

Ed Gulachensky, sailed *Mee How* out of Hyannis, MA, member since 1981,

John Landrey, sailed *Jubilation* out of Hingham, MA, member since 1984 and

Elton Furlong, sailed *Ticket* out of Westerly, RI, member since 1989.

2012 CBA Annual Meeting – Feature Presentation

Lou Abbey

MYSTIC CT: Roots are important. Fifty years ago, August 18, 1962, the Catboat Association officially formed at Duck Island, CT where seventeen original members met for a regatta. Many of these founding members are no longer with us. Some of their children and friends are now CBA members. The memories and experiences of people related to or acquainted with the founders are important to pass on to enrich and strengthen the current membership.



John Conway introducing the feature presentation.

Thus the 2012 Feature Presentation at the Annual Meeting was a series of speakers who shared their experiences and friendships with our founders. Doug Leavens, son of John and Pinkie Leavens, Ben Brewster, Frank Cassidy, Bob Luckraft, Tom Maddigan and Eric Peterson each narrated a slide presentation produced by CBA Steering Committee member John Conway that told of their individual experiences as young catboat sailors, growing up with and in the families of the founding members.

Doug Leavens, for example, wove a story of his father and founding CBA member, John and his mother Pinkie (a reference to her pink cheeks and also the inspiration for the name of his catboat, *Pinkletink*). The stories were original, some well known and others revealed for the first time. Ben Brewster gave the perspective of being an early, multi-term CBA Steering Committee President who knew most of the founding members. Frank Cassidy, Tom Maddigan and Bob Luckraft led the Steering Committee and the Association in its growth phase and Eric Peterson is a current leader and member of the younger generation of CBA members. Each person told rich stories and lent an individual perspective to the course of the CBA and its people over fifty years beginning with less than twenty local members to a worldwide membership of over a thousand.

The Bulletin Editorial Board plans to celebrate fifty years of the CBA beginning with this Spring 2012 Issue and continuing in the Fall and Winter 2012 and Spring 2013 issues. Part of this celebration will be publication of this series of memoirs that were the Featured Luncheon Presentations at the 2012 CBA Annual Meeting. Look forward to this and other celebratory articles. Remember them, if you were at the Annual Meeting or enjoy them for the first time if you could not attend. Doug Leavens memoir of his father and mother, John and Pinkie, will be featured in the Fall 2012 issue. There is much more to come, so read on and discover.



Lots of merchandise to choose from at the all resource show.



More merchandise at the all resource show.



Lynda Cassidy and daughter (storekeeper) Mary Cassidy Crain, with past President Frank Cassidy.

The Broad Axe Award

Steve Flesner

MYSTIC, CT: The Broad Axe Award consists of a suitably mounted broad axe that belonged to catboat builders Charles C. Hanley from 1886 to 1936 and Merton E. Long from 1936 until 1976. The award was established in the fall of 1976 to recognize

“significant achievement in catboat construction,” including restoration of old cats, finishing prefab catboat hulls, and building a new cat.

The Association is proud to present this year’s award to Mr. Guy Marlow. Guy began lofting his boat in 1998 to plans by Ted Brewer, a proven designer of able catboats. Working steadily in a shed across from his house in Brittany, for the 6 months of every year that he spent in France, Guy carefully followed Brewer’s instructions. During the other half year, Guy stayed very active in Ft. Myers, FL area catboat activities.

In June of 2011, Guy was finally able to enjoy the fruits of his labors. He launched *Bagor* in Port d’Arzal, Brittany, France. His Ted Brewer 22 is of plywood construction, sawn frames and bronze fastened. Additionally, it has been sheathed in fiberglass, and completed to a yacht finish with beautiful paint and trim. The spars are varnished Sitka Spruce, and the bronze fittings were either cast locally or obtained from chandleries in France or England. Mr. Marlow built his own cleats and smelted his own lead ingots for ballast. The cabin is very nicely appointed with varnished panels, built-in storage cabinets, a small galley area with stove, and a beautifully cushioned settee bunk area. All in all, *Bagor* is an extremely handsome boat, a true gold-plater.

Ladies and Gentlemen, Mr. Guy Marlow is currently in France and is understandably unable to be here to accept his award.



Guy Marlow.

The John Killam Murphy Award

Mark Anschutz

MYSTIC, CT: The John Killam Murphy Award is presented annually to that person who has made a significant contribution to preserving the tradition of cat boating or advanced the use of catboats. It can be said of this year's recipient that he has splendidly accomplished both in his life and career and we are the beneficiaries.

In 1969, at a young age, he came to work at Concordia Yachts doing what yard hands are inevitably first asked to do, cleaning bottoms in the fall and painting bottoms in the spring. In those early years he was also hands on in building Marshall Catboats under the wise tutelage of Breck Marshall. In 1972 he became Breck's full time assistant, which then meant that he was engaged in every menial task and deeply involved in every phase of construction. From the outset he was an engaging advocate of all catboats, particularly Marshall Catboats. When Breck died in 1976, he became Yard Manager and a decade later he acquired the yard. Throughout his tenure he sustained Breck's very high standards of quality and dependability. At the same time he steadily offered thoughtful "tweaking" and additional designs to the reputation of Marshall Marine. It is worthy of note that he also went to great effort to keep the yard's workforce intact in several lean times. He has now passed along the rich heritage of Marshall Marine to the able hands of Geoff Marshall. We who love catboats, be they fiberglass, wood, aluminum, ferro-cement or some combination thereof, are indebted to John Garfield for the friendship he has offered to so many, for wonderfully sustaining our traditions, for enhancing designs and insuring for thousands the joy that comes in sailing this remarkable craft, the catboat.



John Agne, Steve Flesner, John Garfield and Mark Anschutz.

Dolphin Award

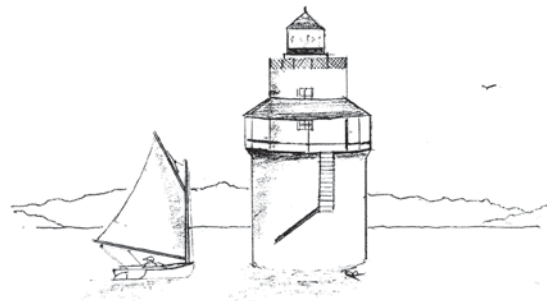
Jon Agne

MYSTIC, CT: The *Dolphin* Award recognizes exceptional service to the Catboat Association. It was established in 1975 as an equal and parallel award to the John Killam Murphy Award. It is named after Mr. Murphy's last catboat, a 21 ft. Wilton Crosby built in 1917 that is now part of the Mystic Seaport's small boat collection. The award is a half-hull model of *Dolphin* made by Don Rosencrantz.

While all of us are members of the Catboat Association, there are always a few who stand out by giving freely of their time to the organization, year after year. Today we honor one such person, Paul Cook. Over the years, he has served on the Awards Committee, the Steering Committee, and Editorial Board and as Treasurer to the Association. Additionally, Paul has worked to establish the Cape Cod Catboat Association that now has approximately sixty members and holds three events throughout the year. Paul's efforts draw this group together. He also coordinates the organization of the annual Bass River Rendezvous and is Secretary of the *Marvel* Syndicate (a group restoration of a 1905 Crosby D class racing cat), furthering awareness of the recreational and historic value of the Cape Cod catboat.

Those who know him and nominated him repeatedly mentioned Paul's warm, collegial and supportive nature. He has always proven to be a leader in the Association and along the shores of the Bass River he is ever ready to help others with their boats. Paul is a resource for new and creative ventures that benefit us all.

Paul is precisely the type of member who strengthens and ensures the Catboat Association's principles. We are pleased to acknowledge him for his tireless work and resolve. I would be remiss, of course, if I did not also mention Susan, his better half, who also contributes to these efforts. Between the two of them, we have a "catboat team"!



Catboat Sailing for Beginners 2012

Mat Leupold

MYSTIC. CT: “Catboat Sailing for Neophyte and Seasoned Beginners” was the title John Conway gave to the session. The room was full (as usual) and in response to John’s asking how many were new to catboats, most raised hands.

Here is how he planned the lesson:

Resources:

Questions through CBA website
Tim, Fallon and Tim Lund, experts
Q&As

Catboat books Recommended:

“Catboats” by Stan Grayson
“The Classic Boat” from the Time /Life series
“The Gaff Rig” by John Leather
“Hand, Reef, and Steer” by Tom Cunliffe
“The Craft of Sail” by John Adkins
“It’s Your Boat Too” by Suzanne Siesman
“Woman’s Guide to Sailing” by Doris Colgate
“Kids in the Cockpit” by Jill Schinas
“The Competitive Cat” by Bill Welch
“Winning in One Designs” by Dave Perry
“Sail, Race and Win” Eric Twiname
“Flow, The Psychology of Optimal Experience”
by Mihaly Csikszentmihalyi
“The Inner Game of Tennis” Timothy Gallwey
“A Life in Boats, the Concordia Years” by
Waldo Howland
“The Sailor’s Sketchbook” by Bruce Bingham
“The Rudder” Periodical, available online
“Practical Sailor” West Marine
“Messing About in Boats” Periodical, available
online

Questions and Answers:

How do I make my catboat go faster?

- A) Should have bought a bicycle - Ben Brewster
- B) Bigger sail - Tim Fallon
- C) Don’t over-trim. Trim the boom over the corner of the transom. Put reference marks for trim on lines.
- D) Keep it flat - University of Iowa sailing team manual.
- E) Learn to use centerboard. Generally: down

for beating, partway for reaching, up for running. Remember to put it down for rounding. Experiment with it.

F) Sail with an experienced sailor and sail against other boats.

Tacking downwind?

A) Boat speed might increase on a broad reach, but it seldom helps catboats make progress to leeward.

B) Don’t cleat the sheet when running!

How do I jibe without hurting myself or breaking something?

A) Wear sailing gloves!

B) Crew (ballast) should be placed properly. Generally, weight is best concentrated near mid-length, away from the ends.

C) Keep alert for sign of imminent jibe - boom lifting.

D) Practice executing controlled jibes. Basically, trim the sheet to bring the boom in and then let it out after the wind crosses the stern. The boom should be amidships as the wind crosses the stern. (Read “Learning to Jibe” Ian McColgin, “Bulletin” No. 143, pp 15 - 19. He stresses: practice only techniques that will work in heavy weather.) In response to a question regarding a so-called jibe preventer consisting of a line forward from the lee side of the boom to the bow, Ian McColgin pronounced them dangerous!

Sail shaping?

A) Not much can be done with outhauls. Luff should be snug.

B) Peak height is important. Begin by raising gaff until wrinkle appears from peak to tack. It will usually come out as sail fills. Ease peak if it doesn’t. In running before the wind, easing the peak will put more belly in the sail.

Reefing, when, how many, how, scandalizing?

A) As reefs are more easily shaken out than put in, it’s better to put more in than seem necessary. Also, best done at the mooring.

B) Scandalizing, by dropping the gaff, is a quick way of de-powering the sail. Set topping lift first to keep the boom from falling into cockpit. Scandalizing should be used only briefly to de-power the sail, as preparatory to reefing or approaching or leaving a mooring. Leech flapping on a scandalized sail is extremely hard on the sail.

C) Reefing only requires tying down tack and

clew. It is not necessary to tie in reef points. If they are tied in, they should be tied under the foot of the sail and not around the boom. Reefing is important - it's how the boat is kept from being overpowered. Sail area should be matched to wind strength. We were shown a picture of a boat that shall remain nameless, obviously overpowered, heeled way over with little freeboard on the leeward side and the rudder showing frightening weather helm.

How to keep the gaff from jamming as it is lowered

A) Keep it peaked so as to keep its weight forward.

What to do after running aground?

A) It depends. Wait for tide or kedge off with an anchor. Trying to back off with engine power is not recommended. Either it won't work or might even make things worse as bottom muck is stirred up by the propeller.

John Conway presented us with a great session, informative and entertaining as usual. His new format worked well. Thank you, John.

Boating Safety

Lou Abbey

MYSTIC, CT: If anyone knows about boating safety, it's Mark Bologna of Landfall Navigation. Mark is a certified Captain authorized to deliver marine vessels and he has a long history in boating and the boating safety business. Mark presented a thorough review of boating safety rules and devices. He described what to do in simple situations when someone falls in the water yell "Man (or woman) overboard," and in complicated emergencies that require the most up to date marine electronics and automated identification systems. He had many devices on display.

Out of his hour-long presentation, several principles evolved:

When in any kind of craft on the water it is essential to be ready for the improbable worst-case scenario.

Water, wind, another boat, illness, accident, equipment failure are common sources of trouble for boaters.

Basic principles of safety (not in order) can't be

overstressed:

Flotation whether you swim or not

Communication with crew and other vessels

Visibility – see and be seen.

Know the weather – current and future

Know your location and the location of others

Keep warm, hydrated and nourished

Tell people your destination and when you plan

to return

Communicate changes in plans

Know emergency procedures

Know operation of your vessel in all circumstances

Be prepared for fire

Know how to repair things that break

Mark emphasized simple things, like life vests. He described a number of different kinds of personal flotation devices: basic foam vests, manually inflatable vests, auto-inflatable vests and hydrostatically inflatable vests. He emphasized that children need to be fitted so that vests don't slip off in the water. Be careful the vest is not too big. If you get inflatable vests, test them and follow the maintenance instructions that come with them. The life vest is the most basic and essential safety device. It is also the most neglected and ignored. Wear your life vest all the time on board, even asleep. Emergencies happen fast and you won't have time to find and put on your life vest.

He covered communication via VHF, cell phone, voice and signal flags. VHF requires a tall antenna and its range is about as far as you can see from the top of the antenna. He recommends GPS with chart and hand held sextant back up. The new Automated Identification Systems required of many commercial and military watercraft are excellent as long as you have a receiver. A receiver with a broadcaster is even better. Waterproof automatic locator beacons with long battery life and satellite communication are a must for long distance travel.

Mark did not recommend boating alone. However, if one must do so, he said be fully aware of all possible scenarios and be fully informed of the risk. Alone or with a crew, Mark mentioned a number of devices that are sometimes forgotten: first aid supplies, heaving lines, rescue sticks, personal tether lines, emergency boarding ladders and signal mirrors.

Fire is a frightening hazard on a boat. You can't run away from it. He said most boats have chemical extinguishers that are quite effective against fire. The

problem with chemicals is they leave a mess that is hard to clean up. He said if the fire is severe enough, use the extinguisher, but for a small fire, smother it with a fire blanket.

Mark mentioned many specific products — too many to name. It was clear that the major problem with boaters is the minimal attention we pay to safety and preparation for an emergency. The major message for boaters in this seminar is that safety planning is as important as choosing the boat you wish to own. Together, careful selection of a boat and sound boating safety planning are the keys to long, satisfactory boating experience.

Diesel Maintenance Seminar

Mat Leupold

Presenters: Steve McGovern of Mack Boring and Matt Gineo of Old Port Marine.

MYSTIC, CT: The room was full. Steve began by the audience to name the engine brands they had in their boats. Most brands were represented. I got a funny look when I said BeetleCat. Still, I could understand and appreciate what I was listening to. Up front, he had a Yanmar with parts on display with which he illustrated his talk.

COOLING SYSTEMS

All engines are water-cooled with engine heat ultimately being discharged overboard. Direct cooling uses seawater in the engine's cooling jacket. Indirect cooling systems employ a heat exchanger with engine coolant on one side and seawater on the other.

Heat exchanger tubing will clog and need cleaning, usually between 5 and 10 years. Cooling system hoses should be replaced every 5 to 10 years. Even if they look good, they are subject to deterioration on the inside. Hose clamps must be tight and checked for tightness regularly. Vibration loosens things - check all parts of the cooling system.

Rubber water-pump impellers pumping seawater are vulnerable to wear from contaminants such as sand and other particles. There should be a sea strainer preceding the pump to protect the impeller - it should be checked daily. Even with an external filter, there can be clogging inside by pieces breaking off from rubber impeller blades. Check the impeller and replace it when necessary with a genuine product. Nitrile impellers are advertised as being capable of running without water for 20

minutes. OK...maybe for the impeller but not for the engine! Impeller replacement frequency depends on the sailing venue. Keep a spare on board! Ditto for gaskets and O-rings. Screws are easily lost, especially those with slotted heads. Keep extras on hand. One suggestion was to substitute hex - head cap screws which can be handled with a socket wrench. We were told that wing bolts are available - even better if they can be tightened properly.

Installing a new water pump impeller is easier with the blades collapsed. You can do this by wrapping string or dental floss around them. Blades will reset themselves so it's not necessary that they be correctly oriented as the impeller is installed.

Should radiator additives be used in the engine coolant? No. Anti-freezes already have them. The proper proportions are 50/50 antifreeze/water.

Is straight anti-freeze better? No - water is required to activate the chemicals in the antifreeze.

How often should one change anti-freeze? Annually.

Usage in automobiles is measured in miles. For marine engines it's hours, on average 50 to 100 per season.

The radiator cap's function is to maintain coolant pressure. Caps can wear out.

Engine overheating can have many causes. Keep watch over the entire cooling system. How hot should cooling water exhaust be? Good and warm, not hot.

Cooling water and engine exhaust come together in an exhaust elbow. It can clog.

Listen to the engine and learn what it sounds like when it's happy and how it vibrates. Any change signifies potential trouble.



Steve McGovern of Mack Boring.

FUEL SYSTEM

Diesels demand good clean fuel! Refuel only at high-traffic marinas. Marine diesel is different from truck fuel. Each has additives appropriate for their usages, likewise for home heating oil. NEVER ASSUME THAT DIESEL WILL COME FROM THE HOSE! Check for gasoline. There have been instances where it was mistakenly dispensed.

A diesel system should have two filters in series, primary and secondary. Keep both clean. The primary should be one that can be inspected visually for dirt, water or oil. How often should it be serviced/replaced? Annually, 100 - 150 hours.

Because of their small clearances injectors must have clean fuel. Secondary filters have micron ratings: 2, 10, 30. Thirty is OK - 2 micron filters clog too quickly.

What about fuel polishing? It works like dialysis. It cleans the fuel but does not remove sludge from a tank. A really old tank might best be replaced.

Is it possible to monitor the primary filter with a vacuum gage fitted to it. Filter overhaul kits are available.

What about fuel additives? Fuel can go flat. There is an additive called FPPE.

The new ultra ultra-low sulphur fuels are not as good as the older ones. Somehow the reason was not discussed. Buy good, clean fresh fuel. Home heating oil is No. 1 distillate. Diesel is No. 2. It is important that there be no air in the fuel system.

ENGINE OIL

The oil both cools and lubricates. Change oil annually, the recommended time is fall. Don't skimp on buying an oil filter. A proper one will have a bypass valve to permit oil to flow after the filter element becomes clogged - better dirty oil flowing than no oil. Use good oil, e.g. Quaker State. Keep extra on hand. It's better not to mix brands if it is necessary to add oil between changes. Additives are not required.

What about synthetic oils? Synthetics offer longevity (miles), useful for vehicles, but not for sailboats which don't pile up many hours per season.

MISCELLANEOUS

Don't use ether for starting! It explodes.

How do you drain old oil when changing it? Removing oil from an engine in a boat can be difficult. Often it has to be pumped out. However, it's not necessary to get it all out. If 75 to 80% is removed, what's left won't contaminate the new oil.

Overfilling is bad. Consult the manual for the proper amount, and use the dipstick.

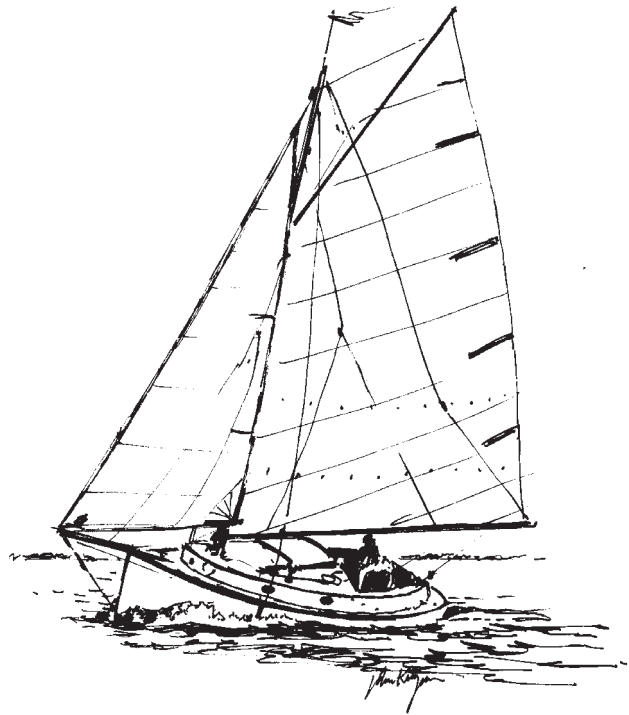
Can motor oil be used in a transmission? Some use motor oil; others use hydraulic fluid - not the same. Consult manual. Transmission fluid should be changed every 2 years. Don't confuse engine oil and transmission oil.

