

# Catboat Association Bulletin



No. 159



Fall 2012

## ON THE FRONT COVER

*Pinkletink*, the 1932 Herbert F. Crosby 21 ft. 11 in. wooden cat owned for many years by John and Pinky Leavens, two of the founders of the Catboat Association. Their story, told by their son Doug, is the feature article in this issue. He weaves a wonderful tale of his family and how this catboat figured in the course of their lives. *Pinkletink* lives on today, with the Sayle family on Nantucket.

# Catboat Association

www.catboats.org



**BULLETIN NO. 159**

**Fall 2012**

*IN THIS ISSUE...*

**Lead Editor:** Lou Abbey

- 3 **Letters to the Editors**
- 6 **Now Hear This...**
- 7 **In Memoriam, Jerry Smith**
- 9 **50th Annual Meeting Part III**
- 10 **Photos from 50th Anniversary Rendezvous – Part I**
- 12 **Numero Uno – John And Pinkie Leavens, 1962-1987 – Doug Leavens**
- 23 **2012 Marshall Marine 50th Birthday Party – Smith, Marshall and Cole Families**
- 30 **Yarns and Adventures – Bill McKay, Editor**
- 30 **Memorable Moorings – William Winslow**
- 31 **Whales, Sails and Centerboard Tails – Thomas A. Grossman**
- 34 **2012 Race/Rendezvous Results – Jim Walther, Editor**
- 36 **Boatbuilding and Maintenance – Bob Reddington, Editor**
- 36 **Two Simple and Useful Items for Your Catboat – W. R. Cheney**
- 37 **Installing Raymarine Smartpilot X-5 on Com-Pac Horizon – by Walt Crafts**
- 39 **Catboat Lunch Table – by Beau Schless**
- 41 **Boatbuilding and Maintenance Addendum**
- 43 ***Blew By You* - a Sanderling Rebuild – Mark Williams and Marlene Galizi**
- 50 **CBA Discussion Group – C. Henry Depew, Editor**
- 53 **Cruising – Steve Flesner, Editor**
- 53 **CCBA Smith Island Run – Marc Cruder**
- 59 **Cruise of the *Owl* – Bill Hickman**
- 61 **A Voyage to Mystic, All the Same – Paul Cammaroto**
- 64 **Catfood – Jane Walsh, Editor**
- 66 **Short Tacks**
- 69 **Cats for Sale – Spencer Day, Editor**
- 77 **CBA Membership Application**
- 78 **CBA Merchandise – Mary Crain**
- 79 **CBA Publications – Neil and Carol Titcomb**

## **THE CATBOAT ASSOCIATION BULLETIN**

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

**Contributing Editors:** Dave Calder, C. Henry Depew, John Conway, Spencer Day, Steve Flesner, Mat Leupold, Bob Reddington, Jane Walsh. **Historian:** Judy Lund

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

Published three times annually by the Catboat Association, Inc., Box 72, Middleboro, MA 02346-0072. Entered as pre-sorted, third class mail at main post office, Providence, RI: February, May, and November - Copyright 2012, all rights reserved.

## *Where To Send... Editorial Copy*

- *boat building and maintenance:*  
Bob Reddington  
235 Lake Avenue, Bay Head, NJ 08742-4750  
(732) 295-1590
- *book reviews:*  
Position temporarily vacant
- *catfood:*  
Jane Walsh  
4 Anne Circle, Sandwich, MA 02563  
(617) 877-6719 jane.walsh@catboats.org
- *cruising:*  
Steve Flesner  
2037 Indian Circle, St. Leonard, MD 20685-2400  
(410) 586-8179 steve.flesner@catboats.org
- *history:*  
Judy Lund  
7 Middle Street, So. Dartmouth, MA 02748-3413  
(508) 996-4864 judy.lund@catboats.org
- *piloting, navigation & electronics:*  
David Calder  
46 Wagonwheel Road, Sudbury, MA 01776-0775  
(978) 443-8432 david.calder@catboats.org
- *races and rendezvous:*  
Position temporarily vacant.
- *sailing techniques and seamanship:*  
Mat Leupold  
246 Old Connecticut Path, Wayland, MA 01778-3114  
(508) 358-4897 mat.leupold@catboats.org
- *yarns and adventure:*  
Bill McKay  
79 River Road, Mashpee, MA 02649-3543  
(508) 477-9674 bill.mckay@catboats.org
- *editorial board:*  
Lou Abbey  
16 Bateman Avenue, Revere, MA 02151  
(781) 286-5004 lou.abbey@catboats.org  
  
Paul Cook  
25 Woronoco Road, Weymouth, MA 02191-1146  
(508) 760-5443 paul.cook@catboats.org  
  
Bill McKay  
79 River Road, Mashpee, MA 02649-3543  
(508) 477-9674 bill.mckay@catboats.org  
  
Mark Alan Lovewell  
P.O. Box 2034, Vineyard Haven, MA 02568  
(508) 696-4655 mark.lovewell@catboats.org

## *Directory for CBA*

- *policy, guidance, & general information:* **Tim Lund**  
262 Forest Street, Needham, MA 02492-1326  
(781) 444-9695 tim.lund@catboats.org
- *awards nominations:* **Steve Flesner**, chairman  
2037 Indian Circle, St. Leonard, MD 20685-2400  
(410) 586-8179 steve.flesner@catboats.org
- *invoices, donations, etc.:* **Tim Fallon**, treasurer  
42 Everett Avenue, Bristol, RI 02809-4632  
(617) 501-3744 tim.fallon@catboats.org
- *memberships & updates:* **Dave Calder**, membership sec.  
P.O. Box 775, Sudbury, MA 01776-0775  
(978) 443-8432 dave.calder@catboats.org
- *computer webmaster:* **Spencer Day & Neil Titcomb**  
Contact info. under *cats for sale* and *publications* (below)
- *cats for sale:* **Spencer Day**  
7 Cottage Place, Milton, MA 02186-4504  
(617) 696-1067 spencer.day@catboats.org
- *Bulletin back issues/publications:* **Carol and Neil Titcomb**  
38 Brookwood Dr., Branford, CT 06405-2325  
(203) 488-3088 carol.titcomb@catboats.org
- *CBA merchandise:* **Mary Crain**  
55 Brandt Island Road, Mattapoisett, MA 02739  
(508) 758-8081 mary.crain@catboats.org
- *annual meeting coordinators:* **Eric and Dawn Peterson**  
112 Wading Place Road, Mashpee, MA 02649  
(781) 856-8873 eric.peterson@catboats.org



### **WHAT TO DO ...**

#### **WHEN YOU CHANGE YOUR ADDRESS:**

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

# 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.*

April 09, 2012

## Dear Editors:

I'm not sure you're the ones to send this to, but I thought it might make an interesting note in the CBA Bulletin. Perhaps you can put this in the right hands. I am a member of the Dinghy Cruising Association in England as well as the CBA and was curious about Julian Wallbank's catboat when I saw photos of it in its quarterly magazine. Here's what Julian told me.

Thank you,  
Nim Marsh ([nim.marsh@cox.net](mailto:nim.marsh@cox.net))  
April 19, 2012



Julian Wallbank's cat.

## Dear Nim:

Many thanks for your email about my catboat. It is nice to have admirers! My boat, *Jessie May*, was designed by Andrew Wolstenholme (see <http://www.wolstenholmedesign.com/>), who is a highly regarded designer of small craft from dinghies to yachts and powerboats. He is based in Norfolk (UK) but I believe he spent some time on the East Coast of USA early in his career. His catboat designs are, presumably, the result of that experience: mine is 12 ft. 3 in. long, so is similar in size to the Beetle Cat, but he has also designed a 16 ft. version.