Are motor mounts necessary? They are shock absorbers and wear out. Chatter and vibration are signs that attention is needed. Check for tightness first. An engine must be realigned with the propeller shafting after replacing motor mounts. On Marconi-rigged boats, the rig should be tuned first as rigging stresses can produce hull distortions which affect engine alignment. Catboats, with only a single head stay are largely immune to rig induced hull distortions. Alignment is best left to experts since tolerances are close.

Can you say a word about propeller blades? Two or three blade fixed propellers are preferred. The engine should be "propellered" for maximum rpms so that it runs it at its "sweet spot".

What spare parts do you recommend? On board: fuel filter, impellers, screws, gaskets, service manual and belts. Belt wear can be indicated by dust. Buy genuine belts to ensure the right cross-section - very important.

Should we carry a spare raw water pump? Circulating pumps having metal blades don't wear out.



North and South Seminars



Carol Thorsten-Stein.



Phil Carling of Hingham, MA has the members attention during his wonderful presentation of the history and his ownership of the 1947 Fenwick Williams catboat *Tabby*. A half hull model of *Tabby* was made by Don Rosencrantz of Essex, CT in 1965 and is given out every year at the CBA Annual Meeting to the recipient of the John Killam Murphy Award (the former owner of *Tabby*).

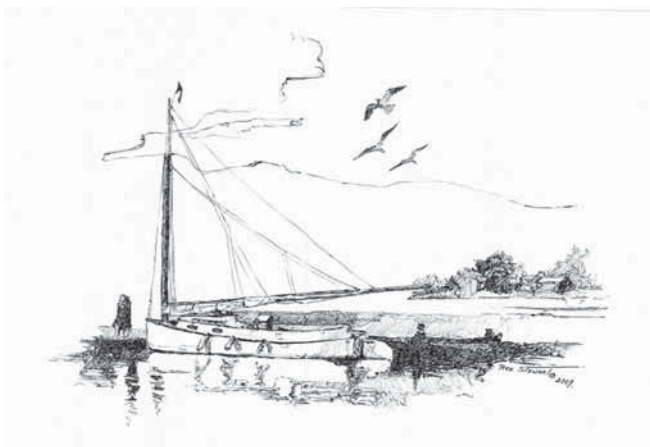


Making plans for the 50th.



Past Presidents at the Sunday morning gam.

As was mentioned in “Bulletin 157”, cruisers from the north and south should keep up to date on the website <http://www.facebook.com/groups/240147082698928/> and join Carol’s Facebook group, CBA Cruise to Mystic. To email Carol use: carolts1@comcast.net.



Mark Alan Lovewell entertaining the crowd.



2011 Race/Rendezvous Results, Part III

Jim Walther, Editor



Editor's Note: The following is the last in the series of reports of the 2011 Race/Rendezvous scheduled by the CBA and CCBA members. Our grateful thanks to Lyn Behne for the smooth transition to Jim Walther as our new contributing editor for the races and rendezvous. Thank you, Jim. Questions, comments and reports should go directly to him at JJW889@yahoo.com or 5067 Reynosa Drive, St. Louis, MO 63128-2733 Tel (314) 487-4772.

Third Annual Townie Hornor Sail-Around

Paul White

OSTERVILLE, MA: September 3, 2011: Labor Day Weekend is often the swan-song of catboaters; a time to start preparing the cat for the off-season while savoring the soon-to-be memories of the summer. The last two years, Cape Cod skippers have breathed a sigh of relief, escaping late August hurricanes. This year's Irene took its toll on New England but spared the Cape.

So the postponed Townie Hornor Sail-Around took place in Osterville/Cotuit; this time the 3rd annual sail. Bill Mullin in *Old Sculpin*, a 24 ft. Manuel Swartz Roberts cat came up from Bass River early in the week and picked up mooring in front of the Cotuit Town Dock. Friday was quiet as several boats planned to arrive Sat. morning.

Saturday morning was sunny and clear but winds SW about 18 to 25 with gust to 35. Many feared the winds of the 2010 sail-around. But Bob Betts and wife, Ellen Brady arrived first, over from Popponesset Bay. They had a fast trip downwind in their sloop-rigged Marshall 22. Also arriving were Peter and Dee Boniface on their Atlantic City 24,

Catiline, from Prince Cove. Paul and Karin White met everyone at the dock in *Rugosa*, a 1920 Wilton Crosby cat out of Cotuit Oyster Co. The plan was to sail around Grand Island just like Townie lead the fleet at his annual rendezvous.

Leaving the town dock under power, the cats were joined by Bob Luckraft in *Genevieve*.



Fast... after her 5 year rebuild.

He came sailing in through the Cotuit entrance in his 1927 Herbert Crosby 25 foot cat. All headed east, down Seapuit River with Bob L. leaving sail up but scandalizing. After fumbling with sails and bunching up at the bridge, all cats eventually got through and into Crosby Town.



More sails up in North Bay and in the narrows.



After a protected beat southerly to Cotuit Town Dock, the sail-around was complete. It was time to celebrate. A short walk up the street brought us to the Kettle- Ho, a perfect local place for dinner and our final gam of the year. We hope many more boats can join us this August – if the weather Gods for once favor us?

Southernmost Catboat Regatta held on Key Largo, Florida

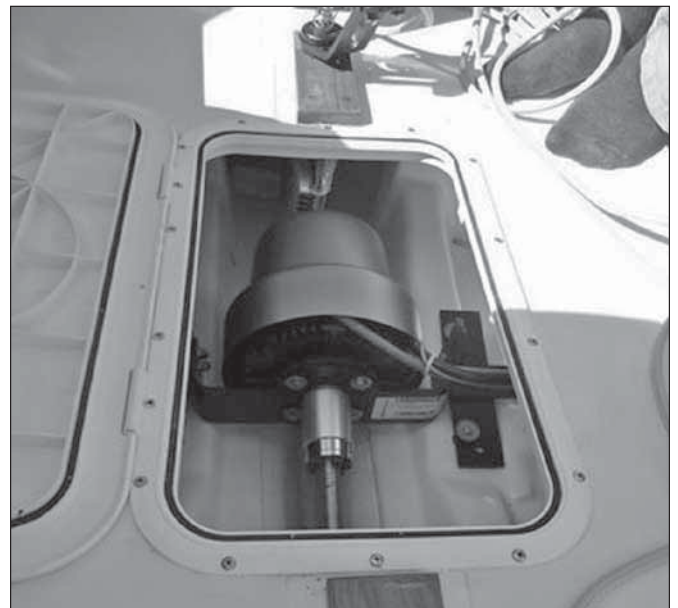
David (Wavy Davy) Adamusko

The Upper Keys Sailing Club (UKSC) held the first annual Catboat Regatta on Key Largo over the weekend of February 17,18 and 19, 2012. Since the first catboat, *Felix*, was introduced to the sailing club four years ago by Lindi Mallison and Wavy Davy, curiosity about catboats has grown and now that the club had three catboats in the fleet, we decided that it was time to hold our own gathering. The UKSC has always had a large fleet of Nonsuches on the docks. It was a natural to combine the two classes and invite others to enjoy our special sailing venue.

We started late in advertising and promoting the event but we attracted 18 boats of all classes for our first event. The boats began sailing into the club site on Friday afternoon and we marveled at the arrival of the first Marshall Sanderling with an electric motor when Dave Marshall trailered it in under



Marshall Marine goes a long way to help customers.



shrink-wrap. Geoff Marshall arrived soon afterward and he and Dave set up the new boat and rigged it for its first sail. They built the boat for Eddy Fernandez of Miami who did not see it until he arrived about 5:30 p.m. after work, accompanied by his son Ethan. It was like a Christmas morning to see the joy of the new owners as they drove onto the club grounds and approached the gleaming boat on the trailer. We all appreciated the spectacle and helped launch the new boat for its first test sail in the late afternoon watching Geoff tutor Eddy and Ethan on the operation of the new motor as he gave them sailing instructions.

Meanwhile a dozen other fine catboats pulled up to the docks and the party began. We all gathered on the pier to witness the picture perfect sunset over Buttonwood Sound and had the customary Conch blowing tribute to the perfect day with drinks and a light meal provided by the Sailing Club members. We had a general meet and greet evening together and registered the boats for the activities. The plan was to get started again early on Saturday for the sailing and to continue the party.

Saturday was another fine winter day on Key Largo with 82 degrees, light clouds to accent the blue skies and winds of nine mph out of the SSE. Buttonwood Sound has no tides, currents, fog, shoals and few power boats. The club site looks north to the Everglades National Park and the Intracoastal Waterway runs through it about a mile from the docks. The blue green waters are clear to the bottom with about six to eight feet of depth. Even along the fringes of the mangroves, water depth is more than adequate for a catboat and sailing is ideal here. A sailor can get distracted by the manatees, dolphins, and magnificent clouds to the north over Florida and to the south over the gulfstream off shore beyond the coral reef.



We scheduled a skippers meeting at noon and the PRO of the racing events, Dennis Kahler, laid out a simple triangular course to accommodate the novice catboat racers and made it short enough to allow two races in the light winds. Although many catboaters said that they were not interested in formal racing, the proximity of two sailboats near to each other got the juices flowing. We had races for three classes of boats. The five Nonsuches had their own class and since they were UKSC boats, they knew how to race and did so going off on the first starting sequence at 1 p.m. with the Marshall class starting five minutes later, and the third class made up of all other catboats followed in turn five minutes behind. Suddenly for the first time ever on Buttonwood Sound, the waters were filled with catboat sails, and they were off. A club member, Scott Baste, who is a professional photographer offered to get us all on film and his equipment allowed him to zoom in on the crews in the boats to get shots of the sailors in action. Others in the group and on the committee boat took photos of the boats and the sails against the blue skies on the green waters. Charlie Best hovered around the fleet on his Sanderling, *Lee Marie*, and recorded us all on his video camera.

The first race gave us all a chance to gawk at the new electric Sanderling piloted by Geoff Marshall, and naturally we five other Sanderlings tried to match the master in the wind. Great fun.



The second race had similar winds, and in two and a half hours the races were over. Sailing continued for those who needed more fresh air, and then we returned to the docks, went into the clubhouse bar, ate from the generous dishes provided by Regatta organizer, Mary Lou Chambers, for our delight and told stories and talked about the complete happiness we all shared at being a part of something so perfect. We gathered at 6 p.m. for another sunset ritual with the blowing of conchs and the firing of a brass canon to punctuate the end of the happy day on and about the sparkling Key's water.

The club volunteers prepared a fantastic meal of Black Angus steaks and chicken with baked potatoes, salads, and dessert. There were 60 people at the banquet and plenty of leftovers, and we all talked non stop until about 9 p.m. in the evening when we once again went to our lodgings to recharge our spirits for the early start of racing Sunday morning.

Sunday morning broke with warm temperatures in the low 70s that made for perfect sailing on Key Largo. The day improved as the winds shifted to the SW and built to 15mph, and the air temperatures rose to 84 degrees. We had a skippers' meeting at 10 a.m., and went off again on a long triangular course on Buttonwood Sound starting at 11 a.m. The Nonsuch fleet sailed a modified Olympic and the two classes of catboaters were happy with once around the marks with brisk sailing, but no reefs. This time we were better prepared for the starts, and there was a tighter pack of racers all over the course. Only a light chop was on the protected Sound. Good sailing, close finishes and fast times were evident in this race. Most of the boats kept sailing long after the race ended, and when we did return to the docks, there was another feast ready for us with more libations, stories and excessive smiles as we realized what we had done together to make this Regatta happen.

After lunch, about 2:30 p.m., our Club Commodore Larry Koenig, a Nonsuch sailor, gathered us all inside the clubhouse to present awards for first, second, and third in the three classes. Every boat in the Regatta received a prize even if they did not place. Geoff Marshall spoke briefly to the group to thank us for inviting him to his first visit to Key Largo. Colorful fresh tropical local fruits were awarded for the boat that came the farthest, the most unique boat, most curious boat, boat with the biggest crew, and other categories. No one was left out of the awards and everyone was a winner!



We love Key Largo.

Participants got a fine color photograph of their boat in racing action as a memento presented by the Sailing Club. As the evening progressed, we reluctantly pulled two Sanderlings from the waters to pack them on their trailers, and other boats sailed back to home ports. This first Southernmost Catboat Regatta was a great success.

There were many back stories in this event. Jerry Valka trailered his Sanderling from Michigan in a 25 hour nonstop trek to get into sunshine. He arrived eight days early to play among us and to sail before the regatta. He met many club members and was entertained by his new friends here all week. John Nestor bought a Sanderling six months ago in St. Petersburg, FL, but due to the construction of his new home and dock on Tampa Bay, he had not yet had a chance to sail it and had it in storage until his seawall was completed. John drove to Key Largo to hang out and to learn about his catboat and made new friends and got lots of sailing and racing experience while crewing with Jerry Valka. We hope that he will come back next year. Eddy Fernandez, who bought his first sailboat, the Sanderling No. 822 with electric motor, had never been on a catboat until his boat was delivered to the Regatta. Eddy liked what he saw and felt while at the UKSC so much that he asked to become a new member and to keep his boat at the club. This third Sanderling in our club along with *Clementine* gives us a fine start to a new fleet of catboats. Eddy will have all the instruction and sailing here that he can handle. Karl Langefeld bought a derelict Sanderling No. 787 here in the Upper Keys two years ago and has re-worked the whole boat along with installing a 110 volt and 12

volt electric system. Karl has many more projects to continue to make his catboat a Taj Mahal on the water. He is also an excellent racer and makes his *Katzenjammer* fly. Roland Barth sailed in from nearby Tavernier Key to race with us. Roland had what appeared to be the only hair-raising incident of the weekend when he could not instantly release his mainsheet and came within inches of another boat while maneuvering during a race. We all thought that he was a mild mannered solo cat until this weekend. Charlie Best used his new digital video camera with head mount to capture the sailing and racing from his Sanderling, and you can see it on his blog: Mylifeintefloridakeysandbeyond.blogspot.com. The one Marshall Sandpiper in attendance this year is a new sailor and a winter resident on Key Largo, Rick Beeman who with his wife Mary Cahill entered their first ever racing event. They were tentative about the racing but soon figured out how to avoid the other boats and, by Sunday, they were proud of their new racing savy and telling stories like the rest of us. Mary was presented with her very own conch, and she promised to learn to blow it well enough to join our sunset celebration next year.

There were two hand-built catboats in our motley fleet. Bill Standard and his crew Mary showed off their *Clementine* that he built last year from a set of plans designed by Gil Smith in 1895. It has the classic racing wooden boat lines, and was written up in "WoodenBoat" magazine.



The other wooden hand-built, *Delicious* made by Mike Braun is a Marsh Cat 15. Mike went so far as to not only hand-craft the hull, mast and spars but he hand-cast his own bronze fittings. He created an inboard electric motor to get him out into the wind, made exquisite fiberglass seats with storage compartments, and placed lighting under the seats for

ambiance in the evenings as well as safety at night on the water since he can light up his sail with them to ward off power boaters. Mike is considering making his own flag to complete the personal construction of his boat details. These two boats are sculptures that actually perform. Bill Low of Key Largo brought his 14-foot Cape Dory Handy Cat, *Alice*, that is 35 years old and newly restored. He sailed it well and saw his dream of sailing among catboats on Key Largo waters come true at last with this Regatta. Another amazing cat rigged boat of only 10 feet in length was sailed by Jimmy Norrie. His *Ariel* is a Marconi Cat X boat of fiberglass with lap strake hull and gorgeous traditional teak all over it. Jimmy tested his boat for the first time against all others in the Regatta and took honors in his class taking advantage of light air on the first racing day. We had one Menger 19 sailed by Salee and Charlie Lawrence who are local residents in winter season. They said they were not racers, but Salee showed us what she remembered from her youthful racing on Beetle Cats in New England, and she has a great memory indeed. Tom and Peggy Horachek sailed their Bluejacket 23 up from Conch Key 50 miles to the south in the Islands to race with us and to make new friends. Their *Flounder* has the look of a blunt prow catboat with a wide beam and a large tall cabin with a forward mast that gives the impression of a catboat. *Flounder* has a sloop rig, and it was a welcome novelty to the flotilla.

The Nonsuch fleet of the UKSC came in with a surprise or two. Larry and Helen Koenig on *Helen K* raced seriously and Larry spent most of the day before the race cleaning his bottom so that we could all see the full sized dolphin painted on the hull below the water line when he heeled over. Mike Kramer casually showed up and seemed to not need to do a thing before racing since he always keeps *Backdraft* ship shape. Mike's son Chris, did surprise us all when he came out with a big crew of young friends to sail The Nonsuch of his grandfather Dave Olson, *Whiskers* for its first race in two years. Larry Thorson crewed his boat, *Robin*, with different people on each of the two days of racing and gave a few of them their first racing experiences. Mary Lou Chambers offered a thrill at the start of the race Saturday with close encounters with the other boats at the line.

This first annual Key Largo Regatta had a sponsor to help with the costs of the meals, trophies and ditty bags, t-shirts and prizes. The Community Bank of Florida helped us launch what was considered by UKSC members as the best ever sailing event and they asked to come back next year. There

were other interested locals and club members who crewed and viewed the races and interest is growing for next year already. Our dockmasters, Sally and Guy Lange; cooks, Tommy Chambers, Dave Miles, and Pat McLaughlin; race committee, Sara Kahler and Bob Brown added invaluable service to the party. Mark your calendars for President's Day weekend in February and consider vacationing in America's Tropics next winter. Bring your boat and stay awhile.

The UKSC is located at 100 N. Ocean Bay Dr., Key Largo, FL. Visit us on GoogleEarth. All catboaters are welcome.

RACE RESULTS

Nonsuch Class

Place	Captain	Boat	Design
1	Mike Kramer	<i>Backdraft</i>	Nonsuch 33
2	Larry Thorsen	<i>Robin</i>	Nonsuch 26
3	Larry and Helen Koenig	<i>Helen K</i>	Nonsuch 30
4	Mary Lou Chambers	<i>Mystic</i>	Nonsuch 26
5	Chris Kramer	<i>Whiskers</i>	Nonsuch 30

Marshalls

Place	Captain	Boat	Design
1	Karl and Ingrid Langfeld	<i>Katzenjammer</i>	Sanderling
2	Eddy and Ethan Fernandez	<i>Not yet named</i>	Sanderling
3	Roland Barth	<i>Ibis</i>	Sanderling
4	Charlie Best	<i>Lee Marie</i>	Sanderling
5	Jerry Valka	<i>Diversion</i>	Sanderling
6	Lindi Mallison and Wavy Davy	<i>Felix</i>	Sanderling
7	Rick Beeman and Mary Cahill	<i>Sea Bean</i>	Sandpiper

Other Open Class

Place	Captain	Boat	Design
1	Jimmie Norrie	<i>Ariel</i>	Marconi Cat Dingy Xboat
2	Salee and Charlie Lawrence	<i>Alee</i>	Menger 19
3	Bill Low	<i>Alice</i>	Cape Dory Handy Cat 14
4	Mike Braun	<i>Delicious</i>	March Cat 15
5	Bill Stanard	<i>Clementine</i>	1895 Gil Smith 21
6	Tom and Peggy Horachek	<i>Flounder</i>	Bluejacket 23

Bass River Rendezvous

August 6, 2011

Cheryl Wildermuth

It was our tenth annual Bass River Rendezvous and one we will probably remember for a while. The marine forecast for Cape Cod and the Islands called for Southwest winds 10 - 15 mph., seas 2-3 feet, cloudy, 76 degrees, chance of showers 40%, rain could be heavy at times. Most were pleased that this year promised not to be a drifting contest as was experienced for the past several years.

Saturday morning festivities began with a light breakfast of Susan Cook's renowned freshly baked blueberry muffins followed by the skippers meeting. Before leaving the dock, all were busy throwing in a reef as winds seemed to be a bit breezy, a steady 12-15 by 10 a.m. One captain of an eighteen asked, "Should I put in one reef or a double?" He finally decided on the double. It may have taken him longer to complete the course but, he didn't have quite the fight, tear his sail or break boat parts.