*Jessie May* was built by David Moss who is a boat builder in Lancashire (see <http://www.davidmossboatbuilders.com/>). He is particularly well known for strip plank construction: *Jessie May* is strip planked. She was built in 1985 as one of 5 or 6 of that design which David Moss [had] at that time. I bought her in 2007 and have used her mainly for dinghy cruising on the Norfolk Broads - a lovely marshy area of rivers and lakes (broads). Your *Chessie* looks [like] a lovely boat - slightly larger than mine and with a shorter foredeck, which must make her a lot more roomy. However, I notice that, like the Beetle Cats, she has no side seats. Presumably you sit on the bottom boards or perch on the coaming. Doesn't this get a bit uncomfortable after a while?

Yes, I do indeed have a solar panel on the foredeck in the picture. I bought the solar panel when I owned a 28 ft. yacht on the Norfolk Broads. It is a little 10-watt affair which I used to keep the battery topped up when the boat was left. When I go cruising in *Jessie May* I have a Minn-Kota electric outboard powered by a couple of 80 amp. hr. batteries. I wire the solar panel up to these to help keep them topped up, but it cannot do much to replenish the power taken by the outboard!

Kind regards,  
Julian Wallbank



**EDITOR'S NOTE:** *The following letter was addressed to Paul Cook, however, we are publishing it as addressed to the editors. Some slight editorial changes are in brackets.*

**Dear [Editors]:**

I am sorry that it took so long to mail you. I suddenly got a lot of work to do in August. We had a wonderful time in Mystic. It was great to meet all the catboat people (including the nice talk I had with you [Paul Cook] - thanks again for the burgee!). I [had] never met [you] before, but only knew [you] from reading the Catboat Bulletin or emails. Afterwards we spent a week-and-a-half in Vermont with friends and family, also great fun in that stunningly beautiful State! Here is the (little bit longer) speech that I gave at the catboat dinner on Saturday evening (maybe you can correct my English where necessary).

"I am the Dutch CBA member who built *Charlotte II*, the Lyle Hess designed 16 ft. catboat. In 2006 the CBA chose to give me the Broad Axe Award (for a *significant achievement in catboat construction*). It was a big honor to receive this award and I was really sorry that I could not come to the Annual Meeting that year but I was recovering from a serious accident in my workshop. This is already the ninth sailing season for my catboat and I still love to sail her. She has proven to be a really nice trailer-sailor. The total weight of boat and trailer is 2000 kg. which is exactly the weight my car is allowed to pull. With my sailing buddy, Barend, we have traveled to Scotland where we sailed Loch Ness and the Caledonian Canal in the Sail Caledonia Raid. A couple of years ago I joined the Old Gaffers Association, and with whom we sailed on the English East coast rivers (the rivers Orwell, Stour and Deben). Last year we drove all the way to the south coast of Brittany, in France, to take part in the biannual Semaine du Golfe, on the Golfe du Morbihan. There we sailed in company with 1100 beautiful (and mostly classic) boats. It is wonderful to sail in new waters together with other beautiful boats and meet their crews. Also with the OGA, we participated in the last two editions of the Dutch Classic Yacht Regattas. This is where we first started racing. It turned out that our little catboat (by far the smallest 'Old Gaffer') could really compete with the other classic gaff rigged sailboats. In 2009 we [finished] 10th out of 30 boats. Last year we were 8th (with handicap). When racing, *Charlotte II* carries a big jib on a long bowsprit. This adds an extra 30% sail area. When I read that the CBA was

going to celebrate its 50th anniversary, my initial thought was: I have to take *Charlotte II* with me to Mystic and join the summer races. It was a really nice plan, but unfortunately it proved to be way too expensive to ship her from Holland to America (and back). At one stage I found a company in Hamburg who transports motorhomes to the East coast of the USA for a reasonable price. My catboat on its trailer is exactly the same size as a (not so big) motorhome, so I hoped they could help me. Unfortunately they were not allowed to ship a boat on a trailer. In the Netherlands we have the Nederlandse Catboot Club (Dutch Catboat Club), with about 15 catboats. For the last 5 or 6 years we organized a catboat weekend in June, where there are normally around 6 to 8 catboats. When I first joined the club, most boats were Dutch catboats. Now the American boats are in the majority. We have 2 members who have built a hard chine Charles Wittholz design. There is a ferro-cement, Jay Benford catboat, a GRP Italian-made Difference catboat and we have 2 Philip Bolger cat-yawls (a Micro and a Chebacco) both built by their owners.. Then there are 2 old German catboats made in 1916 by the famous Abeking and Rasmussen boatyard. There are a couple of lap strake catboats and some steel hulled ones, all made in the Netherlands before WW II. I promise to write a story about the boats of the Dutch CBA for a later Bulletin. At our last weekend in June we made a photograph of the catboats present in Loosdrecht, and I presented that picture to Tim Lund at the Anniversary weekend in Mystic. My girlfriend Charlotte and I had a wonderful time in Mystic Seaport. It was very nice to meet all you catboaters, and we hope to see you again!"