The day on the water kicked off with the traditional "Parade of Sail" down river to the Bass River Bridge and out to the mouth. Once we motored outside the mouth, it was obvious the decision to reef was wise. Seas were 5-6 feet and occasionally greater. Winds were steady at 20 mph. with gusts to 30 mph. Several boats headed back into the river to throw in a second reef. Since eleven boats hung around the race was on. Plans were made for approximately a two hour race with hopes of all finishing within three hours. The course was a triangle, with another windward leg and finishing at the leeward mark. Boats scattered and went out a fair distance prior to the marks being placed.



Not your everyday afternoon sail.



Kurt Peterson hangs on downwind.



Eric Peterson and crew prepare to jibe.

Kim and Jim O'Connor from West Tisbury wrote in their log, "We were double reefed, deciding not to race took away a lot of stress and we began to have fun." They dropped sail and joined Jay and Diane Webster at the beach inside the river for a swim and relaxation. One boat never heard the horns for the start, so they missed it.

It was a wild ride as the waves seemed to drop off rather steeply and there were some beautiful whitecaps. (As an artist, I appreciate their beauty.) One catboat maneuvering his 22 ft. called it quits when an eight footer crashed into his cockpit and drowned everyone's cell phones. My crew and I were glad that wave missed us in our little Marshall 18. Unfortunately, some dropped out of the race as the wind proved to be too much for boat parts or soft sails that began to tear.



Mark Anschutz catches and rides a wave

Spotting the windward mark was tricky with such great surf. If you were lucky, you would catch a brief glimpse of the orange glow cast by the cylindrical inflated marks. The first boat finished one hour and ten minutes after the start. Most finished well under two hours. A total of seventeen boats registered to race, eleven started the course and six finished.



"I think I see the mark???"



Shep Williams actually looks relaxed.



Great ad for bilge pumps.



It was nice to have new members, Bob Betts and Ellen Brady sail *Salina* from Mashpee. It was equally nice to see the return of Bill and Moe McKay who were able to participate since the Bass River Rendezvous and the Falmouth Road Race, which he has run for the past 33 years, did not conflict.

Place	Captain	Boat	Design
1	Kurt Peterson	<i>Loose Cannon</i>	Marshall 22
2	Brian Smith	<i>At Ease</i>	Marshall 22
3	Shep Williams	<i>Saltine Warrior</i>	Marshall 22
4	Mark Anschutz	<i>Joy</i>	Marshall 22
5	Ken DeLong	<i>Pearl</i>	Marshall 22
6	Cheryl Wildermuth	<i>Shell Belle</i>	Marshall Sanderling
7	Eric Haberfellner	<i>Caper</i>	Marshall Sanderling

2012 Useppa Rendezvous

Gretchen F. Coyle

North vs. South. East vs. Midwest and West. Florida Chamber of Commerce weather with plenty of wind adding to the excitement. One hundred twenty five people on eighty-acre Useppa Island, FL. Excellent racing, good friendships, lots of food and drink. Even the Useppa Olympics.

Everyone was a winner at the biennial Useppa Island Rendezvous held on a real island where the only forms of transportation are golf carts, bikes, and feet. It is hard to imagine what humanity from the Paleo people and Calusa Indians to Spanish and Cuban fishermen, not to mention Barron Collier's friends and family to trainees of the Bay of Pigs Invasion, would have thought of a large Catboat Regatta being hosted by the Useppa Yacht Club. They probably would have cheered the sailors on.

The Useppa Yacht Club has no members, no dues, and no regulations. It is a spirit of Catboat sailing that has grown among the residents. Twenty-two Marshall Sandpipers bob contentedly on moorings around the island. Sailors are out in their boats most every day. What was once a rare sight is now commonplace as sailing takes first place among island pastimes.

People come to the Useppa Island Rendezvous for five days or a week. Most combine mid-winter vacations with good sailing. PRO Bob Stevens never disappoints anyone with his skill at getting perfect starting lines, announcing a mandatory reef when the wind is over 15, and getting in as many races as time and physical stamina permit.



"This is the way we reef our boat, reef our boat"

Taking place the last weekend in February, a Useppa Sunset Cocktail Party kicked off the fun. Thursday morning there was a mandatory skippers' meeting, followed by a ten minute warm-up and stretching by trainer Karen Bruggerman. Three races took place, then lunch on the beach, and more races.



Who's over at the start? Alan Symonds of Useppa Island but quickly rounded the leeward end of the line.

Friday was another day of perfect sailing. Karen loosened everyone up again. A heavier wind saw all Sandpipers reefed; then allowed to de-reef later in the day when the wind calmed a bit. Friday night there was a pig roast at the Tarpon Bar. Lunch on the beach became a daily favorite.



Ed King and Jim Cadranel, both of Bay Head, NJ in a heavy air.

Paul Gelenitis of Metedeconk, NJ was the overall winner of the

Sandpiper World Championships with his wife Terri as crew. Bill Welch (who wrote the Catboat book on how to rig your boat and make it go) of Useppa Island was second with wife Sherry. Third was Barry Cochran of Sarasota, FL. Mike Spark of

Barneget Light, NJ finished fourth. Fifth was Gary Alderman of Snead Island, FL.



Alan Symonds and crew Charles Shook rounding a mark at the 2012 Sandpiper World Championships. Alan has been a member of the CBA since 1967.

The big Catboat races were won by Jim Shenko from Ft. Myers Beach in his 19 ft. Alerion. Mark Milam and his family from Lafayette, LA placed second in their Alerion 19 followed by John Silver of Cape Coral in his 18 ft. Marshall Sanderling.



Gutter boat races at the Useppa Rendezvous.

An Awards Dinner followed on Saturday night at the Collier Inn. Co-chairs, Mike Albert of Useppa and Sarasota, FL, and Jay Taylor of Useppa and Palmetto, FL thanked everyone for attending the four day event, while sailors cheered and clapped for their tremendous effort. Tom Foster's Catboat painting was auctioned off to raise money for the Useppa Island Fire Rescue, taking in the most money

ever recorded for one of New Jersey artist Tom's paintings. A selling point was that the painting had no number on the sails, and the winner of this framed piece of art could easily have his own sail number in first place regardless of the Rendezvous' official outcome.

For people coming from long distances, the key to an excellent regatta in South Florida during the winter is having a "free" day when races can be held in case of inclement weather or participants relax by the pool and having numerous activities taking place during the days and nights.

After all the excitement of racing and Useppa Olympics, what did people want to do? Go sailing, of course! So an impromptu race was held around the island. The next Useppa Island Rendezvous will be held the last weekend in February 2014. A welcoming and enthusiastic sailing group on Useppa Island, FL awaits you. Mark your calendars.

2011 Casco Bay Race Rendezvous

Anne Bridgman

How often has the forecast let you down? And yet they still somehow keep us over a barrel ... The evening before called for a sunny day with light and variable winds of 5 knots out of the south. Arghhhh. If you're hoping to get a bunch of boats around a 6 mile course *twice* before dinnertime, this is *not* what you want to hear. Yet we believed it and made plans to shorten the course. By the morning of our Casco Bay Cruise rendezvous, the fog was "tick, tick tick," as my mother would say. Who knows where VO, our fearless leader, put the two marks or even the starting line for that matter?

The fog cleared the race course nicely by the start, but hung just in the background and kept many GPS's fired up for the afternoon. I think the fog dissipated mainly because the wind piped up to about 13-14 knots out of the SSW. Arghh, the forecast.

We had six catboats for the Class A start, the later classes being sloops and a handsome ketch. *Naiad II*, a new boat to our race, and *Surprise* were first over

the line, followed by *Rosamond* with a cautious reef tucked in her tanbark sail. *Lily* and *Telos* came next with *Molly Waldo* getting clear air with her cautious start. We went around Birch Point and to the first mark in this order, then upwind to the mark off the entrance to The Basin. *Rosamond* decided to shake out her reef, but lost precious time, and was passed by *Telos* and then *Lily*. By the second mark *Naiad II* was showing her heels (who are those guys anyway?) with the elegant *Surprise* close behind. *Telos*, *Lily* and *Rosamond* finished in a tight group. *Lily* thought she was over the finish line and sailed towards the committee boat, which allowed *Rosamond* cross the line right along with her. *Molly Waldo* sailed her stately race and was positioned for a great handicap for the second start. This note by *Telos*: *Telos*' skipper made a blunder at the first mark of the first race. He hit it! So *Telos* did the required 360 around the mark. *Catching back up to and ultimately passing Lily and Rosamond* was a monumental comeback, the skipper says proudly. Even if he hadn't hit the first mark, there was no way he was going to catch *Surprise* and the eventual winner, *Naiad II*.

The second race pits all three classes together and one's handicap is based on one's time in the first race. For example, if you finish 5 minutes faster than the X time (the X time being determined by the RC), you start the second race 5 minutes *after* the starting horn. All conditions staying equal, which they don't, the whole fleet should end the second race about the same time. This system gives the slower boats a nice shot at finishing towards the front. We had a mixed group of twelve boats for the second race and finished within 12 minutes of each other over about a five mile course. Four catboats raced this second round and their staggered start was in this order: *Molly Waldo*, *Rosamond*, *Lily* and *Telos*, starting within 5 minutes of each other. Local knowledge and the slackening wind may have prevailed as *Rosamond*, *Telos* and *Lily* eventually passed *Molly Waldo* and the four catboats finished in this order.

It was a great afternoon and a friendly little race, followed by fire and ice at John Van Orden and Jenny's house (owners of the fast cat, *Priscilla*, who is FOR SALE). Come join us next year on August 18, 2012. And don't bother with the forecast ...

First Race:

Place	Captain	Boat	Design
1	Eric Maslen	<i>Naiad II</i> 57:41	Marshall 18
2	Jon Agne	<i>Surprise</i> 58:13	Wilton Crosby 25
3	Ken Thompson	<i>Telos</i> 1:05:35	Marshall 18
4	Ivon Boyer and Anne Bridgman (tie)	<i>Lily and Rosamond</i> 1:06:12	Marshall 18s
5	Wally Frank	<i>Molly Waldo</i> 1:10:05	Marshall 22

Second Race:

Place	Captain	Boat	Design
1	Anne Bridgman	<i>Rosamond</i> 1:12:28	Marshall 18
2	Ken Thompson	<i>Telos</i> 1:15:12	Marshall 18
3	Ivon Boyer	<i>Lily</i> 1:16:58	Marshall 18
4	Wally Frank	<i>MollyWaldo</i> 1:19:42	Marshall 22

Arey's Pond 19th Annual Cat Gathering

Tony Davis

HARWICH, MA: We are calling this year's cat gathering, on August 13, 2011 an "Epic Light Air Battle."

Eighty-four boats registered; 77 boats crossed the finish line. For the first time in 19 years, three boats (a 14 ft. Compass Classic, a Beetle Cat, and an Arey's 14) were 1st, 2nd and 3rd, on corrected time. We also had a remarkable finish in the Marshall 18 class that was one to remember. After an hour and a half of racing, four 18s were within a second of each other. This was a very stressful moment for our committee boat crew, full of rookies. Someone had to be fourth. Cheryl Wildermuth, who had won the warm up race on Friday, hands down came in 4th; but all four Marshalls were first place winners with that kind of finish.

It was an impressive sight to see all three starts converge at the narrows due to the light wind. It was a hive of catboats trying to get position while the lighter boats were gaining ground.

We had a festive awards ceremony with live music, food and drink and an attendance of over 100. For the first time, awards included a scholarship fund from the Cape Cod Marine Trades Association for younger competitors; this was awarded to Brendan and Jack Murphy and Victoria Daniels. Ages 11-10-

7. Brendan and Jack were 2nd in Beetle class and in the top five to finish on corrected time.

This year, the Carl Richter award went to Frank Arrens, who sailed his APBY Lynx with the most style. He was accompanied by crewmember Tim Lund, President of the Catboat Association.

Next year will be our 20th year and we are already planning for what we hope will be our biggest event yet. So, this is an official invitation to all cat boaters interested in joining us on August 18, 2012. Two days of sailing, racing and fun. Plus a festive awards ceremony and cookout after day one. If we get more than one hundred catboats, we will arrange for an ariel photo of all the boats in parade and enter it on the Guinness Book of World Records. Hope to see you there!

Entry fee's and additional donations went to the FOPB and The FOAP.

Wickford Rendezvous

Rex Barker

WICKFORD, MA: On September 24th, 2011, Wickford Catboaters had their final race and annual banquet. What a great way to end the season! In spite of a lousy forecast, we stayed dry and had decent, although we had light and variable winds most of the time.

CONTINUED ON PAGE 39

A glance back to Mystic '90

The weather in July 1990 was as near to perfect as one could wish. That is, once the fleet pulled into Mystic Seaport. The trip to Connecticut dropped rain on some of the catboats, like the 16-footer below, which made the trip from Down East. Low freeboard and no dodger made the boom a clothesline once they reached Point Judith, R.I. and joined catboats already at anchor.

Under sunny skies the next day, approximately 100 catboats of all sizes rafted within the shelter – to the south – of Chubb's Wharf, then northerly along the bulkhead up to the docks at the New York Yacht Club Station.

The steps of the NYYC's chalet-style building (at right) was perfect for this skippers' meeting. Inside are bathrooms and laundry facilities.

Catboats come in all sizes: at right are a couple of 14-footers, *Alvernia*, sailed by Tony Woodruff, has her dress flags flying, and *Andante Cantabile* sailed by David Pearson.

At bottom right, big contrast is presented by the Stowe family's *Southwind* (35 ft. built 1902) rafted to Krasniewicz's *Sunnyside*, (25 ft. 6 in., built 1905).



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Mystic '90 — A circle of friendly cats

Since by their very nature, catboats resemble one another, there has to be some special point that offers specific identification: color of hull or sailcover or unusual size.

To help with IDs around this flotilla's circle, we will depend on two distinctive IDs: the unique hull color of Marshall 22 *Red Squirrel* and a second red hull without a visible name, plus the white-painted hefty mast of 25-ft. *Marmalade*.

Red hulls are marked (when possible) with a red star [*], *Marmalade* with a red X as seen in the upper left of the photo at right.

The crimson cats also carry their red IDs in the top right photo on the next page.

(*Marmalade*, in the first photo, is astern of *Cape Girl* whose bow numbers "MS 4 CP" are the same under her current name, *Buckrammer*.)



The westerly aerial view at bottom (taken from the mast of the *Morgan*) shows ID cats, marking our circular tour.



– a warmup for CBA's 50th anniversary



Moving southerly down the bulkhead, *Marmalade's* red X shows on the upper left and red hulls are clearly visible in both the middle and bottom photos.



[To repeat: The westerly aerial view at bottom left closes our circular tour.]

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Other Mystic '90 cats with distinctive features: the turquoise cabin top is the mark of *Cimba*, with former CBA president Frank Cassidy at the helm; on the upper right is another 25 ft. cat, *Cape Girl* once more, with former CBA president Ben Brewster at the helm, standing in for then-owner Cal Perkins who was attending his daughter wedding.

Under the tent on Lighthouse Point, shown at mid-page with the *Joseph Conrad's* masts in the background, is a jovial "fire-and-ice" picnic on Friday night of the weekend.



All good things must come to an end and *Wisch Bone* of Fairlawn, N.J., and *Skimbleshanks* of Duxbury, MA, were part of Sunday's Grand Parade before heading homebound, moving downriver to the open drawbridge.



Story and photos by Doris M. Johnson

The highlight of the day was the battle for first place among the 18s. “The girls,” (Sue Thorpe and Debbie Sabo,) sailing Joe Kranz’s *Abigail*, had a nice lead coming around Plum Island Light. But then the fun began. It was neck and neck at buoy C5 off Jamestown, and it stayed that way right to the finish, with several lead changes inside the harbor. Jay (Mugsie) said he threw every trick he knew at them, but Debbie and Sue countered and ended up winning by six inches!! Congratulations to Sue and Debbie! If you’re wondering, like I was, about Sue and Debbie’s background, they were top junior sailors. Their names are on many plaques in the Wickford Yacht Club. And I believe both of their fathers raced catboats. This was not a fluke!

The second start of the 22s five minutes later was equally mixed in light winds and currents. Each of the three boats in the race was in the lead at one point. Congratulations to Rex and the crew of *Peregrine* for winning the 22s.

The banquet was a lot of fun. Terri Browne was an excellent and funny master of ceremonies. I think Ben Gauthier, Charley’s crew, captured the spirit of the group with his remarks after accepting the “Outstanding Crew” award. They were something like this: “Thank you all for giving Charley the opportunity to use these races as an outlet for his competitive urges. Otherwise, he’d be impossible to be around. But I don’t understand why everyone waves and smiles at him when he wins. What’s wrong with you people?”

Congratulations to the season series winners and their crews: Charley Appleton (18s) and Eric Collins (22s). The final banquet and the season were a huge success! Many thanks to all, especially Terri Browne, Eric Collins and the Pleasant Street Wharf, and the Race Committee!

Comments from racers:

- I’ve been keeping a racing “log” since we started racing in 2004. I’m now up to 33 pages of lessons learned. (And many tips from many of you!)
- My lesson from this race is that current trumps wind, at least in these conditions. We had a decent start, but decided to go outside Fox Island on the assumption that the stronger wind would offset the negative current. Bad assumption. But we did have a nice view of the battle for the lead.
- Best moment: being in first place approaching Plum Light
- Worst moment: being in fourth place a minute later

- Most surprising moment: actually rounding Plum Light
- Next best moment: spending one last day on the water with my fellow cat-boaters
- Next worst moment: no more passages from Bristol to Wickford for another year. Also: way too long a moment of not being in the mix with those two boats in front of us
- Next most surprising moment: how fast the season passed.

Mark your calendars for the first Tuesday night race next year – June 12, 2012. (Start outside Wickford harbor entrance at 6 p.m.) Visiting catboats are welcome!



On the way to the starting line

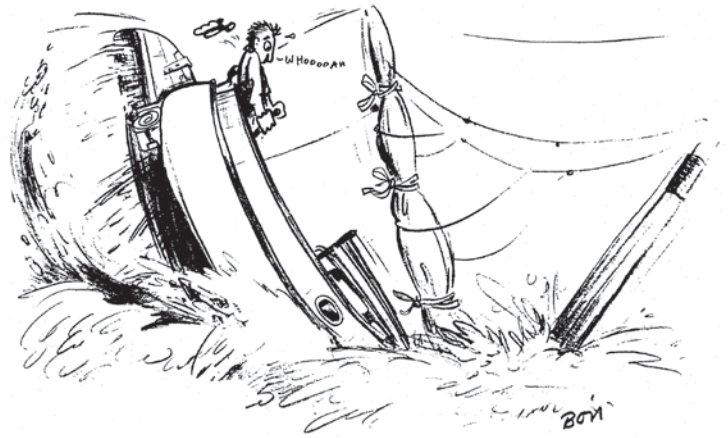


“Which way are you going?”



Boat Building and Maintenance

Bob Reddington, Editor



Dear Membership,

Do you really want boat building and maintenance to continue to be part of the bulletin? If so, get off your asses, butts, fannys and send me something you've done or your sinking shipmate will sink and that part of the bulletin will be gone. For this bulletin, we had to leave the United States and go to France and Candia for material. We have Guy Marlow of Brittany, France who sails "Bagor" a Ted Brewer Design he built himself. He did a pretty good job of it, enough for him to receive the "Broad Axe" award for 2012. Then we have a brand new member (December 2011) Frank Camm of St. Andrews Harbour, New Brunswick. who is building a 18 ft. Fenwick Design strip planked catboat first year, first installment should be interesting to follow the rest of the building.

Now back to you the generous membership, like the Chinese laundry "no Tickie" "no Shirtee". No input, no more boatbuilding with nothing to do, time for me to retire anyway. So get with it and send something to me or bye, bye Bobby Reddington – 235 Lake Avenue, Bay Head, NJ 08740

*Your sinking shipmate or sunk shipmate,
Bob Reddington*

PS: Please send your stuff to the right contributing editor – Example(s): Food: Jane Walsh; Adventures: Bill McKay; Cats for Sail: Spencer Day; History: Judy Lund; Cruising: Charles Ladoulis, etc. Look in yearbook for whom to send to.

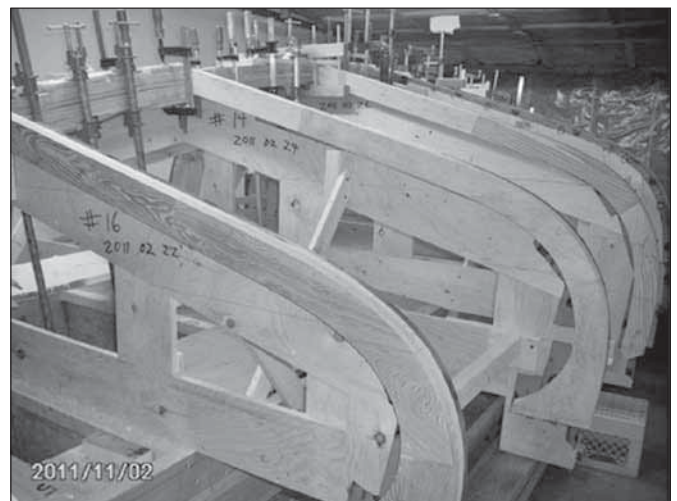
Catboat Project – Year One in Review

Frank Camm

ST. ANDREWS HARBOUR, NEW BRUNSWICK: The plans for the Fenwick Williams 18 foot catboat arrived from "WoodenBoat" on January 6, 2011, and I have had a productive and enjoyable first year working on my project. I think it will be interesting to take a snapshot each year on the anniversary date so that there is a record of the progress each year. It will be fun to look back on the process in the future and these documents will help me recall the challenges, the effort, the problems solved and the enjoyment at the various stages of the project.

Status on Anniversary Date (January 6, 2012):

First and foremost, I achieved my overall objective of having fun with the project and avoiding



One year done... ??? to go.

it becoming a job. I lofted the boat after building a lofting floor in the basement. I had just enough room to lay down the lines and got great satisfaction from

tackling the lofting process which I had perceived as being quite an esoteric process. It went well especially after I realized that the lines plan is a small scale “answer sheet” that one can use with profit to validate the full scale lofting. I was also very fortunate in that I did not have to use the lofting process to correct the table of offsets. Obviously that had already been done and, there was only one error to the best of my knowledge.

I also spent a lot of time deliberating over how I will convert the plank on frame plan into an approach that used laminated Douglas-fir for the backbone and strip construction instead of conventional planks. I devised my own scantling rules and determined in some cases what the inside shape of the frame or keelson would be. I also decided on my planking protocol, that is, the way I will lay out the planks (all parallel to the sheer) and the thickness and width dimensions of the planks. This required empirical testing with a vertical grain “plank” of western red cedar so I could validate my assumption that the plank would allow for bending and edge set. I learned that the rule that says that “stiffness is proportional to the cube of thickness” is indeed true and that one needs to consider what this means in terms of edge-set when doing strip planking. I decided to err on the side of slower application (more planks, more gluing) rather than to risk having to wrestle too-wide planks into place especially near the stem.

The boat is “in frame” as the old schooner builders would have said, that is, the stem, keelson, sawn frames and transom are done and fastened to the station molds and building jig (which has also become unintentionally a dandy staging to work from). Some initial beveling work has been done but really just enough to establish my procedure and give me some initial impression that the station molds might actually be set up properly!

The vertical grain western red cedar planking stock was ordered and there were delays, communication issues, etc. which meant that the wood was not delivered. There is some indication that all the milling work has actually been done at last. Quite a bit of deliberation about the correct planking dimensions preceded my wood order. I had to think about and more importantly test empirically my ability to edge set the planking as required by the catboat hull form. This in turn meant deciding on how I was going to line off the planks.

While not part of the boat itself, I reminded myself that I should spend most of June insulating

and dry-walling my garage (now boatshop) so that I would be able to work in the colder weather. This was a lot of work. The investment is paying off now. I can heat the shop up quite easily and achieve the correct working temperature for gluing (assuming I leave the heater going unattended for extended periods) and for other boatbuilding tasks.

Lessons Learned:

This first year confirmed my theory that scale is really important. I think the FW18 is the largest boat that I should contemplate building since as boats get larger everything is heavier, takes longer to construct, and costs more.

Intentions and Hopes for the Coming Year:

It will be really nice to have the boat planked, faired, fiberglassed, bottom painted, and to have the outer stem, keel, and skeg (deadwood) attached in 2012. It would be nice to turn the boat over before the end of the year so that some winter work could be done on the floors and centerboard early in 2013. But this may be expecting too much since I want to avoid this being a job and I want to make good use of the 2012 sailing season on *Sundance* as well.

Note to Chris Sawyer...

From: Frank Camm fcamm@nb.sympatico.ca
Date: Sun, 15 Jan 2012 07:48:30-0400

To: Christopher Sawyer chris@cnsawyer.com
Subject: Fenwick Williams 18 Project

It is hard to take good pictures in my shop since I have only 18 in. on either side of the boat and about 24 in. at either end. But I have attached a couple that show generally the stage I am at.





I decided my 5/8 in. by 1 in. bead and cove vertical grain western red cedar strips can be applied parallel to the sheer and so I am going to do that 100% and have them run out over the center line of the keelson. It remains to be seen if this is really feasible and whether or not it saves time and effort but I think it may have some advantages. Right now I am cutting pocket bevels where the planking will fall with 6 in. intervals (3 in. closer to the keel) and am putting planks in place temporarily to ensure that the bevel is OK, that the structure is fair, and that adjacent planks lie correctly in relationship to one another. This requires me to be slow, careful and patient and to leave the Makita power plane on the shelf most of the time! I expect to bevel from pocket to pocket as the final beveling step and think that final part of the process will go relatively quickly. Before I start the actual planking I expect to roll the jig (it is on castors) out into my driveway so that I have a much better vantage point from which to assess fairness.

My planking is finally cut, molded, and crated and will be shipped from Vancouver Island within the next week or so. It is pretty cold here and while I can heat up my shop which would allow gluing, I think I will wait until March since I would be worried about a power interruption and it being too cold for epoxy curing. I don't know that an interrupted cure results in a good cure when the temperature increases and the curing process resumes. I am sure I can occupy myself with other project related tasks such as maybe building the rudder or centerboard.

So as you can tell I am having a great time with all this and continue to benefit from the pictures and other information that you sent me.

Note to Steve Flesner.

March 2

I have been thinking a bit more, and it seems to me that another possible theme that could be an important one is to ensure that readers (especially those who dream of building a boat) understand that while it is a serious commitment, it is a goal that can be achieved if one does one's homework, is careful, doesn't mind spending a bit of hard-earned money and is persistent. One would not want to give the impression that it is necessary to be some sort of superstar to build a boat. The message is if you want to build one, get started.

The passages that I use between the Bay of Fundy and Passamaquoddy Bay basically can only be done with a favorable tide. At its peak the tidal current exceeds the hull speed on my larger CS30 sailboat which has an 18 hp. Volvo and a good big prop so I cannot beat a foul tide. With the catboat I have decided to use an outboard and right now I am thinking about a 6 hp. Tohatsu from Moose Island Marine in Eastport. It has a big prop, an aggressive pitch, a longshaft, doesn't weight too much, and has a small alternator. However the design displacement of the FW18 is 3780 pounds so I could be significantly underpowered with a 6 even with the features of the Tohatsu. My hope is that I can sail off and onto my mooring in St. Andrews harbor and leave the engine in a cockpit locker most of the time. This may prove to be unrealistic. I am reading the Boats for Sale with great interest since it gives me information about what owners have used to power their catboats. I just need to remember the displacement difference between the FW18 and a Sanderling.

Another building note:

The central challenge for me is my departure from the traditional plank on frame construction approach defined by the construction plan that Fenwick Williams did. I am re-engineering the approach to suit my skill level and in recognition of the relative availability of bead and cove strips as compared to traditional planking stock. Also, I think an eclectic approach that uses modern materials where appropriate is not bad. Of course, I am not breaking trail when I do this, as there are many boats built in this new way- such as Chris's fine boat. Anyway, the challenge for me is to produce a boat that respects the designers vision overall, that respects the design hull shape absolutely, and which gives the performance characteristics of the original design.

For example, as I figure out the new scantlings I am comparing the specific gravity of the white oak called for with the specific gravity of the weaker Douglas-fir that I am using and am increasing the size of the component to achieve the equivalent strength and careful not to increase the weight.

When I work, I think often about how much I have benefited from getting to know Chris Sawyer and others like him, most quite distant from here. They have answered my questions and have been very generous in sharing information. Also, I have learned from reading past CBA Bulletins which have had, over the years, many interesting articles on new construction and significant restoration projects. As a result of the project I am enjoying support from old friends and making new ones which is a great spin-off benefit. I think it speaks well for the Catboat Association and its shared values (e.g. fellowship).

I am having a lot of fun. People sometimes comment about how much “work” I have done and my response is always I have done no work at all, just fun. Of course, one does need to regard “problem solving” as fun for that to be strictly honest!

I am currently finishing the installation of the floor timbers (except the two in the way of the centerboard trunk which are made but will need to be installed later). I decided to do the floors before planking thus avoiding complex fitting later. I am also doing most of the mast step now since again it is in a location that doesn't provide much working space. I have my western red cedar bead and cove strips stickered in my shop and hope to start “offering them up” in a few days.

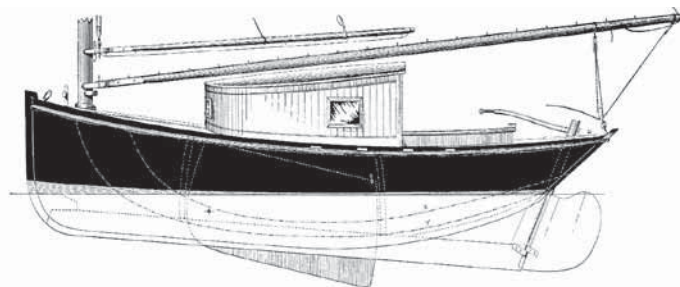
Here are a few more photos from March, 2012.



I am in New Brunswick, Canada and sail on Passamaquoddy Bay and the Bay of

Fundy. There are very few catboats in my area but I think that it will be a great boat for gunk-holing around the many islands and inlets and exploring the intertidal zone in a way that is not easily done with a keelboat.

Thanks for your interest in my modest project.



Bagor, A French Catboat

Guy Marlow

The telephone rang at about 10:30 p.m.

An unknown voice announced that he was the security guard at the marina where we keep our boat. We spend our summers at our home in France, with our boat in a marina an hour away on the coast.

“You need to get down here immediately. I am sorry to tell you that your boat has sunk.”

My heart stopped. “What do you mean – sunk? On its mooring?”

“Yes, I’m sorry. It’s on the bottom.”

I could feel the blood drain from my head. I thought I was going to faint. My beautiful boat! The boat my wife Sylvia and I had lovingly built in our workshop over seven years and had launched only a few weeks before for the very first time! My head was pounding now and my hands were shaking. What a terrible way for a project to end....

The project had stitched itself together over a number of years. Fifteen years beforehand we were living in Chicago. I thought I had many years of career ahead of me, running the US operation of a British company. We recently bought a new company in Cleveland.

On my first day there, I was interviewing the managers, deciding who would stay and who would go. The finance director, Mike Lachman, was excellent and he had Edward Hopper’s painting “Groundswell” on the wall behind him. It is a painting of a catboat with crew, sailing around a buoy. Maybe I can hold Mike responsible for what followed, but if I do, it is with appreciation. Mike has become a good friend over the years and now sails a catboat in Florida. Mike initiated me into the folklore.

Fast forward a few years, a few company acquisitions, a few countries (England, Norway, France) and I found myself able to retire early and give up the corporate life, returning happily from the UK to Chicago a free man.

Looking to live a full retirement, I attended a course in boatbuilding at Mystic Harbor boat building school in 2001. The course was excellent. The icing on the cake was a visit to the Mystic Seaport Collections Resource Center, a warehouse where hundreds of donated boats reside. We visited on Halloween night, with only flashlights for the huge cavernous warehouse was literally packed to the gunwales with classic boats of all description.

The Mystic experience confirmed my desire to build a boat; and eventually I decided it would be a catboat.

My wife Sylvia and I decided to split our time between France and Florida. France was our home for many years before we moved to the States. We both fell in love with the region of France known as Brittany, considered by many as one of the finest cruising areas in the world.

Brittany is a mecca for sailing people, housing both the centers for French ocean racing and traditional boat building.

We settled there, in a partially renovated granite farmhouse dating from the 1600s.

A catboat is a perfect design for waters like those we have in Brittany; shallow, tidal and sheltered in parts. I considered a number of designs and building methods but settled in the end for marine ply over sawn frames as a good compromise between tradition and ease of construction. I looked at a number of study plans and bought two sets, one from Charles Wittholz and the other from Ted Brewer Yacht Design. I wanted the maximum-size boat that I could fit in the workshop and finally went for Ted Brewer’s design.

Ted’s 21 foot Cape Cod cat (design no 42) could be built in our workshop and I only needed to widen the front entrance door by a couple of feet.

I first spent a few weeks in 2002 making a pram dinghy, really to prove to myself I could actually build a boat. In no time at all I had a pretty little dinghy that just needed a mother ship. Enthusiasm took over and Sylvia made a mast and spars and a Sailrite sail.

Lofting is basically transferring the designer’s plans to a full-size set of plans drawn out on the floor. The lines of the boat can be faired there and you have a real size template from which to cut the relevant pieces to build the boat. The week in Mystic paid for itself in this process, as it is rather complicated and demanding.

You learn pretty quickly there is a lot more to boat building than just following a set of plans. In this particular method of construction the hull is built upside down with the frames, transom and stem being mounted together on a strongback or scaffold, which will position each element exactly where it should be relative to the others so that the form of the boat is defined.

You may well have plans for the boat but you are on your own when it comes to designing the strongback!! I built mine out of furniture quality pine and, being a belt and suspenders kind of guy,

the structure probably weighed more than the hull that was built over it. The different requirements are legion and on top of it all, the strongback (in my case) had to be able to be rolled out of the workshop for the hull to be removed and turned over to continue the construction process. Every time I thought of something new, the edifice got higher, getting closer and closer to the height of the main lintel over the exit door – something I didn't want to have to remove..... Months later, the hull slid under that lintel with exactly four centimeters to spare!

The other big project was the building of the mahogany laminated keel, which was fun to do. I had determined that I would have someone else bore the hole for the shaft log, so I designed the deadwood construction so that I could transport the piece for boring and also ensure that the end grain was not exposed – as in traditional boat building. The 22-foot length of the hull called for some interesting scarfing and laminating but all was accomplished.

I then set out to find a skilled boat builder who was equipped with the necessary cutting bolt to save me making up the tools and climbing a steep learning curve with my carefully prepared keel pieces. Southern Brittany is home to a great boat building tradition but I wanted to start with the locals. I had identified a shop where a guy made the local inshore fishing boat in wood. I went round a number of times but whatever the time of day, even at nine in the morning, I was told by the hard working apprentice that the boss was 'off fishing'. On about the fourth or fifth try he must have taken pity on me so he added a gesture of explanation to the 'off fishing' line by raising an invisible glass to his lips. Just at that moment an old Peugeot pulled into the yard and out got a figure from central casting. It was a compliment to the Peugeot's solidity that it managed to hold him upright as he leaned heavily on the car to steady himself. He was aghast that I was building a boat in wood. "Why not fiberglass? You must be mad! NOBODY uses wood these days." I guessed that he hadn't bored a passage for a shaft log for many a year. Good thing too, as it would have resembled a corkscrew more than anything else!! His apprentice, knee-deep in wood shavings, made no comment.

He did know someone though who was daft enough to be working in wood. "But", he said, struggling to focus on me, "you have to understand – this guy is seriously peculiar". Maybe because he didn't drink?? He gave me the address and phone number and a few days later I drove out to the Quiberon Peninsula to see Alain.

Alain turned out to be a master of all trades and an excellent craftsman in all materials. Two weeks later I had my piece and could start preparing the lamination of all the pieces of the keel.

The keel was assembled inverted over the hull on its strongback. The complication of the centerboard housing required a number of extra bolts and we ended up with about fifty bolts and drifts, all hand cut for the widely differing lengths. The idea was to lift on the pieces, starting with the full-length keel piece then adding the deadwood pieces. Epoxy was liberally spread between each layer as it went on, then the keel bolts and drifts slipped and hammered in.

The day for turning the hull over was Sept 5th 2005. It was a beautiful day. All the necessary items had been assembled for the job: red wine, white wine, Champagne, beer, cider, bread, salads, pates, cheeses, hams, fruit...

Now, I had spent 15 years of my career working in France and 10 years in the USA. We had lived in our village and assisted in the village fete for five years, so I had a pretty good idea of how to organize a team of French guys. To use a French colloquialism "ORGANISATION?? FORGEDABOUTIT!" All I could hope for was to communicate where I wanted to start (hull upside down), where I wanted to finish (hull right way up) and stress that the meal was laid out for when we *finished*, so let's not start drinking *just yet*, eh? However, I couldn't help but put together a flip chart presentation of my intended steps to go from A to B but that was just my American part breaking out and gave the lads something to laugh about before they all went off and did what they fancied anyway.

It all went swimmingly, by which I mean that we were on the point of sinking most of the time but managed to stay on the surface.

Once we had the hull on the new cradle it was a simple and easy matter to roll it back into the workshop on scaffold pipes and admire a beautiful looking traditional hull. We couldn't wait too long, though, as the food was ready, with tables and benches set up in Jo and Therese's garage across the street. We all enjoyed a well-deserved and well-watered feast. The entire event was recorded in the local edition of the newspaper, "Ouest France". Crazy Americans building a boat in a farming community. Whatever next?

Work could then start on the build out of the hull – bulkheads, decks, cabin, coaming – each task offering new challenges, new techniques to learn and master, new jigs to build (I loved the scarfing jig I

made with some old timber and an antique Makita router I had found in the workshop). Laminating was a full-time occupation for weeks to make sheer logs, carlins, etc., all of which had to be shaped in the length, scarfed up in a sort of 's' shape, 22 ft. long. Two identical pieces were then laminated together side by side to enable me to bend them into shape. The books I was using had now changed. The books: "How to Build a Wooden Boat," by David C. McIntosh and "Boat Joinery and Cabinetmaking Simplified" by Fred B. Bingham were constant sources of inspiration though much has changed since they were published.

I was amazed that nothing was really difficult. Everything was satisfying and each task demanded a new approach. I was never bored. At no moment throughout the whole project did I ever regret starting. Knees were individually fitted and beams laminated to the right camber (you quickly learn to make all cambered pieces a good foot longer at each end than necessary to facilitate the bending process). Cabin roof beams were particularly satisfying, as I copied the idea of laminating them out of alternate 5mm thick strips of ash and mahogany. The hull was finished in two summers. It then took another five summers to finish fitting it out.

Money starts getting spent at an accelerated pace. A major item at this stage for me was the portholes. I was lucky to find a set of four oval and two round ports in California. I chose the fixed ports as they were much less expensive than the beautiful opening ports. The vendor replied that he didn't have the fixed ports and he was dropping the line. He did, however, have the opening ports which he would let me have for the same price – BINGO! The deal was done and he shipped them to our son Fraser's address in New Jersey. All we had to do then was to get them over the Atlantic to France. It took two years. Every time Fraser went to the UK on business, he would put one porthole in his carry-on bag.

Pieces came from all over – gleaning is part of the charm of boatbuilding like this and you have to take your time. Near the end we were wintering in Florida and sitting on our boat in Boot Key Harbor, Marathon, where there is a wonderful cruiser's network every morning. Someone had an antique bronze stem head available for sale. I dinghied over and found a beautiful (well, you have to be a boatbuilder to appreciate) piece weighing about 15 lbs in a 'v' shape that looked as though it would fit the bow of the catboat. I tried and failed to negotiate but \$50 wasn't bad compared with the scale of expenditure.

Another transatlantic haul of heavy metal followed and I found the stem head could have been made for the boat – no modification necessary!

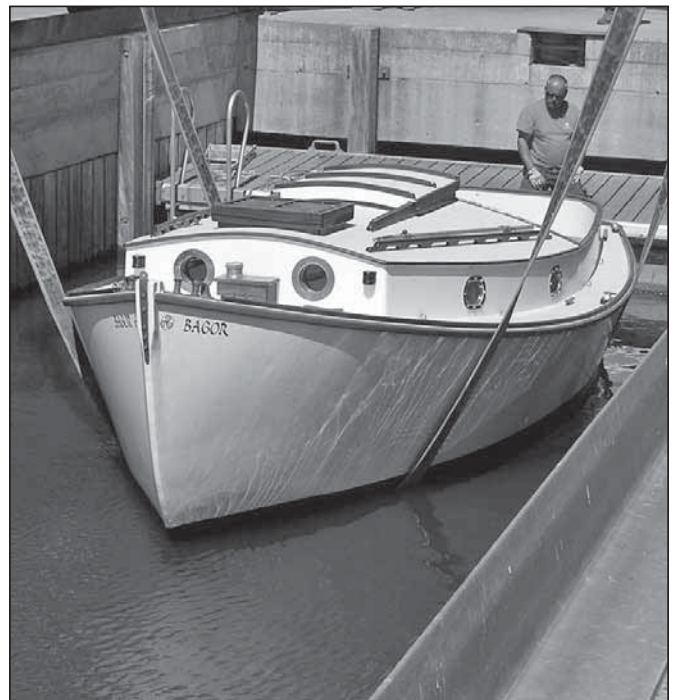
The final transatlantic haul was the EDSON rack and pinion steering system. Actually, it wasn't the final one. I just bought a classic steering wheel on eBay and it will go with us next time. My wife loves going back to France each Spring with her baggage allowance reduced to a toothbrush.