All the best,  
Jaap Kraayenhof



September 12, 2012

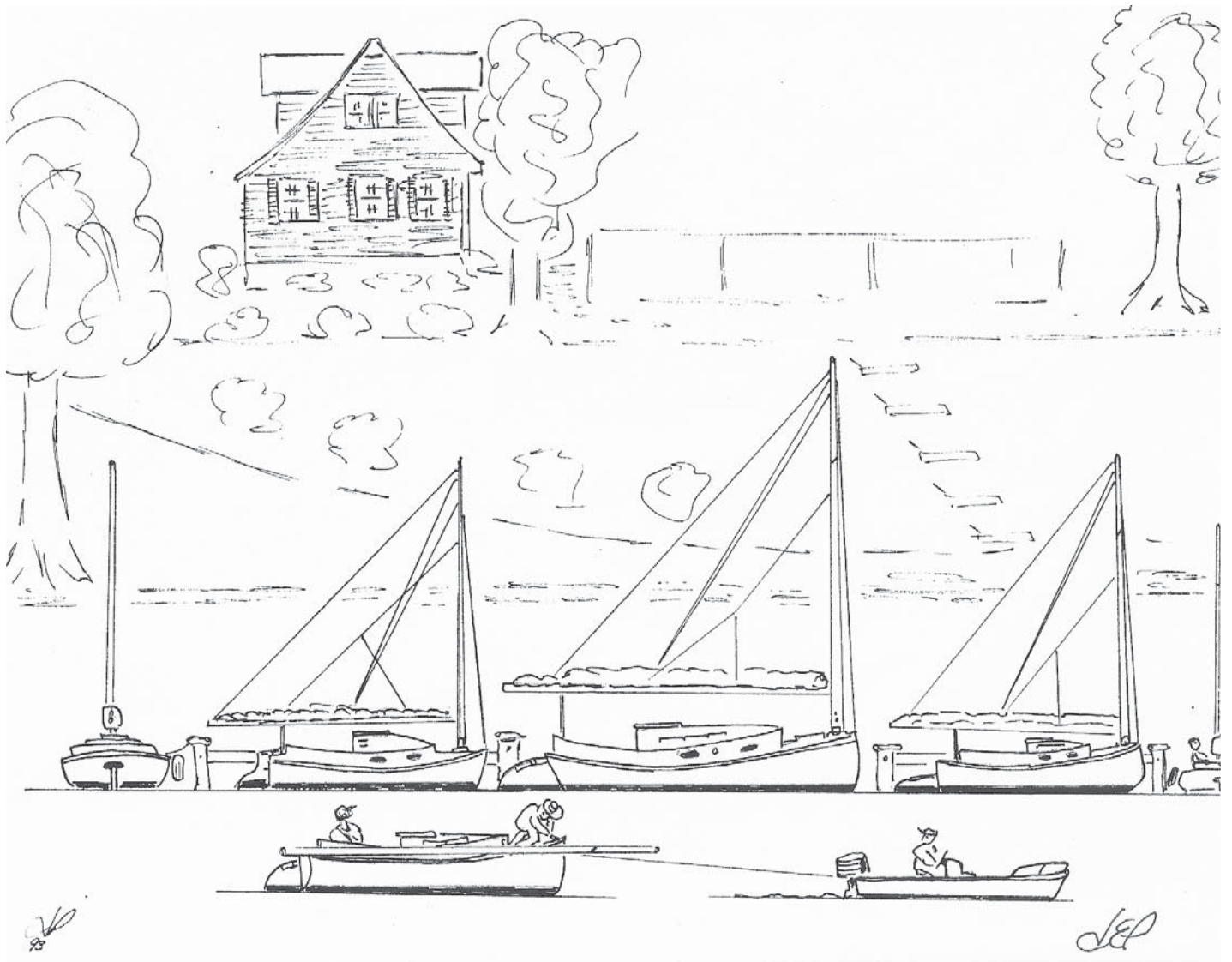
**Dear Editors:**

In last spring's Bulletin, there were errors in the report on the historic 21 ft. catboat *Sea Pup*, one of the four last remaining Manuel Swartz Roberts wooden catboats still on the water. Michael J. Baumann, of Plum Island reports that he has had *Sea Pup* since 1979. She was built in Edgartown in 1937. She has been worked on extensively through the years and is shipshape. The boat has never been to Maine, he said. "She has had a wonderful life for the last 32 years on the Joppa Flats, which is at the mouth of the Merrimack River." On occasion, he said he will sail the boat, single-handed, for day trips to Isle of Shoals.

She was built to run as a launch between Woods Hole and Edgartown and has a "huge" cockpit. For part of her life she resided on Nantucket.

Baumann, 71, recently joined the Catboat Association and he is trying to sell the old historic boat to someone who will take as much care of the vessel as he has. He'd prefer to sell her to someone who will take the boat back to Martha's Vineyard. He can be reached by phone at 978-828-0229.

Mark Alan Lovewell





Bulletin Editorial Board

### **Captain - I see an Iceberg!!**

Help the Awards Committee avoid sinking, send in your nomination before we hit the iceberg! Surely someone must have stood out this year and should be considered for one of the four awards that will be given out at the annual meeting in 2013. Please take a few moments and consider whom you know who has made a significant contribution to the Catboat Association and catboat culture. Women and children's nominations will be read first, so do the honorable thing! Details of the awards and past honorees are listed in the membership directory, as are the members of the Awards Committee. You will also find articles about the last year's winners in the Spring Bulletin. That should give you an idea what we are looking for. We await your submission and quite frankly, none of our catboats does very well when making contact with an iceberg and we would rather not get wet in February! Please send nominations to: Steve Flesner, Chairman, 2037 Indian Circle, St. Leonard, MD 20685-2400. flesner00@comcast.net.

### **We're Looking for Your Archival Material:**

Does anyone have or know someone who has photographs, correspondence, written plans for events, old Bulletins, articles, maps, boat plans or other material that applies to the history of the Catboat Association? It may be in that old box in the garage, basement or attic. Would you like to get it out of the house, but can't bear to throw it away? The CBA is trying to collect archival, Association material, catalog it and see that it resides in a place where it won't deteriorate further and will be accessible to people studying catboat or Association history. If you have some of this stuff, please pass it on. Send a general description of what you have to Judy Lund, CBA Historian - Judy.Lund@catboats.org. An email or a letter is acceptable. Judy's mailing address is on page 2 of any recent Bulletin. She will contact you and let you know if it pertains to the Association Archive. We look forward to hearing from you.



## Openings on Bulletin Staff:

### Contributing Editors:

Race/Rendezvous: Jim Walther cannot continue with the collection of your reports from summer gatherings; we appreciate his efforts to this date and hope that someone out there would enjoy batching and editing these reports. In the meantime, Race/Rendezvous results should be mailed to Bill McKay. His email is posted on p. 2 of the Bulletin.

Awards Committee: Steve Flesner would love to hear from someone to fill out the three-person team who reads your nominations, selects three or four winners each year and award the trophies at the Annual Meeting. This is usually a three-year commitment.

Book Reviews: We are looking for someone who loves to read books. You don't have to be an expert to write a review. If you read books about sailing, catboats, catboat lore, history and stories, you are half way there. Read the book and write a three or four paragraphs describing what you thought of the book. Just about anything that might interest our readers is fair game. One or two, three-four paragraph reviews per yearly cycle will do the trick. Please contact any of the editors if you are interested or have questions. We need you.

### Editor:

The Bulletin still is hoping to swell the number of editors from 4 to 6; so if you'd like to help put together the whole issue, three times a year; we'd love

to have help. It is done 95% online with one editorial meeting every three months; every year or two you get to be Lead Editor.

If you are interested in helping your "Bulletin" in any of these capacities, please email any one or all of the four editors for info. Thank you.

## In Gratitude:

The Bulletin Editorial Board acknowledges the resignation of Charles Ladoulis as Cruising editor. Thanks, Charles, for your years of service bringing us articles about cruising with catboats. We wish you well.

The Bulletin Editorial Board wishes to thank Dolores Cole for her service to the Bulletin over the last few years as the Book Review Editor. Dolores contributed a number of reviews and sought reviews from others. We will miss your presence on the Bulletin staff. Thanks, Dolores, and we wish you well.

## Addition to the Bulletin Staff:

The Bulletin Editorial Board welcomes Steve Flesner as our new Cruising editor. As many of you know, Steve is also Chair of the Awards Committee. He cruises primarily on the Chesapeake Bay and surrounding waters and hangs out with the Chesapeake Catboat Association. We welcome Steve and encourage the membership to send Steve your cruising stories.



---

## In Memoriam

**Gerald "Jerry" Sundlie Smith** of South Dartmouth, Massachusetts, passed away September 19, 2012, following an 8½-year battle with cancer. He was 69.

The life of Jerry Smith was remarkable for its persistence of hope. He was an example to all of what it means to truly live the one life we are granted, to do it quietly and with simplicity. Certainly most of all he set the finest of examples for those who grew up with him: daughter Anne Morton Smith of Fairhaven and son Matthew Sundlie Smith of South Dartmouth. Neither can recall him ever cursing,



First year presentation of the Padanaram Spirit Award to Jerry Smith.

though their mother would swear a blue streak – and early on taught them how to do it too.

As his beloved wife Sammy had done before him, Jerry never allowed his illness to deter him from pursuing the activities he loved and helping the people around him. When he lost Sammy in 2010 he continued on with dogged determination, driving himself to Dana Farber often multiple times a week; maintaining and sailing his catboat *Puddleduck*; helping friends with their boats and various fix-it projects; making and selling antique reproduction miniature furniture; going skiing; and dashing off to fire calls at Dartmouth Fire District 1. Puttering around the yard at Marshall Marine, smoking his pipe and sharing a lifetime of yachting wisdom, he was a beloved fixture to staff and sailors alike.

He was ever-stalwart through his wife's illness as well as through his own, sailing with fair winds and weathering the squalls. Born in Biddeford, Maine in 1943, a descendant of yacht captains and builders, Jerry's own passion for boats began while cruising with his family on the Maine coast in their Friendship-style sloop *Volunteer*. Jerry enjoyed dressing in boat captain's uniform and helping his father pilot the family's cruising boat. He delighted in all the rules of signal flag and yachting etiquette and throughout his lifetime always paid them heed.

The family moved to Hingham, Massachusetts in 1951 and cruised from there in *Volunteer* and later in their Hinckley yawl *Tern*. The family purchased Jerry's iconic Peapod sailing and rowing dinghy in 1952, and until failing health made it impossible, Jerry avoided motorized harbor transport in favor of rowing himself.

As a young man Jerry worked as a professional yacht skipper, and in so doing met the love of his life, Sarah-Anne "Sammy" (Morton) Smith of Westport, whose brother Jimmy was also a skipper. From Hingham Jerry's family moved to Padanaram in 1961. Jerry and Sammy married in 1964 and settled in the Village to raise their family.