The plans called for 1,500 pounds of lead ballast, so we set up a foundry in the open barn.

I had a few hundred pounds of lead piping.

Towards the end things started accelerating. A friend in the UK, Lindsay, runs his own marine mechanics company and he put together the engine (Beta 20) and all the ancillary equipment. Michel, a neighbor who can do just about anything, and do it well, helped me fit the engine and centerboard and welded or turned any number of metal pieces.

We launched the boat in June of 2011 in Port d'Arzal. Our friends from the village, were there as was my old mate Martin. As the boat was lowered into the water in slings, I couldn't wait to get on board to check all the through hulls. Yes, she settled perfectly on her lines, it was an unforgettable moment!



Bagor in slings.



Bagor.

We were off for the very first sail – an unbelievable moment after seven years of work. A catboat is different; we spent time learning her foibles.

And now, just a few weeks later, she had sunk

I was devastated, sickened, as all these memories ran through my mind.

It was only then that the voice on the other end of the phone started laughing. It was a friend of ours, calling from the port where the boat resides at her mooring. He and his friends had probably been drinking too much wine and thought it would be a good laugh to wind me up by telling me my boat had sunk. I don't know if I felt relief – I felt too sick. Sylvia said I was as white as a sheet and I had to take a long walk to calm down. Talk about an inappropriate joke but the best news was.....

Our catboat *Bagor* was waiting for us down at the dock



Yarns & Adventures

Bill McKay, Editor

Editor's Note: Thank you all: Dick Pepin, ex-"Bulletin" editor for sending us a piece which shows how fast things can turn around on Buzzards Bay. Next Jed Lavoie sends us an exciting account of a daysail in his beloved Hyannis Harbor. Finally we hear from David Bleil, editor of the "Chesapeake Catboat News." We appreciate the growing number of contributors and know that this summer's activities will provide years of good stories. 100 + catboats heading to Mystic and other 50th year Rendezvous will likely fill the next Bulletin." We can't wait to hear from you. Send to: Bill McKay 79 River Road, Mashpee, MA 02649-3543 (508) 477-9674 bill.mckay@catboats.org

An Escapade at Hadley Harbor

Dick Pepin, Cal Perkins

The event all started out as an impromptu rendezvous suggested by Bob Luckraft earlier that week in middle September. It was suggested that we gather on the second Saturday in Hadley Harbor, a tranquil and well-protected harbor just west of the entrance to the Woods Hole passage from Buzzards Bay to Vineyard Sound.

Bob Luckraft in *Genevieve*, a 24 ft. 9 in. Crosby catboat arrived about midday and was soon followed by Cal Perkins in *Cape Girl*, a 22 ft. Marshall. Mary and I arrived later that afternoon in *Spray*, our 24 ft. Atlantic City Cat. John Greene in *Sonatina*, another Marshall 22, soon arrived and from nearby Woods Hole Harbor came Tom Maddigan in *Shoveller*, a 25 ft. Fenwick Williams-designed catboat.

Rather than have five catboats anchored all over catboat corner and rowing to and fro in order to conduct our Gam and share our libations we decided to form a raft, five boats wide. With *Genevieve* in

the center and setting her anchor we put *Shoveller* on the left end and *Spray* on the right end and the two Marshall 22s on either side of *Genevieve*. This arrangement worked very well as we were able to climb about each vessel selectively boarding that which was serving the best hors d'oeuvres and then on to that boat serving the best Dark 'n Stormys. All was going quite boisterously and yet dignified in deference to my wife Mary, considering that she was the only woman in our midst.

It was about dusk when one of the more alert of our group noticed that we were adrift. It became obvious the tide had turned and the current had begun to pull us towards the Northwest Gutter and the backside of Bull Island. A plan was quickly formulated and Bob went forward on *Genevieve* to retrieve his anchor while Tom, on the left of the raft and I, on the right end, started our engines and using hand signals aligned the raft in the desired direction then motored ahead to reset our anchors, multiple anchors this time. It was quite dark when we assured ourselves that we were securely anchored and it was about 10 p.m. when Ted Lindberg arrived and rafted along. Mary, bless her kind heart, prepared him a plate of appetizers and a sandwich; Ted had come without provisions.

The following morning arrived with a NOAA Marine Forecast announcing small craft warnings with 25 knot southerly winds. The forecast was not particularly distressful for I had previously weathered 25 knots winds with our big 24 ft. Atlantic City Cat and our destination, across Buzzards Bay to Little Bay just north of West Island would mean pretty much a northerly run down-wind

While still with the raft I tied in a double reef should I need to set sail but my plan was to motor across Buzzards Bay under bare poles. Bob Luckraft decided to lie over for his return to Waquoit would

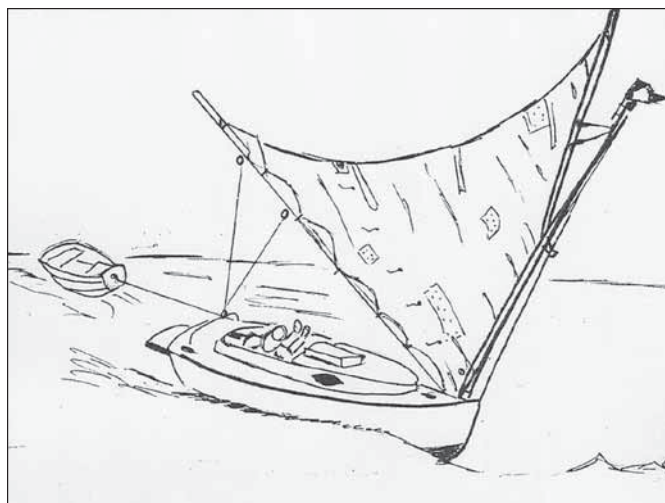


All rafted up for the night???

have him on the windward side of the Cape, **smart decision**. John Greene and Ted Lindburg would be protected as they would sail north in Buzzards Bay on the leeward side of the upper cape. Tom Maddigan just had to cross over to Woods Hole whereas Cal Perkins and I would have an almost parallel course across the bay for his destination was Mattapoissett, some 4 miles east of West Island and my destination was just north of West Island.

By mid-morning we motored out of Hadley Harbor and set on our near-northerly course. My Datamarine wind instrument was indicating 20 knot winds as we departed. I left the diesel running at idle speed and the Loran C indicated we were moving at 4.5 knots downwind. Within a half hour the wind strengthened somewhat and was touching 30 knots. I was convinced that our decision to run under bare poles was prudent inasmuch as we were now approaching 5 knots as indicated on the Loran and the wind appeared to be strengthening and approaching 40 knots.

I would estimate that we were somewhat beyond midway across Buzzards Bay when I noticed that Cal Perkins was having some problem with his Old Town dinghy. The dinghy was surfing down the front of the waves and overtaking his catboat or colliding with his transom. While Cal was concentrating on adding a length of line to his dinghy painter his Marshall 22 had turned somewhat broadside to the wind and waves and he did broach taking on some quantity of water into the cockpit. His engine had stalled but he did manage to turn *Cape Girl* back to a downwind course. He also managed, after considerable cranking, to restart his engine.



Extra line seems to have worked.

I had not witnessed Cal's broaching but did notice that we were now separated by about one-half mile. I felt we should try and make our way towards *Cape Girl* to determine if he was experiencing insurmountable problems. By veering more to starboard I would approach closer and be able to communicate without reverting to radio which was permanently installed below. (I didn't own a hand-held back in those days). By turning to a broad reach I created a problem for myself. My eight ft. Dyer Dhow was overturned by the waves and the drag from the overturned dinghy slowed my progress. Cal had noted my predicament and was waving me off indicating he was OK. After returning to a run I handed the helm over to Mary and attempted to haul on the dinghy painter in an attempt to bring it in closer to my transom. This was no easy matter and it took about 15 minutes to drag the dinghy in close enough so that I could right it. The only way I could haul in on the dinghy painter was to wait until the dinghy was on the front of a roller and only then I was able to bring in a foot or two before wrapping the painter around the stern cleat to await another roller. Fortunately I had secured the oars in the dinghy and now being right side up and in closer to the transom it did tow in a straight line and with less drag, albeit more than half-full of water.

During this dinghy retrieval operation I noticed that the wind had increased to 40 knots, apparent. Most likely the dinghy drag had slowed us down so that the apparent wind had increased somewhat. I was certainly fortunate that our homeward course was a run for anything more windward than a broad reach would have been very uncomfortable if not downright dangerous.

Once we entered Nasketucket Bay we were in the lee of West Island and the waves abated, if not the wind. We continued motoring to our final destination, our mooring in Little Bay. With this wind I knew that picking up the mooring would require some skill, but has had been our practice for years, Mary takes over the helm whenever we would approach a mooring or anchorage. We had established our hand signals so there was no looking aft and shouting on my part. This practice worked perfectly and we secured our mooring on the first attempt.

Our next chore was to get ashore. We left our gear aboard until the weather settled down. I secured the dinghy along side the rudder and using a bucket tied to a line I baled sufficient water from the dinghy to allow me aboard to bail out the remaining water.

We then vigorously rowed ashore, our only reach or cross-wind course of the trip.

Eventually I was able to get together with Cal Perkins and discuss our adventurous crossing of Buzzards Bay. Inasmuch as Cal was sailing alone he experienced much greater difficulties than I. He summarized his transit of the bay as follows;

“When the dinghy came up on my starboard side to say ‘Hello’ to me, a monster of a roller turned me rapidly to the right and the Marshall 22 broached with enough salt water coming on board to fill a small swimming pool. This instantly shut down my engine and I thought here I’m finally going to see Davy’s Locker after 50 years at sea as commercial fisherman, Coastguardsman and Merchant Marine. This was a first! Will wonders never cease? The engine started and I headed for my mooring with both bilge pumps working overtime.

Now for the second act, acquiring my mooring. Mattapoissett is wide open to the south winds and of course that is where the 40 to 50 knot gusts and corresponding waves were coming from. I brought the boat into the wind and set the shift into neutral, left the wheel to reach over the cockpit combing to grab the pickup float and you guessed it, the gale force winds blew the boat away from the mooring buoy.

After repeated attempts I was really getting exhausted. A local woman observed this procedure and said she counted six attempts before I was able to finally grasp the buoy, pull up the messenger line and walk the painter line forward to the bow cleat. All this time the boat was seeing if she or I would determine if the voyage would finally end. Forget about rowing ashore, I just collapsed in the cockpit, caught my breath and thanked the Gods who look after foolish sailors who leave a perfectly snug harbor and head out into the maelstrom without even a ship’s boy to allow relief at the wheel.

I hope my fellow catboat sailors learn from this adventure, I know I did”.



Friends and Fog

Jed Lavoie

The small creek that leads to *Felix’s* mooring spot was dead calm. Usually, the creek is not a good measure of the conditions on the bay, but this was eerily calm which made me fear a complete lack of breezes outside the creek. The low lying fog was sitting on the shore in all directions, but it did not seem like much of a threat. *Felix* is just a day sailor and would not be doing any blue water voyaging that would put us in danger of being lost at sea, so I put it out of my mind. The temperature was still fairly warm and the air was heavy with moisture.

My friendship with Jason has traversed a few crossroads over the course of 10 years, but we’ve always shared a mutual admiration for each other that brings our two, very different worlds together in a fantastic harmony. We had planned a day together a couple months back with a few activities, one of which included a sail on *Felix*, my 14-foot catboat, out into Lewis Bay in Hyannis, Massachusetts. Outside of my wife, Meg, Jason was to be *Felix’s* first guest. The day was upon us and the weather was, at best, manageable, in that a thin layer of fog was surrounding the harbor.

We loaded up some libations into a small canvas cooler, gathered some light jackets and sunglasses and headed out to the pier to my trusty, tired old Zodiac inflatable dinghy. It is bright orange with a rainbow of different stains from salt, sun, algae, and the damp basement floor. The old, frayed rope line that used to run continuously around the edge is now cut into two pieces that hang aimlessly in the water. A couple years prior, the delamination of the bow forced the cutting of the line for a patch job that resembled an old quilt. The wood slats on the floor are mostly broken and clearly show their many years of brackish exposure and foot traffic. The dinghy would need to get us about 300 yards out to *Felix* at her mooring and for this task, it would suit us perfectly.

Jason likes to call himself a salt, but his knowledge is elsewhere. Friends of his family have a 42-foot sloop that Jason frequents, but he often spends his time drinking red wine and discussing the memorable highlights of Wimbledon matches. He is indeed sailing at that point, but to call him a sailor would be like calling a bat-boy a ball player. He does have a deep appreciation for the ocean and also an uncanny knack for finding meaningful purpose in other peoples’ interests. Today, he would be the first

mate on my small catboat and his excitement was evident. I knew of his interest in the Kennedy family and my plans were to bring him to the Kennedy Compound across the bay. In a good breeze, this was a 45-minute crossing, but today there was nothing good about the breezes.

The small electric motor bubbled quietly in the water as the old dinghy rounded the end of the Sweetheart Creek into the vastness of Lewis Bay. *Felix*, about 20 yards out, seemed to spin around on her mooring to greet us as we arrived. We glided quietly out to her and the rubber patches of the dinghy bumped up against her hull. Jason looked to me for advice on his next action. "Jason this is *Felix*. *Felix*, Jason," I introduced.

"Glad to meet you *Felix*," Jason gestured with a hand on her gunwale. "I've heard a lot about you."

"Hop aboard," I said as I prepared the dinghy to be left behind.

Jason sat down on the starboard bench and gazed around taking an assessment of the vessel that would carry him across the bay. His face carried a concern layered with levels of excitement. *Felix* was a far cry from the 42-footer he was accustomed to. I immediately started a Bob Dylan CD on a small portable player that I leave on board and I could see the concern vanish. Another thing we had in common is our love for the classics. I scurried around the boat making preparations to get underway. Jason sat humming along to "Visions of Johanna" and occasionally offering to help. "Fetch me a beer, limey!" I commanded.

"I'm on it sir," he replied opening the canvas cooler.

Eventually, I raised the sail, tossed the mooring line and we were off. The breezes were light, but *Felix's* giant sail area caught every puff and moved us slowly across the water away from the mooring and the old orange dinghy. It was going to be a slow voyage. Being on a sailboat leaves the sailor and his crew on the wind's schedule and we were in no hurry. Our conversation, like the fog, seemed to slowly roll in and out with the changes in wind. Much had happened in both our lives since we had talked last and it had been too long since we were able to meld minds. His story is one of outright success in a career while still maintaining the introspect of adolescence. His constant, swelling desire for political aspirations and his drive for endless success provide a character that is frequently curious and always interesting to me. Our conversations travel from random and childlike to direct and intellectual and every stop

between. My story is similar in some "intellectual" aspects, but involves more of a struggle and confusion surrounding career decisions. My direction is often fuzzy and in question. We help each other along in the areas we're lacking, and often find ourselves exhausted after a lengthy conversation.

We made way toward the channel separating Lewis Bay and Hyannis Harbor; where the infamous Kennedy Compound resides. Jason constantly quizzed about sailing techniques and terms all the while keeping up with Dylan's rough melodies. His mind is like a sponge and I know, months from now while we're all huddled around a fire in some ski lodge, he'll make a joke about something from this day that had totally escaped my mind.

We crawled out of Lewis Bay, across the shipping channel, into Hyannis Harbor, and eventually to the Kennedy Compound. Jason's eyes expectantly gazed at the shore, reviewing the old white house and grounds as if he were waiting for John Fitzgerald to appear on the porch and wave. The wind tapered and we sat becalmed out in front of the Kennedy beach, staring onto the shore. The giant mansion loomed in the fog like a castle in the clouds. Giant white columns adorned its entryway and an 8-foot steel fence separated the beach from the front yard. Three red, white, and blue pendants hung appropriately from the balcony above and large, eloquent, teak and holly sailboats rocked calmly at their moorings beside us. "That's pretty cool," he said almost in a question.

"Yup, a lot of history in those walls."

"Do you think Teddy is having a Scotch right now?" he joked.

We both chuckled and emerged from our trance to look over our shoulders at the voyage home. The fog that seemed so docile when we left two hours ago had followed us out of Lewis Bay and was looking to swallow us. I chose not to speak of its danger out loud. It was to be a new experience for me, but I was quite confident in both my sailing ability and my knowledge of the harbors and the channel. The channel out of Hyannis is home to about five large ferries that travel frequently to Nantucket and Martha's Vineyard. These would be our bears in the woods posing, in my mind, the largest significant danger.

I pulled the tiller firmly and the big, barn-door rudder spun *Felix* around to face the low clouds. The fog brought with it a light breeze. *Felix* heeled over slightly and began to move. The water began to bubble around the rudder. In the absence of any navigation systems on board, the only way of determining *Felix's*

speed is by the sound of the gurgling water around the rudder. We crossed the middle of Hyannis Harbor which was now surrounded by a light fog on all sides, and a heavy, dense fog rolling out of Lewis Bay right for us. The visibility remained at about a quarter-mile which was more than enough room to get out of the way of a 200-foot boat, but not one that's moving at 30 knots. I made a plan to travel parallel to the channel until we got inside the no-wake zone where the boats are expected to drop to 6 m.p.h., and then try to make a bee-line across the channel from there.

As we approached the edge of the channel, the fog thickened and visibility decreased to about 80 yards or about the distance between the green channel markers on the left side of the channel. We inched along the side of the channel making way from marker to marker. Eventually, we passed the small "No Wake" marker and I prepared to make a run for it. It would be an easy task with a stiff breeze, but the snail-pace in which we were moving would require a fair amount of time to cross. We were running with the wind with the sail off to port. The right turn through the channel would only require a couple yanks of the main sheet and a hard to starboard turn. I took the mainsheet in my hand and tightened my grip to begin our dash when I was interrupted by long air horn blast uncomfortably close behind us. Like a wall emerging from the clouds, the bow of one of the barges appeared about 40 yards away. Jason glanced at the barge and spun his stare back at me hoping for traces of confidence in my expression. "I guess we'll wait," I smiled.

"Yeah, good thinking," Jason replied in a nervous humor.

The giant ship rumbled slowly past us followed by another ship of smaller size but equal clout. We crept along beside the monsters, moving at a slightly slower pace. I glanced between the barges in hopes of seeing a landmark on the other side of the channel, but visibility was now as poor as imaginable. I could see no landmarks, no channel guides, and no Lewis Bay beyond the faint red buoys marking the far side of the channel. It would now be an instinctual game getting myself and my first mate back to the mooring. The second barge motored up beside us and I again gripped the mainsheet preparing to make my cross directly behind it. I glanced back and forth into the thick whiteness and Jason's glances quickly followed mine trying to figure out my intentions. I rounded *Felix* and set a course for a marker on the exact opposite side of the channel. "Here we go," I said taking a deep breath.

"Crossing the channel here!" Jason yelled out into the fog partially thinking it would help and partially trying to make light of what could be a dangerous situation.

"C'mon old girl," I mumbled under my breath.

Felix seemed to know that we needed to get across quickly or else she could end up on the ocean floor. She bucked over the wake of the barge and picked up a knot or two of headway. Another long air horn blast came from the fog and we, in our mild hysteria, could not figure out if it was coming from the barges that already passed or from some new approaching doom. Our eyes squinted in opposite directions and our lungs filled with air ready to call out any emergency we could see approaching, but *Felix* forged on and glided us to the opposite side of the channel. Crossing the red marker on the far side of the channel was like breaching the surface of the water after staying under water a couple seconds too long. If we were the type of men who high-fived each other, there would have been high-fives all around.

Jason and I looked at each other in relief and Jason's hand rubbed the bench as if to thank *Felix* for a job well done. The wind in Lewis Bay was slightly better, but the fog was looming dense and heavy. We approached a large white buoy marking another no-wake zone. My familiarity of the bay gave me the general location of the no-wake zone, but I in no way could remember this particular no-wake marker. Objects you see every day simply do not look familiar when they are taken out of context and it is the only thing you can see. We were unofficially lost. The geographical makeup of Lewis Bay and the channel gave me confidence that we would not be heading out to sea to become the night's big story on the 7 o'clock news, but it was definitely going to be an interesting task getting back to my bright orange needle in the haystack.