In 1962 Jerry joined the Dartmouth Fire District 1 volunteer fire department. For many years he drove the rescue truck and for the last few decades he was known as the "Voice of District 1" – that calm, steady, knowledgeable man in the radio room. In September of 2012 the fire department presented Jerry with his 50-Year Anniversary plaque – one of his proudest days.

Jerry was a graduate of Hingham High School and Southeastern Massachusetts Technological Institute, now UMASS Dartmouth, where he received his bachelor's degree in business in 1968. He managed the New Bedford Yacht Club and in 1976 went on to serve as general manager of Concordia Company for two decades. His time at Concordia was the most rewarding of his professional life, allowing him to support his family while engaged in his life's passion: "messing around in boats." Whatever it took to get the job done Jerry did it all, with his signature puff on a pipe and nary a sign of dismay aside from an occasional, single raised eyebrow.

In 1973 Jerry and Sammy purchased a Marshall 22' catboat and christened her *Puddleduck*. Always ready with an open cracker barrel, a bowl of dip and any number of musical instruments, Sammy and Jerry's cockpit was the site for many a happy gathering. Jerry never lost his appreciation for the finer details of yacht maintenance and *Puddleduck* may well be the only catboat in the fleet that has always had her brass polished. It was no small feat to keep a spotless boat with two kids and an artist wife on board, but his ways were stealthy and *Puddleduck* always shone.

In his retirement years Jerry kept a small number of private yacht service clients. He joined his wife Sammy in their business, *Happiness Is... Miniatures*, handcrafting exquisite antique reproduction furniture to complement her dolls and sundries. Together they travelled to shows throughout Southern New England selling their work to collectors in person and around the world via the Internet.

Jerry was son to Lyman Hibbard Smith and Thelma Sundlie Smith, both deceased. In addition to his children Anne and Matthew, he leaves his brother Charlton Smith and his wife Mary Smith; nephew Ian Smith and his wife Lynn Curit-Smith and their children Hannah and Zachary; and niece Sarah (Smith) Miller and her husband Hans Miller. He also leaves cousin Lyman Smith and his wife Barbara Smith.

Services will be scheduled in October. In lieu of flowers, please consider a contribution to Rogerson Communities, a non-profit providing adult day health services for low-income families facing long-term illness, at One Florence Street, Boston, MA 02131. Potter Funeral Service of Westport assisted the family.



# 50th Annual Meeting Part III

---

## Hull Speed

---

Mat Leupold, February 20, 2012

**EDITORS NOTE:** *The following interesting and important report from the Seminars at the February 2012 CBA Annual Meeting was inadvertently left out of Bulletin 158. With apologies to Mat Leupold and our readers, here is the report in full.*

### INTRODUCTION

When hull speed came up at some point in the beginners' seminar this year it was apparent that not everyone knew what was meant, but a full explanation was beyond the scope of the session. It's a topic worthy of some elaboration.

I had an understanding of hull speed as a concept but I had never attempted to put it on paper. Accordingly, I consulted friends who know and had them review what I wrote before sending it off to the Bulletin.

What is hull speed? It's the speed beyond which it's hard to make a boat go. More power from either an engine or a sail will produce little speed increase because resistance rises much faster than speed. A plot of resistance vs. speed illustrates what happens. It will show resistance rising at the same rate as speed at low speeds and then rising at an increasingly greater rate to where it becomes nearly vertical. There is no discontinuity in the plot to indicate what's called hull speed, but that there is a practical limit is obvious.

Whence cometh the resistance? Resistance has several components. The two most relevant here are that caused by friction between the water and the hull and that caused by wave making. Friction is dominant at low speeds as when sailing close hauled. On a broad reach, wave making dominates.

What is it with waves?

Surface waves traveling on water have a known speed vs. length relationship that comes out of an analytical concept involving water particle circulation in ocean waves. It says that the square of

the speed is equal to "g" (gravity acceleration, 32 ft/second/second) x lambda (length in feet) divided by 2 pi (3.14). Out of this comes  $v = 1.34 \times \text{square root of length}$  where v is in knots and length is in feet; 1.34 includes a conversion factor to get from feet per second to knots. The resulting speed is not the boat's speed. What *does* move at 1.34 times the square root of length is a water surface wave over deep water.

Waves are created by, among other things, a boat traveling on water - the boat pushes ahead and this starts a wave. The analytical model: Starting at the stem the wave surface rises to a crest and then falls to a trough before coming back to the starting level. The faster the boat moves the bigger/longer the wave. At a certain speed a wave that starts at the stem will end at the stern. In this instance, the wavelength is that of the boat. When the wavelength equals that of the boat, the front half of the boat faces the high pressure of the wave's height while the after half experiences the minus pressure from the wave trough. That is wave resistance - power has gone into raising water. More power will make the hull squat deeper as it tries to climb up on its wave.

Thus, it is assumed that a boat making a wave one waterline-length long is traveling at the speed of a wave of that length. However, how long does the water think the boat is? A transom boat at speeds where the transom has become dry can leave a "furrow" that is longer than its waterline. That boat has seemingly exceeded its hull speed. The regime is sometimes called semi-planing. (Nathaniel Herreshoff designed a launch with what he called a drake tail, a feature that effectively increased its waterline length.)

Planing is altogether different from displacement. Displacement implies that weight is borne entirely by buoyancy. In planing the weight is borne dynamically, e.g. water skis.

Catboats, being transom boats, can appear to go faster than hull speed under extreme conditions as when sliding down a wave. Remember, hull speed refers to speed over the water, not over the bottom as reported by the GPS. Speed over the bottom is the sum of or difference between boat speed and water speed, the latter being caused by tide or current.



## SUMMATION

Hull speed depends upon effective waterline length.

For a given waterline length, different hull shapes will require more or less power to attain their hull speeds.

A 16 ft. boat will have  $4 \times 1.34 = 5.4$  knots hull speed

A 25 ft. boat will have  $5 \times 1.34 = 6.7$  knots hull speed

A 36 ft. boat will have  $6 \times 1.34 = 8.0$  knots hull speed

A 49 ft. boat will have  $7 \times 1.34 = 9.4$  knots hull speed

Catboats don't get bigger.

## BONA FIDES

Dean Lewis, lifetime sailor and longtime friend has designed boats and was a member of the Dept. of Naval Architecture staff at MIT.

Jerry Milgram, also of DNA/MIT designed the boat for Bill Koch that brought the America's Cup back to the US from Australia.



---

# Photos from the Catboat Association's 50<sup>th</sup> Anniversary Rendezvous at Mystic Seaport, Mystic, CT, July 7-9, 2012

**EDITOR'S NOTE:** *These photos are from the first day of the Rendezvous. The editors invite people to send in candid photos from Saturday and Sunday for inclusion in the Winter and Spring 2012 Bulletins. All photos in this array are courtesy of Bill McKay (Calico).*



The bridge opens. Here they come.



*Genevieve*: All the way from Cape Cod.



*Surprise*, Brunswick, Maine.



*Tigress*, Weekapaug, RI.



*Tigress*

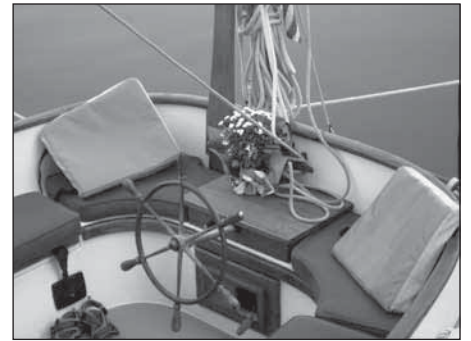


*Molly Rose*, Greenwich, CT.





Youngest sailor, *Kathleen*, Wild Harbor, MA.



*Ishmael*, Falmouth, MA.



Wood Catboat Pier.



*Silent Maid*, head to head with *Kathleen*.



North side, wood cats.



Saturday Sunrise.