I held my tack, all the while comforting Jason that as long as we follow the wind in the direction we're going, we'll eventually see land or moored boats and I'll know where we are. I could see Jason mildly shivering. The fog had now eliminated the warmth of the sunlight and left a layer of dew on everything. I offered him another beer for lack of a blanket or foul weather gear. He graciously accepted.

"Jimmy would be proud," he claimed raising his fresh beer into the air in reference to the Jimmy Buffet song now playing on the CD player.

"Take the tiller while I get myself a beer," I said in some vague attempt at showing my first mate some captainly respect.



Aside from her original owner, *Felix* had never been in anyone else's control. Jason looked at me with a look of disbelief like the boy in that old Coca-Cola commercial looking at Mean Joe Green after he throws his game shirt to him. A feeling of surprise overcame me when I realized what I had asked and the ease in which I asked it. It was as if I was offering up my girlfriend at a high school dance. Jason sat up on the bench, pulled the brim of his hat to his eyes, gripped the tiller, and looked to me for advice.

I opened my beer and calmly took a sip, while settling back against the damp combing on the other side of the tiller from Jason. I glanced around and tried to get my wind, water, and land bearings.

"OK," I started. "The wind is coming from a direction and it is currently the only reference to direction we have. Keep her pointed just off the wind."

"Aye aye," he confirmed.

With one hand over the side of the boat gliding along the flat, cool water and the other wrapped lightly around my cold beer, I pushed the tiller away with my knee. "See," I instructed. "If you point too close to the wind, the sail will luff." The sail began to flap gently in the wind and the water beneath my hand stopped moving. I slid my knee back and Jason pushed the tiller back toward me. *Felix* caught the wind and began to heel over a bit more than before. My hand again began to glide through the water.

"Now if you steer off the wind too much you'll feel her heel like that and you'll know you're slightly off your tack."

Jason pulled the tiller back toward him and kept *Felix* properly trimmed. I glanced over to notice his shivering had stopped and a large smile covered his face.

"That's amazing. You can actually feel the boat and how it's reacting to the wind."

"Right," I said. "Now you're sailing!"

"I can definitely see the appeal. I could totally... hey...is that a...a boat!" he barked pointing at a fuzzy gray form in the fog.

"Yes it is! Okay...a boat," I said hesitantly. "But where the hell are we?"

I took the tiller back and maneuvered *Felix* past the mysterious boat and into a mooring area with about 20 other boats. I knew it was a good indication that we were in Lewis Bay, but was unsure specifically where. Eventually, I recognized a beach that emerged from the fog off the port-bow and the wind was now off the starboard. By my estimation, this meant that we were directly upwind of our destination and it required three to four large tacks into the unknown, to get there. I pulled the tiller close, spinning *Felix* to starboard and started the first tack. The comforting beach and boats in the mooring field disappeared behind us. I released the tiller and stood up to take a look around and Jason quickly took over like an experienced first mate. He knew what he was doing now and the power of the wind felt good to him. We sipped our beers and moved quietly through the fog. The silence on the water was deafening since all the other boats had retired for the evening. Jason and I sat quietly taking in the wonder of the experience. Jason and *Felix* were now friends. Jason called out tack commands like an old salt commanding his ship. "Prepare to turn the boat!" He'd yell.

"It's 'come about,' Jay."

"Right. Prepare to come about!"

Jason tacked us back and forth like a sailor, each time getting a bit more proficient in the maneuver. The wind was now keeping *Felix's* rudder lightly bubbling in the water pushing us towards our destination. I felt we were getting close to the mooring and squinted hard over the bow. In the direction I thought was the shore I could see a small light waving around in the now nearly dark fog. I pulled my flashlight out of the toolbox and clicked it a few times in the direction of the light and my cell phone began to quietly ring. Jason and I looked at each other as though the ringing of the phone had zapped us back into reality and ended our voyage. The adventure was coming to an end for us both. I picked up the phone to answer. "Is that you flashing your light?" whispered my wife.

"Yeah, that's me," I said.

"Yay," she cheerfully whispered while she hung up the phone. I could see the light of her flashlight rise up and fade away into the fog.

"Meg?" asked Jason.

"Yeah."

“She’s a good woman,” said Jason seeing my disappointment in the journey’s end.

“Yeah. She is.”

Jason reluctantly handed the tiller back to the Captain and I made our final approach to the mooring. *Felix* coasted to a stop at the mooring whip. Jason tied her off and I stepped forward to douse her sail. The fog covered us like a wet blanket and darkness was taking a stand, but Jason and I sat in the cockpit, sipping the last of our beers and listening to the final versus of the song on the CD player. “Grape fruit, bathing suit, chew a little juicy fruit, wash away the night.” We looked at each other and smiled and sang a verse. “Thanks for that trip. I needed that,” said Jason, as to break our melancholy silence.

“Absolutely my pleasure Jay.”

It was a sail that I’ll remember always. It was not a rounding of Cape Horn or a trans-Atlantic voyage. It was a couple miles across two bays with a very challenging return home. It was a sail with an old friend and a meeting of two new friends, *Felix* and Jason. It was a one-of-a-kind joy that could only be put together by a fine vessel, two good people, and an overbearing natural obstacle. In retrospect, it occurred to me again that sailing is not a journey to a destination. Sailing is the destination.

A Conundrum on a Cruise

David Bleil

The Chesapeake Catboaters have taken an annual cruise for a couple of decades and different cruise captains provided varied distances and destinations. Early on we had George Pacharis for a cruise captain. His philosophy was to get us as far from our home waters as fast as possible. And so it was that a group of five boats headed down the Chesapeake Bay bound for the mouth of the bay. The plan was to poke our bow out into the ocean between Cape Charles and Fisherman’s Island, then turn and head for home. The push to go as far as we could in a given day, frequently gave George’s cruises the atmosphere of a forced march. George had a *Nonesuch 26* which we referred to as “the mother ship.” Keeping up with the *Nonesuch* in our 18 foot Herreshoff and Marshall Catboats was a challenge and we would occasionally be in transit for 13 hours. Our current cruise captain has accused George of plotting his days with spring-loaded dividers. We would bypass better anchorages because it wasn’t dark yet.

We bypassed the harbor at Cape Charles because there was still light and there was the possibility of reaching the ocean that day. We didn’t and instead anchored for the night behind the breakwater at Kiptopeke State Park. The breakwaters here consist of the hulls of old ferrocement liberty ships secured nose to tail in an arc. This was done to provide calm water for a railroad ferry to load and unload on Cape Charles. Anchored within the arc of the breakwater we were well protected from the substantial swell from the open Bay. It was good that we had the prospect of a good night’s sleep, because the fleet, with the exception of George, was extremely tired and cranky when we rafted up to the mother ship. George sensed that morale needed repairing and invited us all to dine in his spacious cabin. The *Nonesuch* was the only boat in the fleet with an oven and he was preparing a large pan of lasagna. However when we boarded at the appointed time, dinner was not ready and George was head-down in the bilge. All the floorboards were out and a very worried skipper was saying “I have got an electrical short and I can not find it.”

We pointed out that none of us smelled anything burning but he claimed he could hear the sparks but could not locate where the sound was coming from. I stuck my head in the bilge and there was indeed the sound of fat frying, a continuous sizzle and popping sound. But it was a sound I had heard before and knew what it was. “You don’t have a short.” I reassured him. The sound is coming from outside the hull probably from the nearby ship hulls. It was snapping shrimp, little crustaceans with a ball and socket joint in a claw which makes a sharp pop when snapped together. Apparently they do this to attract a mate like crickets chirp. He had never heard the sound before because he had never been this close to ocean water. But I have been diving in the Florida Keys and heard it quite a lot.

A good dinner and a couple of bottles of wine managed to calm George and we all slept well that night.

Editor’s note: Readers who want to learn more about these shrimp:

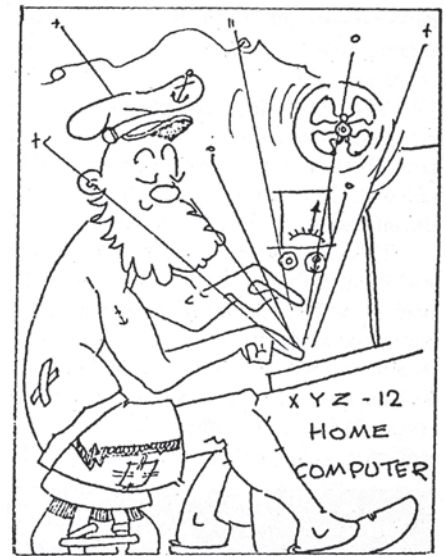
<http://aquaviews.net/explore-the-blue/snap-crackle-pop-the-pistol-shrimp-up-close/> Our thanks also to Dave for his artwork in the Now Hear This section for throw us a line.



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: *My HA-18 is almost ready to launch and the last thing on the "to do list" is to take care of the bottom paint. The bottom paint is completely cracked and it seems it was a hard bottom paint. This paint will come off. My question now is since I have no experience with trailer boats.... what paint to use?*

A: The responses were mixed on this question. It was noted that if the boat is kept on a trailer most of the time, no bottom paint is needed. If painting is considered necessary, a hard paint might indeed be the best choice. An ablative paint would rub off with repeated launchings and retrievals. A good hard paint won't dry out and crack, and the boat would slide on and off a trailer more easily than with an ablative paint. Modern hard paints are not likely to dry out and crack. However, there are some multi-season ablative paints that can, depending on local conditions, last several seasons.

It was noted that your experience with (or without) bottom paint may vary, depending on conditions. There are many variables that affect the lifetime of your bottom paint. What works best for you may take a few seasons to figure out. Fresh water or brackish water has a LOT less growth - particularly if you sail in one and keep the boat in another. Keeping the boat out of the water kills the critters before they get too big. Colder water has less growth than warm waters. Salinity, chemicals from the local factories, water flow in your anchorage, sunlight, water temperature and depth, and local biological conditions can all affect the life of bottom paint.

Also noted, see what the others in your area, who keep their boats on a trailer, are doing. You might also check such sources as:

<http://www.bwi.org/images/basics.pdf>

<http://www.sailingworld.com/article/The-Bottom-Line-on-Bottom-Paint>

Q: *One question I had for the fiberglass gurus out there is regarding the floor in the cabin. I noticed last night that it is a little soft, but not soft from rotting. It is soft because the majority of the floor has separated from the vertical walls of the bunks. The floor itself is solid, but the whole thing compresses a bit when I step on it because it's not connected at the joint with the vertical surfaces. So, the questions: Should I be trying to get under the subfloor to jack it up somehow? Is this common in old Sanderlings and how concerned should I be?*

A: It was suggested that first to check with the builder, to see what was there to start with that may have deteriorated over time. If additional support is required, it was suggested stuffing in fiberglass matt from underneath. For this you could either open some inspection ports or holes to be resealed again and using the opportunity not only to place the fiberglass cloth, but to lift and support the floor to its original position with some type of wood blocks. You might want to take the opportunity to use some blocks made out of fiberglass covered treated wood, balsa core or other material so that they support your floor and leave it with better structural capabilities and more space for ventilation.

Q: *I just removed the centerboard from my HA-18. Although rusted, it looks like it is in pretty good shape. I was thinking of taking it to have it hot dipped galvanized as it is kept on the trailer which I think it will make it last much longer. Anyone has ever done this? Any thoughts?*

A: Respondents to this question noted that the increase in thickness from adding the galvanization may cause an issue. Powder coating may be another option. Also suggested that while you have it out, make a template, you may need it in the future. Since most centerboards are a very simple piece of boiler plate steel of the right thickness cut to the right shape, why make this difficult? Most people noted that if you try one of the composite boards (fiberglass over wood or the like), the board may not take the brutal treatment this board sometimes gets subjected to by the nature and simple use. However, anything can be tried. Most suggested sticking to cleaning the rust and trying to protect it with some coating. Some boats have a steel board covered with a couple layers of fiberglass.

Q: *All this talk about centerboards has made me think a check on the centerboard on my 1986 Marshall Sandpiper might be a good winter project. But I wonder if the board has to be removed from the bottom of the boat, while my boat is on its trailer, will be impossible. Has anyone pulled the board out of a Sandpiper (or a Sanderling, which is probably similar)? If so, would you share the steps?*

A: The pivot pin on the Marshall board is glassed in place. Unless you have to replace the board it was not recommended removing it. This setup works well and avoids any leaks that through bolted boards are prone to. The line used to raise the board most respondents considered more critical under the heading "things to check and replace."

Q: *"How many miles (ALL things considered - like the current!) can you plan on doing in a day?" So what do you think? How many miles have you done on a nonsense traveling day?*

A: The responses varied, but all noted it depends on the wind, direction of tidal current/river flow, and the like. Of interest was that none of the respondents quoted a distance made good. It was noted that most nautical sources give the direction and speed of tidal currents for a given time period. There was also the response about using the old US Pilot publication for your area as it contained a homograph/nomogram in which you could plot your boat speed, the time of departure (in terms of hours/minutes, before/after high/low tide, at a particular point along the coast), and it would tell you the speed you would

make good, including the effect of flood or ebb that you would experience throughout your journey. The information was based on you being under power and making a set speed.

Q: *What is it like sailing in salt ponds here in the Northeast?*

A: The salt ponds (also referred to as breachways) up inside of Point Judith have lots of catboat deep water. It could be a good stopping point for the night. In most such places, you have smooth water sailing and can have a very enjoyable cocktail hour.

Q: *I have a 1973 Marshall 22. She has an older rail system for the main hatch. I need to get the hatch off. Anyone ever done this on this particular vintage of Marshall 22?*

A: It was noted that the hatch on most Marshall boats have two bronze rails that run fore and aft on each side of the hatch. The hatch has two bronze flat tabs on each side that hook under the rails.

Close the hatch and remove all the exposed screws on the forward portion of the rail. Then open the hatch and then remove all the screws on the aft portion of the rail. The rail should come right off. With that rail off you can tilt the hatch athwartship toward the side that has the rail still attached. The hatch should come right off.

Q: *One of my projects is to repaint the deck and renew the nonskid. There are a lot of nonskid options out there...*

A: Most of those responding use the Interlux Glass Beads approach. But, they also noted that it takes some practice to mix and apply the product properly. You must find the correct amount of glass beads to add to the Interlux Brightside paint and it takes awhile to mix practice batches. The other MAJOR issue is the application. If you are not careful, the glass beads will not distribute evenly over the surface. The suggestion was to load the roller then roll it a few times on another surface like a piece of plywood before applying it to the boat. This helps distribute the beads on the roller.

It was noted that there are other approaches including putting on the paint and then sprinkling the "grit" of choice over the wet paint. It seems to depend on the type of non-skid paint (and products thereof) chosen for the job.

Q: *I just bought a HA 18. No engine with her. Silly question, short shaft or long shaft???*

A: All respondents said to go with a short-shaft outboard as it will fit in the outboard well better. It was suggested that Craig's List would be a good approach as they usually have outboards listed. Also recommended as: www.smalloutboards.com

General Information

Did you know that Sea Tow now offers an Automated Radio Check Service? In RI, it's on Ch. 24. Whenever you hail on that channel, it records

your hail and plays it back to you. It appears that they now have this in many different areas.

There is a full list on their site at http://www.seatow.com/boating_safety/ARC.asp.

They all seem to be in the old Public Correspondence range 24, 26, 27, 28.

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.



CATFOOD

Jane Walsh, Editor

Packing a Picnic for a Day in Mystic

Hello Everyone:

What am I really thinking about as I write this article in early March? Mystic 2012! While walking in Sandwich Village last weekend, daffodils, hyacinth and crocus had already poked through the soil to salute the upcoming season on Cape Cod. Spring is just around the corner. My thoughts quickly raced to all of the things we need to do to get ready for Mystic. John had to rein me in by reminding me that first things first... the shrink wrap needs to be removed, engine and exterior maintenance needs attention and then a launch date. I get overwhelmed and excited by minor details sometimes. But, by the time you receive this bulletin, I hope you, too, will be excited about joining the ranks at the 50th anniversary celebration of the CBA in Mystic, Connecticut! It promises to be a gala event!

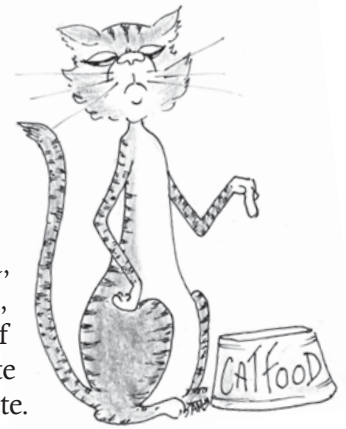
Whether you plan to attend the weekend by land or sea, here is a tasty picnic that can easily be assembled in your galley or kitchen.

John's sister, Martha, crafted varying versions of the "Pain Bagnat" for day sails on *Grace* (an 18 ft. Marshall Cat) in Buzzards Bay last summer. The beauty of this is that it requires no refrigeration. Use your imagination and whatever stock is available when creating this summer delight. The longer this sits, the more the flavors meld, the bread softens, and the tastier it becomes... Inspired by the French, the "Pain Bagnat" goes something like this and you can make it your own!

"Pain Bagnat" (pronounced Pahn Bahn Yay) is a French epicurean delight which translates in English to "Bathed Bread"...

Cut a large baguette or Italian loaf in two, lengthwise. Drizzle both sides with olive oil, and then build from there. Some suggestions to add include: fresh tomatoes, basil, green pepper, red roasted peppers, sun-dried tomatoes, radish, grated carrots, celery, crushed red pepper flakes, salami, arugula, Italian seasonings, pitted olives, flakes of canned tuna, anchovies, cucumber, lettuce, cheese of

your liking (mozzarella, brie, goat cheese, havarti, provolone), splash of vinegar, etc. etc. Create to please your own palate. Wrap tightly in saran or wax paper and let it sit.. the longer the better... Slice and serve when ready to picnic.



Jim and Martha Burns on *Grace* and a Perfect Picnic in the Cockpit



Now add some grapes (nest in a cotton dishtowel to prevent from rolling), chips, and soft drinks to your "Pain Bagnat" and "Devil's Brownies" (recipe below), and VOILA.... A sunny day picnic for you and your crew.

The Devil's Brownies (make at home and pack in a plastic container or ziplock bag)

- 1/3 dried currants or chopped dried apricots
- 1/4 c scotch, rum, Cointreau, or your favorite liqueur
- 1 stick unsalted butter
- 4 ounces semisweet chocolate
- 1 c firmly packed brown sugar
- 1 t instant coffee dissolved in 1 T hot water
- 3 eggs
- 1 t vanilla extract
- 3/4 c all purpose flour
- 1/4 t salt
- 1 c semisweet chocolate chips

Put dried fruit in liqueur and set aside to let fruit absorb the liquid.

Preheat oven to 350 degrees. Grease an 8 1/2 in. x 11 in. pan.

Melt butter and 4 ounces of semisweet chocolate in a double boiler stirring chocolate until smooth. Set aside to cool slightly

Beat sugar, coffee into the chocolate. Add the eggs one by one beating well after each addition. Add vanilla, fruit, and liquid.

Combine flour and salt and stir into chocolate mixture until just blended. Stir in chips.

Scrape batter into pan. Bake until center is set but slightly moist, about 25 minutes.. Cool 30 minutes and cut into small squares.

Well, time to remind John about first things first!
I look forward to seeing you in Mystic!

"Boat" Appetite!
Jane

New Members

Dave Calder, Membership Secretary

WELCOME ABOARD to our new members since February 1, 2012

Brewer, Penny

DeGraff, David

Fatty Knees Boat Company

Jones River Village Historical Society

Ludlam, Tom & Connie

Matlock, Daniel

McElroy, Tim

Nestler, Eric & Charlotte

Overstrom, Neal & Sharon

Pappalardo, John

Schellstede, Herman & Eugenie

Thompson, Rowland & Amy

Trometer, Gus & Susan

Wheeler, Greg & Laurie



Short Tacks

Manuel Swartz Roberts to Parade: One, Two, Three - July 2012

Bill McKay

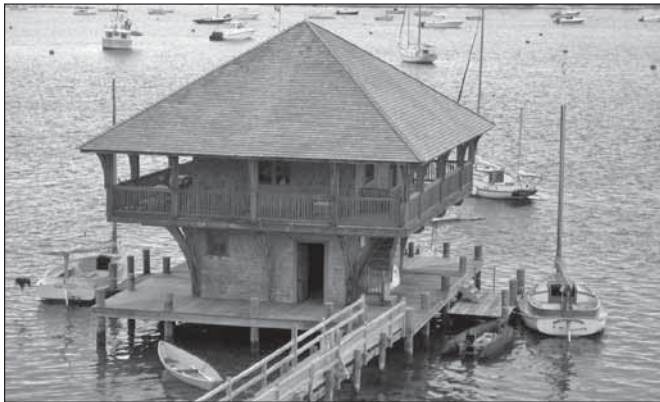
VINEYARD HAVEN: How many annual rendezvous do 75% of a builder's living catboats share the same dock, the same raft-up, the same sunrise? It will happen on Saturday, July 14, 2012 at the Vineyard Cup Regatta on Martha's Vineyard.