# Numero Uno – John and Pinkie Leavens, 1962-1987

## Remembrances

Doug Leavens

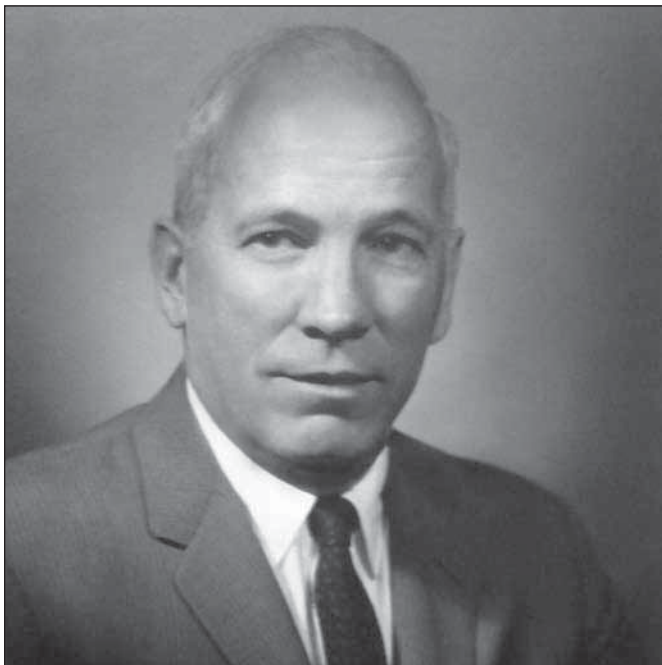
**EDITOR'S NOTE:** *The 2012 Feature Presentation at the 50<sup>th</sup> Annual Meeting of the Catboat Association, this past February in Mystic CT, was a series of speakers who shared their experiences and friendships with the founders of the CBA. Doug Leavens, son of John and Pinkie Leavens, Ben Brewster, Frank Cassidy, Bob Luckraft, Tom Maddigan and Eric Peterson each narrated a slide presentation produced by CBA Steering Committee member John Conway. Each speaker told of his individual experiences as a young catboat sailor, growing up with and in the families of the founding members. The Editors of the CBA Bulletin will reproduce these memoirs in the next few issues of the Bulletin both as a continuing celebration of the 50<sup>th</sup> Anniversary and to allow all members of the CBA the privilege of getting to know our founders a little better. This first memoir written by Doug Leavens begins this series. We hope you enjoy it.*

GROTON, CT, February 4, 2012: My father, John Leavens, was born in Newark, New Jersey at the beginning of the 20<sup>th</sup> Century. He spent summers in Brielle, New Jersey sailing Barnegat Bay sneak boxes on the Manasquan River just after WWI. He won several silver trophies that are still on display at our house on Martha's Vineyard. His father sold mattresses and met my Grandmother Annie MacDonald on a ship bound for St John's, Newfoundland. I think she was rather Victorian, sharp as a tack and very literary. My father took after her in many ways.

As a youngster in the 1950s, I loved spending summers learning to sail - on Sailfish, dinghies, and on a rented WoodPussy with my family on the Vineyard ponds. I got some salt water in my veins early on and had my father's "love the water" gene.



Pinkie Leavens.



John Leavens.

My mother, Marion Wright Backus, was born in Windsor Locks, Connecticut seven months after my father, August 1907. Her father was a county doctor and she would do home visits with him in his new



motorcar with the crank up front. She was game for anything. Her Dad gave her the nickname Pinkie because her cheeks turned pink in the cold air.

Mom and Dad met about 1925 at the University of Vermont. My father had a Studebaker Roadster and was on the gymnastics team — quite the sporting type. Mom was a lifelong Pi Phi and took home economics when they were just learning about vitamins and healthy eating. After college she taught a few years and traveled the country roads teaching women to make sure they and their children drank milk to be fit. My mother would have been a business executive if she had been part of my generation. She was active in community affairs, President of the American Association of University Women chapter in our home town of Summit, New Jersey; the first woman on the vestry of Calvary Episcopal Church, a frequent actor in Summit Playhouse productions and Dad's partner in the early days of the Catboat Association.

Dad went to Harvard Law School and graduated in the middle of the Depression. He got an unpaid clerkship with a law firm in Newark. After two years he passed the bar and got a paying job, so Mom and Dad decided to get married. That was the beginning of 55 years together, a wonderful partnership, three sons, Roxbury (their Vineyard House) and *Pinkletink* (their catboat). And they enjoyed traveling. More about that later, but here they are on a safari to Victoria Falls in what was then Rhodesia, Southern Africa in the 1960s.



*Pinkletink.*

It was a 22 ft. catboat built in 1931 by Herbert F. Crosby. He named her *Pinkletink* after the Vineyard's ubiquitous spring peeper frogs. It was also a pun on my mother's nickname - Pinkie. While Dad had returned to a passion of his youth... my mother had to learn sailing almost from scratch, and she was in her 50s! That was just one of the many reasons Dad called her "Sainted Mother!"



John and Pinkie in Rhodesia, 1960s.

We started going to Martha's Vineyard in 1952. In 1956 we built our house, which Dad called Roxbury after the town in Massachusetts where his ancestors had first settled. Then in 1958 my Dad, finally found the boat he had been dreaming about.



Pinkie at the helm.

I was just plain lucky to have been in the right place, at the right time, on the right catboat back in 1962. Dad decided to sail from the Vineyard down the coast to the Connecticut River. I was working that



Mystic, 1960s.

summer at Mystic Seaport as a boat hand and joined my parents. We met up with Paul and Molly Birdsall



Paul Birdsall.

and a big group of 17 catboats. I don't know if it was by design or chance, but we joined them for their annual regatta that ended up at Duck Island.

We all rafted...the cocktail flag was hoisted. There was a lot of cockpit socializing and before you knew it the idea to form a catboat association was launched.

I have so many memories of the early days of the Catboat Association. In particular, I remember going to annual summer meetings at Mystic Seaport and participating in regattas.

Out of all this energy and activity there emerged a tremendous comradeship ... on technical boating matters and in a general organizational sense. There was a collegial connection formed around the catboat that has obviously continued through the last 50 years.



Early CBA meeting.

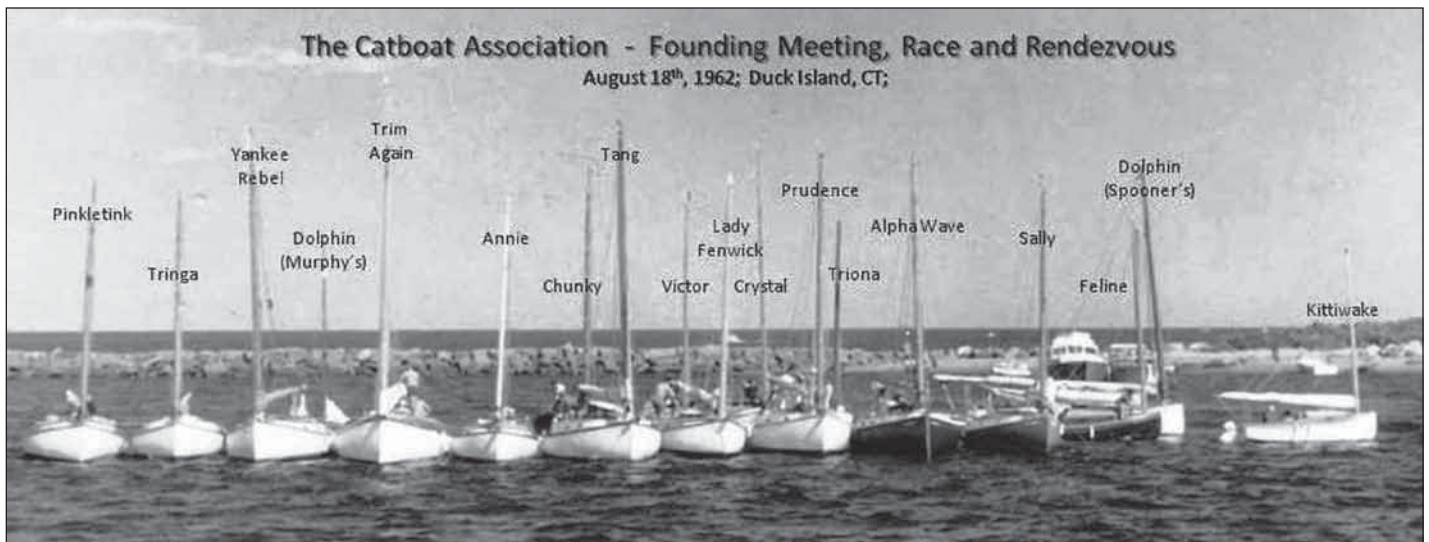
Early on, the Birdsalls agreed to handle the finances and regatta coordination while my parents took on correspondence and production of a bulletin. As I recall, that was about it, two secretaries and no other formal trappings, simple and elegant, as it turned out. Volunteers and committees ran everything else. The spark obviously grew and caught on.

In his 1968 tribute, John Peter Brewer records my father as writing: "Right from the start, two distinct and unique qualities have marked the Catboat Association. One is its complete informality in matters of constitution, bylaws and organization structure, which in some other groups periodically transcends their main purpose."

"The second quality is that as a family affair, the wives have always vigorously and willingly taken an active part in the work and fun of the Catboat Association and much of what we like in the association can be attributed to these two qualities."

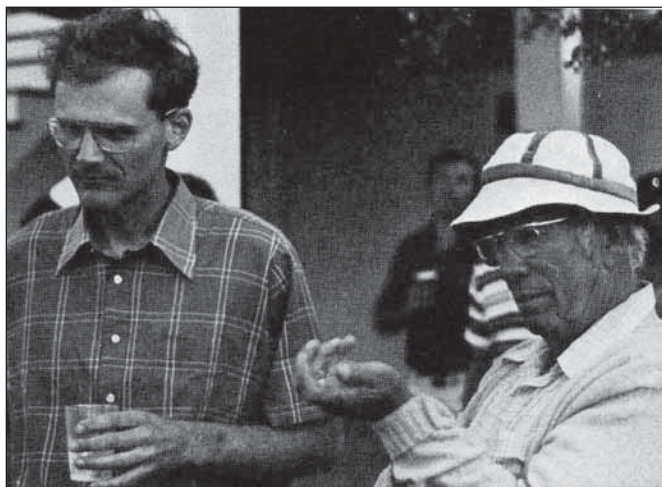
But Peter Brewer went on to add, "Yet there is a third quality – the zeal of Leavens to find out





Founding portrait.

everything he could about the catboat breed going back to early times. He wrote about variations such as the Newport Point Boat and tracked down old builders: the Crosbys, C.C. Hanley, Nat Herreshoff, Gil Smith, Manuel Schwartz and Bob Fish. To this study he brought the drive of the scholar and the affection of the enthusiast, tracking down old photos, retired tools, half-hulls and yarns.” And he wrote, published and shared widely all he collected.



In the 1960s, my father’s passion for research and publication of all things catboat took off. In time, news of the Catboat Association and the history of our uniquely New England catboat spread across the Atlantic to the coastal city of Malden in the UK, westward to Seattle and across the Pacific to Japan. A 1964 issue of “Yachting” magazine, telling the story of the catboat *Prudence*, was circulating its way around the world. The article made mention

of the fledgling Catboat Association and included John Leavens’ name and address “...for the benefit of any who might wish to seek further information.” More than 350 letters came in to my father over the next three years, first from the East Coast, then the Gulf Coast, the West Coast and finally from foreign countries.

Perhaps a few of you know about one of those letters. It came in August 1965 from Sadamori Miki, 42, who lived in Tokyo. He was a successful manufacturer of radios and TVs, and an avid reader of yachting publications. The article on *Prudence* got him thinking about designing a class of keel catboats, which would be unique to Japan. He called it the Mahi-Mahi design.

Then in the spring of 1966, Miki San wrote that construction had started on the first of the boats at the Okazaki Boat Works. My Dad was excited and they wrote back and forth sharing pictures and construction news.



Construction begins in Japan.

The Japan Division of the Catboat Association was formed. They had three owner members, Miki San, Dr. Ishikawa and Dr. Kitagawa. Others joined, including Lieutenant Morgan Brown, USN who became an enthusiast or non-owner member. His father, Leland Brown, was the owner of *Cumbræ* and summered on Chappaquiddick. My father had introduced him to Miki San. It is a small world connected by sailing, not unlike the clipper ships that linked our countries 150 years ago!

All the members of the Japan Division of the CBA lived in Tokyo and kept the boats 50 miles away to the south, in Aburatsubo. They were planning to build a clubhouse on a houseboat. The grand opening was set for July 30, 1966. Well of course, my mother and father decided they would have to be there. Can you imagine their surprise when the three Japan Division owner members in their custom-made wool blazers sporting specially designed Japanese Catboat Association patches on their pockets met dad and mother inside customs at the Tokyo airport, despite the sultry summer heat? Very Japanese! They really wanted everything to be perfect.



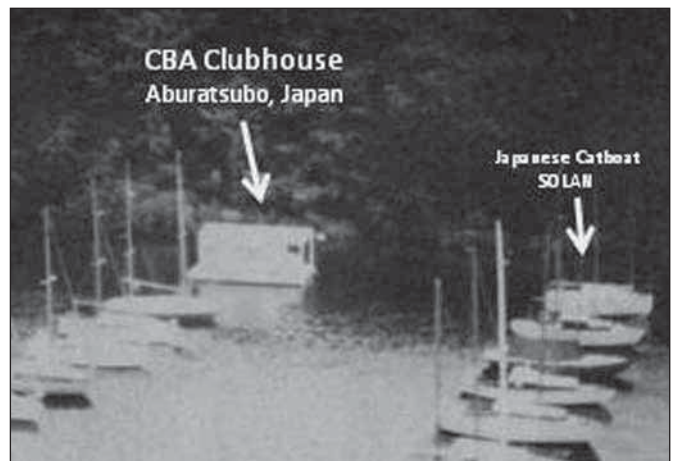
Japanese CBA.

After several days in Tokyo, they all took the Bullet Train to Aburatsubo where they toured the clubhouse and motored out on the new Mahi-Mahi design catboat, marveling at the enthusiasm of the members in spite of the dead flat calm! I still have the memoir my father wrote of that trip.



John and Pinkie with the Japan Division Owner Members.

You may know that Japanese hospitality is legendary and very well organized, like a Catboat meeting or race rendezvous. My parents had a ball. My father never got over the Geisha Party, the kimonos, the hot tub baths before dinner and the all-encompassing hospitality.



Along the way, my father wrote in "The Log of Mystic Seaport": "Although the catboat is not one of the fastest types for windward work and only holds her own downwind, she is a wizard on a broad reach." His sparse description was accurate in my experience.

Back in the summer of 1962, I was working at Mystic Seaport. *Pinkletink* was docked nearby.







In the evenings, I would gather a few friends and we would power down the Mystic River, under the bridges and into Long Island Sound before we set sail.



I couldn't wait to shut off that noisy 22 hp. Palmer engine and let the peace and quiet surround us. We sailed down the Sound on a broad reach marveling at the phosphorescence lighting up our wake...as they say on the Vineyard... "Nothing finer!"

Speaking of running downwind, I recall my father and I were sailing from Point Judith south past Watch Hill to reach Mystic for some meeting or other. The winds must have been pushing 20-25 miles per hour from dead astern. We had a double reef in, towing the dinghy, *Pinkledink*, on a long painter, foul weather gear on.



You get the picture!