The festivities on the Vineyard Haven waterfront begin with a parade of sail at 9 a.m. Leading the parade will be three Manuel Swartz Roberts' boats: *Edwina B.*, *Vanity* and *Old Sculpin*. The three boats will head round East Chop and be followed by an assortment of different size catboats, big and small. Racing will take place off East Chop and Cow Bay, an area often described by locals as familiar and friendly "catboat country."

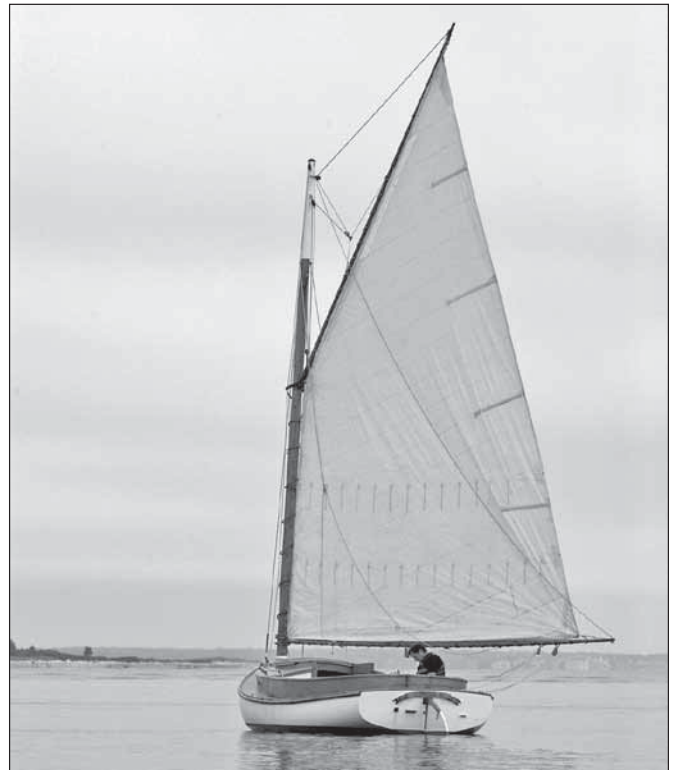
For details: <http://vineyardcup.com>



This is the first time all three will be together in the Vineyard Haven harbor. There is a fourth remaining Robert's cat which resides in Maine.



Last year's reunion of these three cats: Edgartown 2011.



Edwina B. sails in light air in Edgartown outer harbor.

Photo by Ted Fullerton.

The most recent Martha's Vineyard Preservation Trust acquisition is *Edwina B.* She was acquired in the fall of 2010 and spent last summer in Edgartown waters frequently cruising off from the Edgartown Lighthouse. She is skippered by Mark Alan Lovewell.

Built in 1932 in Edgartown, *Edwina B.* is 22 ft. 2 in. and for much of her life was a member of the

Griswold family. She was shared by George Griswold and his sister Wendy. Wendy went on to marry Boatner Reily and the two took charge of *Edwina B.* when she was sailing in the waters of the Gulf of Mexico.

In the late 1980s the Reilys made many friends and invited their new and old wood cats to their dock at Green Hollow. They often hosted catboat rendezvous in Edgartown. The names of attending sailors are familiar: Brown, Pease, Leavens, Cassidy. And when did *Edwina B.* arrive back on the Vineyard scene?

From the November, 1986 CBA "Bulletin: There are changes in the wind. Boatner indicated he may take his Marshall 22 south to New Orleans and bring the handsome wood cat, *Edwina B.* back to her home waters. She was built originally 81 years ago by Manuel Swartz Roberts in his Edgartown boat shop. Roberts made over 200 catboats in a span of more than 50 years. He built most of them in downtown Edgartown, in a building today known as an art gallery, the Old Sculpin Gallery, on Dock Street. He bought the building in 1904 and built his last boat there in 1954. The building belongs to the Martha's Vineyard Preservation Trust.



One can see Manuel's tool bench and year's of use in the wood of this gallery.



In the fall of 2010, Boatner and Wendy Reily, along with their family, donated the precious catboat to the Martha's Vineyard Preservation Trust, an organization that also owns such buildings as the Old Sculpin Gallery, where close to 200 catboats were built. The Preservation Trust also owns the Flying Horses, in Oak Bluffs, the oldest operating carousel, along with the Edgartown Whaling Church and a number of historic buildings.

The next Robert's catboat is *Vanity*, which belongs to the Martha's Vineyard Museum. At 20 ft. 8 in, she has led many a parade before Memorial Wharf, the town dock; and spent many a winter and summer earning money for her owner Oscar Pease. Oscar was a founding member of the Catboat Association. Oscar passed away in 1995.

Roberts built *Vanity* for Oscar's father in 1929 and she remained in the family for her whole working life. In summer she was used for daysails and fishing trips. In the fall and in early winter, she was used for harvesting bay scallops. Oscar left *Vanity* to the Museum with the hope that she'd be preserved and her story would be told and retold.

In 2000, the boat was rebuilt at the Gannon and Benjamin Marine Railway in Vineyard Haven. In 2009 and 2010, she was repowered with a small diesel.

http://www.gannonandbenjamin.com/projectdetail.php?project_id=87



Captain Chris Murphy of Chilmark sails *Vanity* now in Edgartown. It will be a special day this July when *Vanity* sail alongside *Edwina B.* in Vineyard Haven harbor.

The third, the largest and oldest Robert's catboat is called *Old Sculpin* and Bass River is her home port. At 24 ft. she has a huge beam and cockpit. Built in 1912, she is owned by Bill Mullin.

Old Sculpin had a former life as *Winsome Wiggie*, an Edgartown cat belonging to Alan Symonds of Providence, Edgartown and Cuttyhunk. Symonds owned the boat for at least 40 years, according to Mullin. She once won the coveted Manuel Swartz Roberts Trophy for First place in wood division. Coincidentally, the trophy was won again by Bill Mullin in 2010 in a Vineyard Cup race.

Mullin bought *Winsome Wiggie* in Mattapoisett in 2008, renamed her *Old Sculpin* as a tribute to the long gone builder. Manuel Swartz Roberts earned the nickname *Old Sculpin* from Joseph Chase Allen, a waterfront correspondent for the Vineyard Gazette, as his face looked like a sculpin.

After purchasing his cat, Mullin brought her to Round Pond Maine and kept it there from May until August of the same year.

Mullin sailed her to Bass River in August and that has been her home port ever since. Mullin is a general contractor and builder and has done nearly all the upkeep work himself.

“That boat was built for a fisherman,” Mullin said of his cat.



Sea Pup is currently a charter boat in Maine.



Edgartown, June 2011. Bristol Condition

Is there a chance that some year we will read of a four catboat reunion? Who knows??? At present in Maine, Manuel’s other remaining sailing cat, *Sea Pup* is for sale:

This classic 1937 catboat designed and built by Manuel Swartz Roberts for L. B. Bedell, one of the owners/founders of the Little Brown publishing company. *Sea Pup* was used as a launch from Edgartown to Wood Hole for many years and has been under the same caring ownership for the last 30 years.

Restored below the waterline in the early 1980s, *Sea Pup* underwent a comprehensive restoration by Vern Mowrey of the Yacht Shop during the 2007/08 and 2008/09 winters. *Sea Pup* was re-launched in August 2009 and has been used lightly since then. *Sea Pup* has been stored indoors each winter.

Sea Pup is constructed of long leaf yellow pine over oak frames. She is fastened with bronze and has a mix of bronze and stainless steel hardware, much of it original. She is trimmed in mohogany and fir

in the cabin and cockpit. Having been built for use as a launch, *Sea Pup* has a particularly spacious cockpit, measuring 10 ft. 2 in. by 8 ft. 6 in. She will comfortably carry twelve or more people. She would make a wonderful family day boat and will attract attention in any harbor.

We are excited to bring you in a future “Bulletin” photos and accounts of these three catboats leading the Parade of Sail in Vineyard Haven. We hope you attend Vineyard Cup in 2012 and send us what you see and hear about these Manuel Swartz Roberts catboats along with the many others. Vineyard Cup is the weekend after the Mystic 50th rendezvous.

Winter Sailing

Mark Alan Lovewell

Skipper Jeff Craig of Oak Bluffs and crewman Brian Farrell out winter birding on a warm Friday in early March on Vineyard Haven Harbor. Jeff’s Marshall 18 *Rosa Parks*’ crisscrossed the harbor undeterred. The only other vessel moving was the Steamship Authority ferry *Island Home*.



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

158-1. FOR SALE: 1974 Herreshoff America 18' catboat. Totally refurbished 2010. New sail, new 6HP Mercury outboard. New cockpit cushions. New varnish & paint. Located in Winter Harbor, Maine. Offered at \$10,900., with new custom trailer offered separately at \$4,000.. David Carpenter david.derinda@gmail.com 239-649-1723 or 239-404-3688



158-3. FOR SALE: 2000 Compass Classic Cat. Well maintained and sailed on a fresh water lake located in Virginia. Package includes Harken blocks and cams, sail in good condition, seat cushions, sail, cockpit and tiller covers, outboard motor bracket with a MinnKota Maxxum 40T 2001 trolling motor and battery, plus many other accessories including a Rule bilge pump, dock lines and spare parts. The boat is on a 2001 Magic Tilt trailer which is in very good condition. Asking \$8,000. Suzanne Leahy, Orleans, MA 508-240-0058



158-5. FOR SALE: 2008 Blue Moon Yawl designed by Thomas Gilmer. Time is an exceptional little yacht in like new, turn-key condition. DISPLACEMENT: 7,955 lbs. LOD 22' 11", LWL 19' 8", LOA 32' (with Sprit & Boomkin), 8' 7" beam, 4' draft, 430 sq. ft. sail area. Traditional plank-on-frame construction. Carvel cedar planking over steam bent oak frames. Laid teak decks, teak house sides and skylight. Black locust trim and transom.



All bronze fastenings. Mahogany interior. From up forward to stern: chain & sail locker accessible from the forward hatch or below decks; two berths either side of mast with storage beneath. Standing head room in the companionway; galley to port with single stainless sink and bronze hand pump; butane single burner stove; shelving above, stowage below. Electronics and hidden head to starboard. Sails & Rigging blocks by A. Dauphine & Sons, Bronze blocks from Reineck. Custom bronze fittings. Tanbark sails by Gamble & Hunter Sailmakers of Camden, Maine: roller furling jib, staysail, main, topsail and mizzen. ENGINE: 14hp Yanmar diesel - model 2YM15. EQUIPMENT/ ELECTRONICS: Garmin 440 MAP GPS, VHF radio, 2 batteries, 12v DC electrical system, 30 lb Kingston fisherman anchor, Interior cushions, Lewmar bronze winches, Butane stove, Antique bronze hand sink pump, Marine head with Y valve. Asking \$62,000. Quality sailboat trade toward purchase will be considered. Located Wickford, RI. Email Tim McElroy at tazmanian_tigger@msn.com or call 413-335-6402

158-8. FOR SALE: 2004 Menger 19 Catboat. Tabernacle mast, tanbark sail w/cover, lazy jacks, jiffy reef, trailering-winter cover of nylon cordura, cockpit tent/sunshade, bronze steps on rudder and transom, 4" Ritchie compass, depth finder, fixed head w/17 gal. holding tank (Y-valve and pump-out at deck plate), electric and automatic bilge pumps, slide out galley unit (w/sink, brass pump, ice chest, and collapsible water tank), inboard diesel 9 H.P. Yanmar 1GM10 (less than 200 hours), running lights, 2 brass cabin lights, masthead light, bunk cushions plus double bunk filler cushion, 12V receptacle in cabin, 12V deep cycle battery in case, Danforth anchor with deck pipe, anchor chocks on deck, varnished ash drop leaf table on centerboard trunk in cabin, ash trimmed shelf on forward and aft bulkhead, seven lockers under bunks, laminated ash and mahogany tiller, two net hammocks in cabin, bronze cat's eye ports, varnished ash wainscoting on cabin sides, teak and holly sole, molded cockpit with two lockable hatches, cetol on teak, inside winter storage, freshwater use only, Load-rite 3200# cap. trailer (w/galv. rollers and bunks, 3 keel rollers, jack stand, surge brakes, and spare tire). Additional photos available. Location central PA. Asking \$38,500. Call 570-966-3535 or email, catboat19@dejazzd.com



158-9. For Sale: Rhodes catboat 13 1/2' - Woodpussy design. 1950's model Marscott built - restored - fiberglass. Features: new North sail - (used about 6 x); everyday sail made by Lee; cockpit will hold 4 adults or 2, plus 2-3 youngsters; mahogany trim, spray coaming, & centerboard cap; cedar and cypress floorboards; wood spars - stainless rigging; convenient traveler control on rear deck; foam flotation under floorboards & decks; "magic tilt" over-the-road trailer with reg. Ready to sail. Located East Northport, Long Island N.Y. - \$5250. Contact Andre - 631-368-8253



Offered at \$15,000, including trailer. Located Key Largo, FL. Bill Stanard, phone (305)632-7396, email wstanard@palmertrinity.org

158-14. For Sale: 1999 Beetle Cat. One owner of this classic Beetle Cat. Built in late '99, took possession Spring 2000. Dark green hull, buff upper, white sail. North sail, Harken blocks, Calkin trailer, shrouds and stays, canvas decking, combination cover (sail & cockpit) for mooring. Hull number 2204. Sailed in fresh water only. Located in Dearborn, Michigan. Asking \$7,300. Gary Kearns, garyfkearns@me.com 313.590.6170



158-11. FOR SALE: 1978 Marshall 22' cat. Sloop rig with roller furling jib. Well maintained with original engine in good condition, low hours. \$20,000. Located Plymouth, MA. Call Paul at 508-746-4437.



158-16. For Sale: Beetle Cat Parts: Boom with bronze hardware: \$200. Gaff with jaws and bronze hardware: \$350. Rudder with bronze hardware: \$150. Joe Stoltz northcoveassociates@yahoo.com 860-441-3165 (Joe is a Marine Surveyor).

158-17. FOR SALE: 1996 Menger 19' catboat w/ Load Rite trailer. Tabernacle mast with masthead light, jiffy reef, lazy jacks. Sail with custom sail cover. Custom winter cover. Bronze transom step, Compass, Good battery with power station and fuse holders, Automatic Bilge, VHF, Yanmar 1GM10 Diesel inboard w/new water pump impeller, fuel filters (Racor & engine). Oil changed Oct.'11. Engine has very low hours. 11 gallon fiberglass fuel tank pumped and refilled annually. Large cockpit, large cabin bunks, drop-leaf table in cabin. Port-a-potty, anchor, dock lines, Travel boom crutch, all documents for engine and boat. Instructional how to sail video from Menger Boatworks included (featuring Bill Menger). New bottom paint May'11. Boat is currently winterized in heated garage and has been well maintained. Ready for spring launch. \$18,000. Located in Cape Cod, MA. Call Rich M. 508-420-8907, or email moreczrs@comcast.net



158-12. FOR SALE: 1969 Marshall Sanderling 18 Foot cat. It comes with sail cover, 5 HP Mercury 4-stroke OB and fuel tank, lazy jacks (The lazy jacks need a little line work), running lights, transom boarding step, vinyl cockpit cushions, fabric cushions below, two winchs on starboard top side for halyards which need to be rebuilt but they do hold the line tension and aid in raising and lowering sail and come in handy as a tie off location on occasions, but the ratchets are worn out. It has a good bulkhead mounted compass and the table below, which I have out of the boat. The updated sail is in good shape. A Very good sailing boat. It could use some cosmetic TLC, mostly teak finishing and cockpit sole painting and other little misc things. Winter storage is paid for. Come spring I may keep it out and continue to clean it up a bit.. Now blocked at Beacon Marine, Gloucester, MA, \$7,000. Call Jeremiah Chace at 508-284-2677 or email jeremiahchace@yahoo.com



158-18. FOR SALE: 1998 Alerion Express Cat 19. Hull #4 of 32, this high quality constructed catboat has among other features a free standing carbon-fibre mast and boom, high aspect ratio rudder and foil shaped centerboard. She has a minimum draft of 1'2" which makes her easy to launch and retrieve at the ramp. She comes with a 2005 King tandem axle trailer with surge brakes, stainless steel discs, and torsion axles. Located in Punta Gorda, FL. \$23,000. Call 941-347-8877 or email jppgfl@gmail.com



158-13. For Sale: 2011 Gil Smith 21' catboat. Built to the plans of Gil Smith's 1895 Pauline design in the Mystic Seaport collection, CLEMENTINE (21' 6" x 7' 2"), constructed during 2010-2011. She is strip built of Alaskan cedar covered inside and out in 12 oz. biaxial glass and epoxy; her ply decks are sheathed in Dynel/epoxy. Her spruce spars are from a 1950s Winthrop Warner catboat. See more pictures at www.stanardboatworks.com.



158-19. For Sale: 1974 Herreshoff designed Americat 18' catboat. Built by Nowak and Williams. 8' beam. Fiberglass hull, teak trim, throughout. 5 bronze ports, one opens. Bronze steps on rudder. Newer sail cover. Powered by a 2005 5hp Honda with low hours. Sail in good condition. Trailer included. Located Stony Point, NY. Asking \$7900. Email LL Nikosey at Yahoo or call 845.386.4174.



158-20. For Sale: 1989 Marshall 15' Sandpiper. Open cockpit model. 15' 6". With trailer. Traditional white hull and deck, red boot stripe and green bottom. This boat is in excellent condition and includes teak trim, shelving, and drink holders. 4hp 1991 Suzuki 4-stroke outboard, Sail, sail cover, cockpit cover, Harken main sheet system, bumpers, anchor, dock lines and ready to sail. She is located on Cape Cod in North Falmouth. Price is \$12,900. Please contact Dave at 508.563.6279.