Being young I thought it was great fun boiling along as fast as a cat could go. My father was rather anxious, however, since the dinghy kept taking on water and the gaff jaws might break at any time. After pulling the dinghy alongside a few times to bail in the boiling sea, he decided that was enough and we had to get it on board. The boom was way out to port, so we pulled the dinghy alongside to starboard and somehow heaved it across the cabin house. Without that drag, we started yawing a bit in the heavy following sea. Dad took the bucket, fastened a line to the handle and let it out aft a good 20 feet making a jury-rigged sea anchor. It worked! I am sure he wrote up that "Chinese Fire Drill" in some publication.



Nearly won.

And the special relationship my parents developed with Nelly and Oscar Pease, the last catboat oysterman out of Edgartown.



Oscar Pease.

A few more catboat memories... There was the time we were sailing in dense fog from Nantucket to South Yarmouth on the Cape. Those were the days of dead reckoning with compass, chart and Eldridge's Tide Book. This time it was quiet tension. Would we come across the mid-channel buoy marker or run aground first? Well, we did make the marker, stayed on course and avoided running aground as we neared land and the fog began to lift. Now, everyone uses GPS...no worries!

Speaking of dead flat calms...one day we sailed out of Menemsha for a late afternoon cruise with old friends, Jessie Boak and Margo Stephens. It was picture perfect, except for the dying wind as we headed back to harbor. The Palmer engine refused to start and nearing the jetty Jessie pronounced, "What we need is a bit of the ash wood breeze." She had spotted the 12 ft. steering oar lashed to the deck. By using it first to port and then starboard, coupled with a string of good fortune, we avoided all obstacles and made it in to Dutcher Dock in one piece...with a tale to tell.

I also remember the fun catboat races, some of which we nearly won.



*Vanity.*



His knowledge about all things catboat is legendary. In recent years Oscar's *Vanity* has been maintained and sailed by the Martha's Vineyard Museum. As my mother would say, "She's a dandy boat." When my mother turned 100, she had a grand sail out of Edgartown harbor and into Cape Pogue Pond aboard *Vanity*...another fitting bit of catboat magic.



Pinkie aboard *Vanity*.



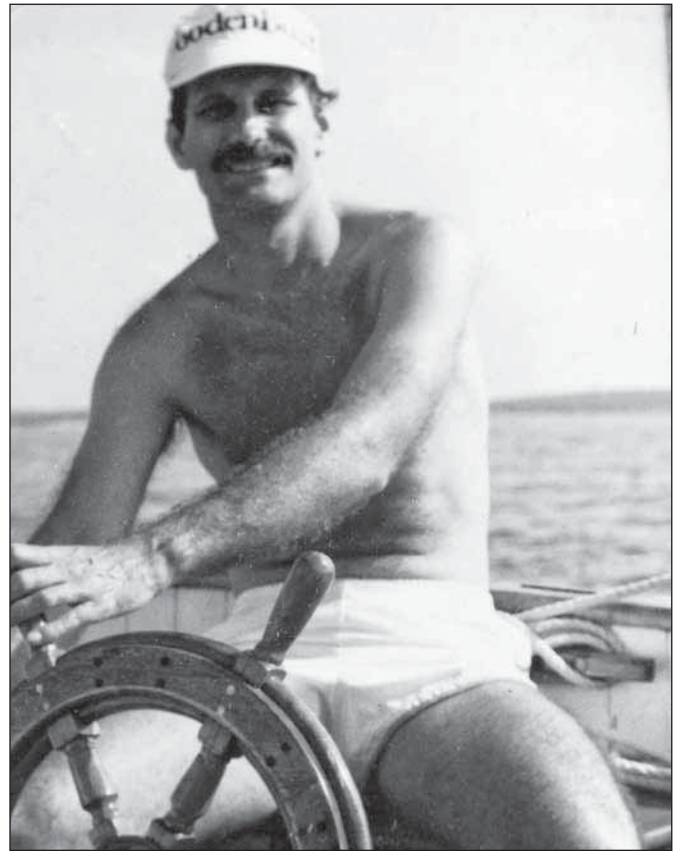
*Vanity* crew.

Then there is the story of "The Girl, Me and the Cat." It was the summer of 1981. I was on the Vineyard just having a grand time with my daughter Jillian from my first marriage.



Jillian with Pinkie and John about 1964.

Feeling pretty fit, I entered the Chilmark Road Race and met the girl of my dreams.



Doug Leavens, feeling fit.

Judy David transplanted to Cambridge, Massachusetts from San Francisco. She was a frequent summer visitor to the Vineyard. And actually her time in that road race was better than mine! Undaunted, I invited her and her friend Ethyl out for a sail from Lambert's Cove to Tarpaulin Cove across the Vineyard Sound.



It was a picture perfect day and Judy, who preferred her feet on dry land, had put up a delicious lunch and showed a keen interest in my earnest instructions on the finer points of sailing. Talk about buff! Here she is 6 months later at Walden Pond. We were engaged by then.



Judy.

After Judy completed her doctorate in Education at Harvard and agreed to move down to New Jersey, we were married November 27<sup>th</sup> the following year. There is something about the Leavens men getting their wives to relocate from Down East to the Garden State! My grandfather William Barry, my father and me!



I still love Judy's cooking!

My Dad had a stroke when he was about 81 and had to slow down. His mind was still sharp and he would write and share stories, ideas, photos from his collection and generally provide support and encouragement to those who were writing the CBA Bulletin.



John Leavens in later years.

He had passed on his main responsibilities having laid the foundation for the CBA so others could pick up and carry on. He always enjoyed a sail on *Pinkletink*... just the right tonic.



Pinkie still sailing.

My mother continued to sail whenever and with whomever she could and was frequently a guest in the regattas and attended Catboat Association meetings. She had many friends and stayed in touch with them.





She also loved a good birthday party. Since her birthday was August 27<sup>th</sup>, we were usually at Roxbury for the main event. My daughter, Jillian, would make a special hat; we would bake a cake, light candles, sing and generally have a good time, especially for her 80<sup>th</sup>, 85<sup>th</sup>, 90<sup>th</sup>, 95<sup>th</sup>. Are we going to make 100??



A good party.



Are we going to make 100?

Judy and I threw a big party and invited all the cousins, friends and family, over 100 of them, to our house on the Vineyard where Pinkie held court. She was just amazing and everyone who knew her loved Pinkie. Jillian continued to make those hats. Her daughter Alexa Marion Cosgrove, aka Lexa, is now 10½ and thought Great Grandma's 100<sup>th</sup> was just super!

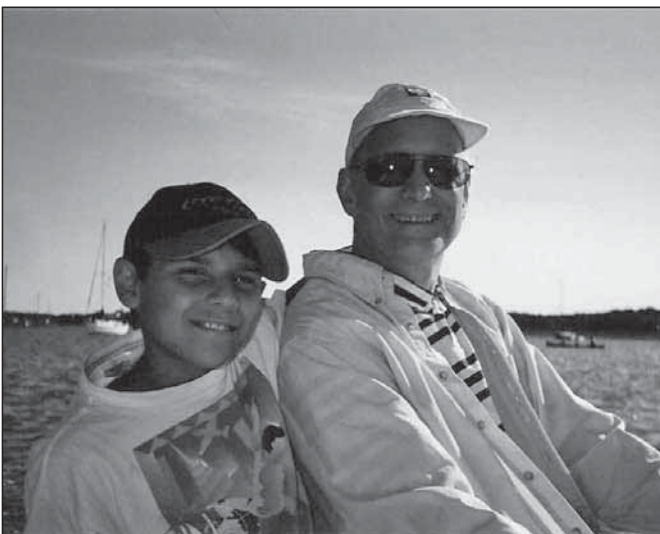


Lexa.



Pinkie.