158-21. FOR SALE: 1970 Marshall Sanderling 18' catboat. Hull #161 with 5 Starr by Load-Rite custom trailer. Boat has been in our possession for five years. Bottom completely sanded of old paint, new undercoat and ablative paint applied. New Quantum/Thurston sail with two sets of battens two seasons ago. Spare used sail too. New standing and running rigging four seasons ago. All blocks Harken 3" and all lines Sta-Set. New gudgeons and pintles on transom. Used for daysailing only, trailer has never been submersed. Boat always lifted on and off the trailer by Travelift. Mast stored indoors every winter. 2000 Mercury 9.9hp 2-cycle outboard with approximately 125 hours. No head, galley or heater. Cabin and cockpit cushions, Anchor and rode, 100' line, lifejackets and all other necessities to go sailing. Like all older Marshalls, this boat needs a cockpit sole and benchwork. Cabin needs paint too. Additional photos and info upon request. Located E. Patchogue, Long Island NY. REDUCED: Asking \$9,500 including trailer, or will sell without trailer for \$7,500. Call Ken at 631-332-8392 or email schuke23@optonline.net



158-22. WANTED: Westerbeke 20B2 [18Hp] Engine and transmission. Call Mark at (714) 751-5292 or E-mail to: haverlanddesign@msn.com

158-23. FOR SALE: 1985 Landing School 18'7" Carter Catboat. "Solstice" has a deep hull and large cabin for her length. She is mahogany planked on white oak, oak rails and cap, all bronze fastened and hardware. Yanmar 1GM, 0 hours just installed. Sitka spars and ginpole mast raising system using forward hatch. Masthead running lights. 2 marine batteries, auto bilge pump. Just completed out of water cosmetic restoration. All brightwork sanded to bare wood and finished with 6 coats Epiphanes. 2 coats barrier bottom paint including centerboard. Maple butcher block galley counter, undermount sink, bronze spigot. Shipmate stove, nice cabin cushions. Cockpit is refinished mahogany, teak floorboards. Edson wheel steering. Manchester sails in excellent condition. This boat has a bowsprit for cockpit anchor setting and jib. New Pert Lowell mast hoops. Anchor, rode, chain, bumpers, PFD's, dock lines. Roadworthy aluminum dual axle trailer included. Boat is currently out of water for the season in Plainfield, MA. Offered at \$26,500. Contact Stephen Bushway at 413-634-0029 and leave a message, or email sbushway@mac.com



158-24. FOR SALE: 1973 Herreshoff America 18 Catboat. Nowak & Williams. Hinged mast, flag sail with Sunbrella sail cover, lazy jacks and single line reefing. All lines, including 1st and 2nd reef lead to cockpit. New Skeg with nylon bushing. Dependable Nissan 5hp outboard (1998) with spare water pump kit and fuel tank. Laminated ash & mahogany tiller plus spare tiller. Also included: compass, anchor, fenders, dock lines, porta-potti, and trailer. Stored under cover in barn during the winter. Sweet boat - no time to sail her. Asking \$8,500. Call Kathy at 607-533-4548 or e-mail genie246@gmail.com



158-25. For Sale: 1972 Cape Dory 14' Handycat. Beam: 6.6', Draft: 2'. A beautiful classic catboat in good condition with new sail cover & motor mount. Trailer included. Material: fiberglass. Hull: monohull. Type: daysailer. Rigging: gaff rig, sitka spruce mast & spars. Location: Westbrook, CT. \$6,500. Contact: C. Pitt. 860-673-2901 or 860-306-9401 capitt7734@att.net



158-27. For Sale: 1974 Cape Cod 17' Catboat. Charles Withoutz design Overall length 17', Beam 8', Keel model; Draft 24 inches; Outboard engine JOHNSON 6 HP two gas tanks Traditional Gaff Rig Aluminum Mast Boom, Sitka Spruce Gaff Sitka Spruce Sail with hoops 2 sets of reef points Jiffy reefing on both sets of reef points. Canvas Bimini Top Sail Cover Tiller cover Custom Interior with teak trim and shelves Extra Thick Mattresses Porta Potty; Sink with water tank; Storage Lockers; Custom Wooden Cabin Sole Electrified to Include Battery to power: Running Lights; Mast head Light; Cabin Light; VHF Radio with mast head antenna Compass with light. Equipment Whale Gusher bilge pump; All wearable Life Preservers; 4 Cushion Life preservers; Boarding Ladder, Extra Line: Fenders; Deck Mop and Brush: Boat Hook; 2 Anchors; All bronze and stainless fittings. Teak Cockpit sole Additional Pictures available upon request. Located Melbourne, FL. Asking \$7,000. Telephone 321 773-3629 or email Jonrothco@AOL.com



158-28. FOR SALE: 1989 Marshall 15' Sandpiper cuddy 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 \$18,300. Call Knute D. Lee, 410.392.2804.

158-29. For Sale: 1976 Marshall Sanderling 18' Catboat with trailer and 1998 Nissan outboard. Bottom soda-blasted and covered with Ablative Paint. Deck and topsides Awlgripped 2010. Cabin top core replaced in 2010 and bulkheads repaired 2009. New mast with tabernacle from Marshall in 2009. Fine condition and ready to launch. Survey completed in 2011 with appraised value at \$13,000. Located in Southern Coastal Maine and offered at \$11,500. Please contact via email: dennisduggan@gmail.com or call (207)522-3747.



158-30. For Sale: 2011 Barnstable Cat 12'. Flag blue hull, tan decks, varnish trim, sail and cockpit cover white. Includes anchor, line, and cushions. Trailer winch also jack. All new in 2011 sailed about 4 times. Located Osterville, MA. Price \$10,900. My loss, your gain, no encumbrances. Capt. Norman F. Wahl 508-420-9455.



158-31. FOR SALE: 2000 Barnstable Catboat 12'. Hull No. 79, built by Howard Boats, Barnstable, MA. 12 ft-4in. long. This traditional gaff-rigged boat is a reproduction of the famous catboat designed by John M. Beetle. Lightly used and in very good condition, with a white fiberglass hull, tan Gelcoat deck designed to look like canvas, cedar cockpit and oak coamings and rubrail, bronze hardware and new motor mount. Sail in good condition and 2005 tan sunbrella sail and cockpit covers. Includes EZ Loader boat trailer (2006). \$8,900. Located in West Barnstable, MA. Contact Priscilla Jones at (508) 375-6364 or pjonsoncape@comcast.net



158-32. For Sale: Marshall Sanderling Mast, Boom, and Gaff. For the 18' catboat. Complete hardware, stainless steel eyebolt. Purchased new, used one season (before replacement with wooden rig). Stored under cover but needs paint. Located Duxbury, MA. \$1500. Contact Paul Edgar at 617-803-7190 or paultedgar@gmail.com

158-34. FOR SALE: 1972 EDY & DUFF Stone Horse Cutter. 23' 4" Length, 7' 1" beam, 3' 6" draft. 4490 lbs displacement. 2000 lbs ballast. In good condition. Rigged with roller furling for jib and staysail. Sails in good condition, with new sail cover and new sun cover for staysail. 2004 2-cylinder diesel 13.5 hp, with low hours. Trailer: 1990 Tryad 2 axle. Boat comes with 2 anchors, 2 rodes, 2010 12 volt battery, running lights, 2010 depth sounder, cabin and cockpit cushions. Kerosene pressure stove, charcoal cabin heater, porta potty, oil lamp. custom winter canvas cover, many extras. Photos available. Price \$12,000. Boat located Staten Island, NY. Contact: Jack Wheeler 718-356-7519.



158-35. 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 rowe, 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 harrisevan37@gmail.com or call Evan at 847-774-8700.



158-36. For Sale: 1903 Daniel Crosby Cat 20'x10'x30"/48" "Storm King." Recently brought into near-perfect condition by a Master boat builder: refastened, recaulked, decks glassed, painted, interior refurbished, new rudder. Wooden spars, Dacron sail by Manchester 22hp Palmer engine \$27,500. Located in Westport Point, MA 215-984-8781; DRWads90@comcast.net



158-37. For Sale: 1974 Marshall 18' Sanderling. "Malö". Excellent condition, proven fast racer (see Catboat Bulletin race results over the past 13 years), 5hp Honda four stroke engine. Includes Porta-Potty, bunk cushions, 4 cockpit cushions. Sail cover and two anchors, fenders, boat-hook, etc. Two storage stands. \$11,900. Call Mats Josefsson, Norwalk, CT. 203.517-5406 or jwr116a@hotmail.com

158-38. FOR SALE: 1990 Marshall 22 sloop. 'DANDY' is owned by an experienced sailor who properly equipped it for enjoyable sailing with Tanbark sails; boom gallows; quick-release lines, reefing and furling; Yanmar 2GM engine(less than 400 hours); automatic bilge pump; added cockpit scuppers; tan dodger, cockpit cushions and sailcover; Raymarine 4000 autopilot; log and depth sounder; VHF radio with mast-mounted antennae; shore powered battery charger with dual battery set-up. "DANDY" was only day-sailed, but has head with holding tank, stove, fresh water, cockpit ice chest, cabin fans and ventilators. It has many other convenience and safety features not usually found on most 22"s. Unfortunately, health issues require sale. Reduced to \$29,000. Located in Annapolis, MD. Martin Beer 410-268-6768.



158-39. For Sale: 2003 Menger 19' Catboat. Tabernacle mast, Yanmar IGM10 inboard diesel (low hours), bronze transom step, electric bilge pump, navigation lights, VHF, Depthsounder. Interior lights, interior cushions, ash drop-leaf table in cabin on centerboard trunk, ash wainscoting, ash-trimmed shelves on forward and aft bulkheads, varnished exterior teak, Tan-Bark sail, sail cover, lazy jacks, jiffy reefing. Net hammocks for gear, anchor and rode. Custom dodger! Custom interior steps. New bottom paint. Load-Rite trailer. Beautiful classic. Located Gig Harbor, WA. Asking \$27,900. Jcoffey72@gmail.com (253)209-2790.



158-40. For Sale: Beetle Cat 12 1/2' catboat. Stored over Winter in Pavillion. Located in Lively, VA. \$4,000. Call Don Kenefick 804-462-0024 or donkenefick@kaballero.com



158-41. For Sale: 1971 Cape Dory HandyCat. Good condition. Sitka spars. Teak seats, rails, and coamings. 5 hp Johnson, Karavan trailer. \$4500. Call 860-572-0699



158-42. FOR SALE: 1983 Mark-O Custom 21' Atlantic City Catboat. Hull number 105, 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. Asking \$ 19,000. Contact Greg or Susan at 252-728-6149, or gsrcoolishian@embarqmail.com



158-43. 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: \$759,000. Time for us to move on and you to move in. Call Dick Urban at 508-548-4424 or email: rju3@cornell.edu.



158-44. 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 Beautiful shapely lines and sailing. Located SW Florida. REDUCED! \$13,500. Call Todd 239-216-1916 or email ttateo@comcast.net.



158-45. FOR SALE: 1977 Marshall 18' Catboat #413 with 8hp Johnson outboard, cockpit cushions, reconditioned trailer, very good sail, tiller, rudder, needs some cosmetic TLC, table, new portable toilet, shelves over berths, green sail cover, lead ballast, very good sailing boat, located on the Shrewsbury River, NJ. Asking \$7,000. Call Jim Simes 732-740-7529.



158-46. For Sale: 1983 Atlantic City Catboat 21: This is hull number one of this well made pocket cruiser. We are only the second owner of Sabine and she is great fun to single-hand or take out the entire family! She has new sails and sail cover, new steel centerboard, new lines, new bronze three bladed prop, her bottom has been barrier coated and painted, 20hp Universal has been overhauled and professionally maintained with low (550) hours. Comes ready to sail and cruise with many amenities such as 5ft 4in. headroom., radar, origo stove, port-a-jon, VHF radio, multiple anchors, jiffy reefing etc. She sleeps three. Asking \$12,000 or best offer. Contact Gregg Dancho gdancho@beardsleyzoo.org



158-47. 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



158-48. 1972 Marshall 22. Hull #58, Engine 22hp Palmer P-60 gas inboard, runs like well-oiled sewing machine; Interior layout open, looks terrible, no electronics. All gear goes. Been to Maine and Chesapeake Bay. Health and age dictate Honey must go. Located Bay Head, NJ. \$17,500. Bob Reddington 732-295-1590 or 732-814-1737 after dark, please.

158-49. 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, bucket & chuckit, Farymann 7HP diesel (hand or electric start; less than 100 hours on the engine), Sestrel box compass, 15# anchor. Foresail, mainsail and fisherman staysail like new. Fast and handsome. She is presently hauled out in Barnstable, Cape Cod. She has been repainted inside and out and looks spiffy. REDUCED. Asking \$12,500. Phone 508-362-3760 or email hickman31@verizon.net. William B. Hickman. New 6'-8" x 3'-8" Murray Peterson dinghy available for \$1500.



158-50. FOR SALE: 1977 Marshall 15' Sandpiper catboat. Cuddy cockpit. Good condition, sails in good repair with sail cover. 4hp Evinrude outboard motor with lift bracket. Located near Bath, Maine. Asking \$7,500. Contact Judy Lambert judith_lambert02568@yahoo.com



158-51. For Sale: 1977 Marshall 22' Catboat. Includes 1999 dual-axle Tow Master trailer, a 2001 9.9 hp Honda O.B., and 2 Main Sails. Was converted to a sloop rig in the 1990's and set up for serious racing and is now back to original configuration. Bow sprit, all sails and rigging including a jib, genoa, spinnaker and spinnaker pole from that conversion available. Very sound hull, very dry boat. Classic Edson wheel steering. Interior cushions in good condition. 3 anchors with chain and rode: Delta fast-set on bow, Danforth 15lb, and a small grapnel. 4 PFD's in new condition, & misc. required safety equipment. Auto pilot, Solar fan. Bimini, too many extras to list. Asking \$12,000. Located Marathon, FL. Email Laura Shell at laurashll@yahoo.com or phone 206-604-5447.



158-52. FOR SALE: 1972 Herreshoff America 18' catboat. Built by Nowak & Williams. New deck and hull paint, New custom light blue Sunbrella cushions inside and out, sails in good condition, 3.5 hp Evinrude outboard motor, trailer and more. Stored on the trailer at a marina in Melbourne, FL. Ready to go! Needs trim. \$6500 OBO Divorce forces sale. Call Kattis Stengard at 772-766-1805 kstengard@yahoo.com.



158-53. For Sale: 1971 Cape Dory 14' Handy Catboat "Dipper" built 2/19/1971. Fiberglass hull, professionally repainted hull in Royal Blue in 2004. Sitka spruce spars varnished professionally in 2011, teak seats for 4 people. All rigging included. Sail in good condition. Maintained at a Wooden Boat Marina in New Jersey. Includes Sunbrella sail cover (new 2012), cockpit cover, anchor and line, mooring gear, spare tiller, pump, 2002 Karavan galvanized trailer with wooden mast rack. Located in Doylestown, Bucks County, PA. Inspectable. \$7,500. Contact John Trainer, 215-230-7500 work or 215-766-9541 home. Email kate_trainer@msn.com "Dipper" has been in the family for 20 years.



158-54. For Sale: 2007 Marshall 22' Sloop Rigged Catboat. LOA 22' 2" Beam 10' 2" Displacement 5600 lbs, Draft 2' / 5'5". Ballast 850 lbs. Quantum sails: main 338 sf - jib 100 sf. Yanmar 3-cyl 20hp. 2-blade prop. New cutless 2010. White hull, red boot top, blue Hydrocoat bottom. All Harken blocks on running, rigging and turning blocks. Main halyards through Harken cam-cleats to self-tailing Harken winch, to bronze bulkhead cleats. Jib halyard, topping lift cabin top cleats port side. Jib



downhaul to spring line cleat. Reef downhauls and clew outhauls to cleats mid-boom for cockpit access. All sail controls from cockpit. Lewmar 14# Delta anchor on bowsprit roller; 200' half-inch nylon rode. Sunbrella toast color covers for dodger, sail, wheel, and companionway removable doors. Teak with brass rub rail. Ritchie 5" lighted bulkhead compass. Raymarine depth/speed indicator. Bronze steps transom / rudder. Dual batteries, 4-way switch. Bilge pump, manual or automatic. Marinetics DC Master Control electric panel switches running, anchor, & cabin lights, bilge pump, battery capacity gauge. 10gal fuel, 20gal FW tanks. Berth cushions, head curtains forest green. Drop hinge table, dish racks, center board cap in varnished mahogany. Galley stainless steel sink, bronze manual pump. Insulated cockpit ice box. Dock lines, 3 fenders, 8 PFDs, flares, manual bilge pump. Boat winters over at dock in my backyard. Cockpit cover for snow, custom fit, and de-icer. Excellent condition, only day sailed. Hate to sell, but age is getting me. Located south shore Long Island. Asking \$60,000, will listen to offers. Call Dave DeGraff 631-472-2666.

158-55. For Sale: 1988 Blue Jacket Catboat Motorsailer. Sloop rigged, 23'x10 beam x 2'3 draft William Garden design, dual steering stations, 18hp. Yanmar diesel, Doyle stackpack main, Harken furling, new Garmin chart plotter, Autohelm autopilot, depth sounder, vhf, bimini top, dink, custom tandem trailer and more. Beautiful wood interior with 6'4 headroom. Maintained by professional captain. Sail longer in the season down below in the warm! \$34,900. Located southern FL. More pictures here. Call Tom 305-743-8454 horachek@yahoo.com.



158-56. For Sale: 1986 Hinterhoeller Nonsuch 22. Fiberglass hull, standing headroom 6 feet. Electronics: Autohelm 4000 Auto Pilot; Digital Depth, (newer); Garmin GPSMAP441C; Standard Horizon VHF, (cabin); Wind indicator. Electrical/Mechanical: Battery (3); Auto Charger; 12V power points; Battery Selector Switch; Nav Lights; Cabin lighting; Bilge Pump, (auto). Two outboard motors: Yamaha 9.9HP 2S; Tohatsu 9.8HP 4S. Sail and Rigging: Aluminum keel stepped mast with wishbone, Hood mainsail, mainsail cover. Deck/Cockpit: Barent self tailing #17 sheet winches, #12-23 self tailing halyard winch, custom dual anchor locker, bow and stern pulpits, double lifelines, 5 opening ports w/screens, Dodger (blue), Wheel steering w/cover, cockpit table, swim ladder, Anchor w/chain, dockline and fenders. Enclosed head with holding tank, sink, and hanging locker aft. Galley with 2-burner stove, SS sink, foot pump, 2 drawers, locker. Upholstery is newer fabric, headliner fiberglass, interior teak, teak & holly sole satin varnished. Located Ft. Myers, FL. \$15,900. Call or email Gus Trometer, atrometer@gmail.com 239-849-4681.



158-57. For Sale: 1980 Custom built 24' catboat. Cold molded mahogany & fiberglass Catboat built by Daybreak Boat Yard, CT. Newer 17HP Yanmar Diesel, folding prop, teak deck. Comes with jack stands and complete documentation. Located in Stony Point, NY. Asking \$27,500. Call Henry Knoblick 201-401-2675 or email hknozbek@gmail.com for more info.



The Catboat Association

Mail completed form to:

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



*Founded 1962
Incorporated 1983*

Membership Application

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.



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Item	Color	Size	Qty.	Price	Total
T Shirt - Grey S, M, L, XL, XXL				\$17.00	
Staff Shirt - Navy or White, S, M, L, XL, XXL, Specify Original Logo or Burgee only				\$30.00	
Baseball Cap - Color Choices Below*				\$16.00	
Bucket Hat - Specify Original Logo or Burgee only				\$16.00	
Visor - Navy or White				\$12.00	
Long Tie - Silk, Navy				\$25.00	
Bow Tie - Silk, Navy				\$25.00	
Burgee Pin				\$10.00	
Magnet				\$5.00	
Cotton Patch				\$3.00	
Decal				\$2.00	
Catboat Pin				\$10.00	
Earrings - post				\$10.00	
Wool Blazer Patch				\$25.00	
Tie Tack				\$6.00	
Burgee				\$20.00	
Totebag - S, L				\$20/\$25	
Tumbler - 12 oz or 16 oz with lid				\$8.00	
Mug				\$10.00	
CBA Glasses - 14 oz Cocktail or 16 oz Pint				\$12.00	
Cocktail Napkins (100 ct)				\$7.00	

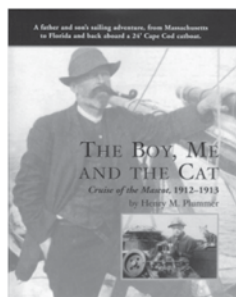
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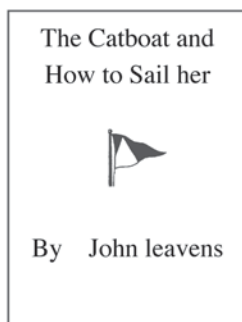
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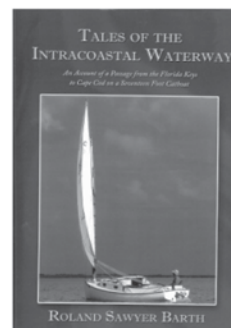
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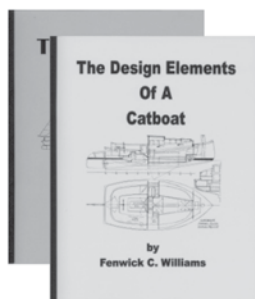
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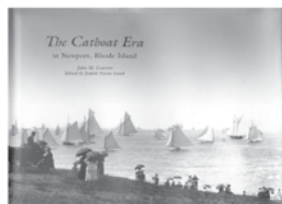
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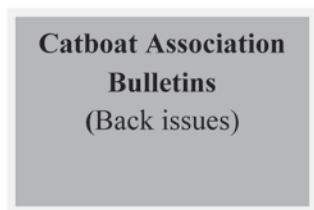
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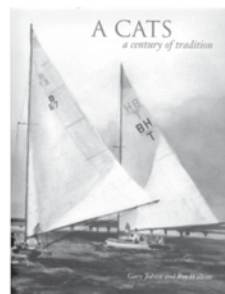
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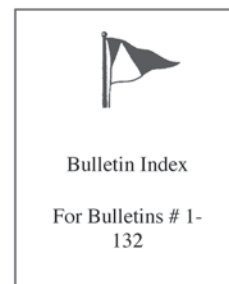
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- *Mystic-bound cats packed Cuttyhunk Pond*



Skippers and crew ashore for a picnic