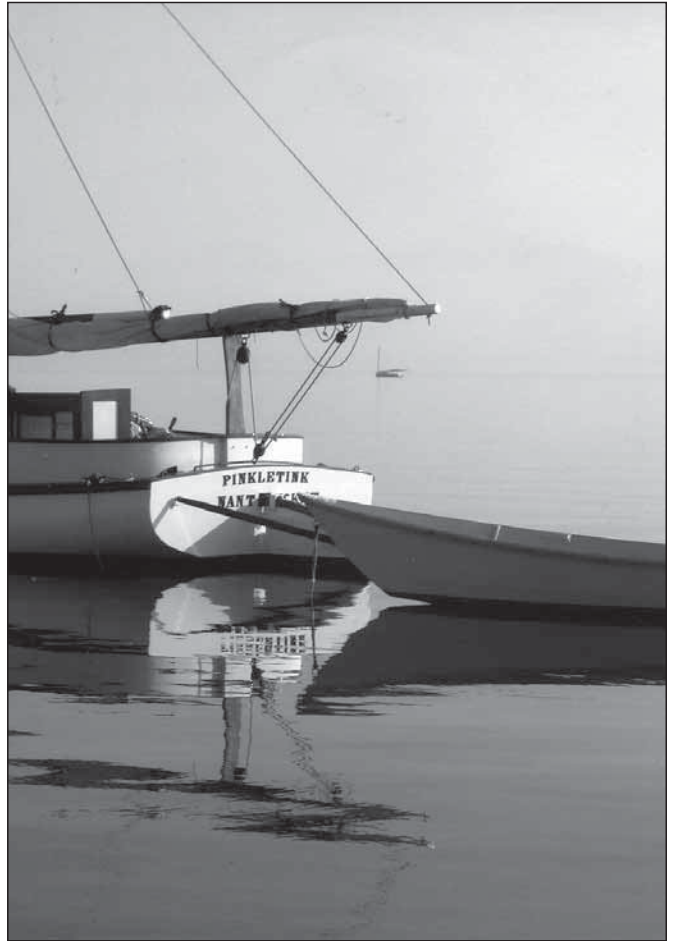
Though I don't have a catboat, I mooch a sail whenever I can. I have been out on *Vanity* several times in Edgartown, sailed with our own Mark Lovewell. My wife knows I love to sail. Once when a stranger asked her and our son Ivan if they would like to help put the sail on his boat off Menemsha early the next morning, she volunteered my services. Ivan and I were there at 6 a.m. She was the 110-foot sloop, *MassTransit109*, and the sail, lying there on the expansive deck, was huge.



Doug and Ivan.

Eventually we got the sail up and I spent the day sailing the Vineyard Sound as payment. It was perfect, even though she was not a Cat!

We sold *Pinkletink* around 1985. Right after that she got a new diesel engine. I was living in Abidjan, Ivory Coast at the time and was sad to think that an era lasting over 30 years had come to an end. We were later thrilled to learn she had a wonderful new home on Nantucket where she had been lovingly restored (See "CBA Bulletins" # 121 and 132) and was going as strong as ever...a tribute to the Crosbys who built her and to all the owners who had enjoyed and cared for her. It is that special, often magical connection between the person and the boat that endures.



*Pinkletink* restored. Photo courtesy of Bill McKay.

Thank you for letting me share these stories with you and for the opportunity to join in celebrating the Catboat Association's 50<sup>th</sup> Anniversary. My parents would be thrilled that you're here and I'm here carrying on what has long been a Catboat Association tradition...swapping yarns and having a real good time.





# 2012 Marshall Marine 50th Birthday Party

Smith, Marshall, and Cole Families

SOUTH DARTMOUTH, MA: And quite a party it was thanks to all 200 plus people who came to celebrate.



The cake says it all!

## Foreword

This year the primary focus of the Padanaram Rendezvous was celebrating 50 years of the building of Marshall Catboats. Catboat sailors from as far away as Maine and Maryland joined the festivities with *Surprise*, a 25 ft. Wilton Crosby designed cat, out of Brunswick, ME sailing the furthest by sea, *Sanderling*, a 1962 Marshall Sanderling being the oldest Marshall Cat present, and, *Anna* a Sanderling sailed out of Annapolis, MD and *Bubbly* another Sanderling from Potomac, MD traveling the longest distance over the road.

Forty-six boats participated in the parade out the harbor to the race area on Buzzards Bay and to the racecourse for the small cats in the upper Apponagansett Bay north of the Padanaram swing bridge. On Buzzards Bay winds were light and the weather was overcast, but the rain thankfully held off and a three mile course was posted taking sailors out and around Butler Flats Light House located on the outside of New Bedford Harbor.

## A Little History

The first Marshall Cat was built in New Boston, NH in 1962. It was the 18 ft. Sanderling that many of us have sailed and still sail today. The prototype

was built to the lines of a wooden cat and enhanced based on Breck Marshall's extensive sailing, racing and building experience. In fact in the 50s he had a wooden cat, *Zamboanga*, which was successfully raced along the New England South Coast. The lines of the Marshall Cats turned out to be close to their wooden cousins and are acknowledged by many to be very pleasing to the eye.

When the boatbuilding activity was moved to South Dartmouth on Apponagansett (Wampanoag eastern Algonquian dialect for "Where He Sits, Remains") Bay in 1963 orders rapidly increased. At this time space was rented to build boats at the Cuttyhunk Boatyard. Something about Downeast Yankees, they want to see a boat built near water.

Profiles of Marshall Catboat Sailors frequently follow the aging process – younger couples and families day sail and sometimes overnight on the 18 ft. Sanderling a lively sailor, then move up to the Marshall 22 for more extensive cruising, and as age progresses the desire to enjoy a catboat that sails well motivates them to acquire the 15 ft. Sandpiper. A great example of this is Lee Williams and his Sandpiper *Epilogue*. It is interesting to note a number of Sandpiper racing fleets have sprung up along the east coast as far south as Florida.

The current Marshall Marine Boatyard was purchased from the Pickett family in 1967 by Breck Marshall, then in 1976 John Garfield, who had been working at the yard, took over the operation until 2006 at which time Geoff Marshall, son of Breck Marshall, and wife Kristen Marshall bought the business. Geoff had been working in the boating industry in a number of different positions from building to managing and holds a degree in Naval Architecture from Maine Maritime Academy in Castine, ME. In recent years Geoff and Kristen have grown the business beyond building Marshall Cats, storing and repairing boats. They have also initiated a Brokerage for Marshall Catboats and the building of the Sakonnet 23 sloop formally built by Edey & Duff of Mattapoisett, MA.

The Marshall Boatyard property has not only stored boats but was actively building them as well on and off for two centuries. Shipyard Lane's water

access was laid out in 1802 and a shipyard was started there by William Thatcher (brother of the man credited with naming the village “Padanaram”).

In 1945 Charlie Pickett and the builder of the McKenzie bass boats bought the yard. Prior to this time it is believed the yard was empty. The Pickett family named it the Cuttyhunk Boatyard as many of the fishing guide boats from Cuttyhunk Island in Buzzards Bay were maintained at the yard. Shortly after the purchase of the yard the Pickett family became the sole owner. The Pickett’s Chesapeake Retriever named Bosun hung out at the yard and every spring would chase the boats being launched down the yard. One spring Bosun got caught under a boat which interrupted the launchings but was retrieved, no pun intended, in good shape.

When the Cuttyhunk Boatyard started, a wooden building stood where the main office building is now and a summer house on the property was located near the water. The silver metal buildings were erected in the early 1960’s. About 1954/55 Charlie and his wife Marion had the white house next to the boatyard built. In 1969 the original wooden building burned down and was replaced with the blue office building of today. All records of the earliest Marshall cats were lost in the fire. For many years a 4<sup>th</sup> of July clam boil celebration was held at the yard. Prior to 1971/72 launchings were done via a railway with the winch and engine mounted on the concrete pad still outside the office building today. 1945 etched in the concrete pad is still visible.

The Padanaram Village, in South Dartmouth, MA, area had a thriving boat building industry on the Apponagansett Bay beginning in the mid 18<sup>th</sup> century and in the early 19<sup>th</sup> century was a minor whaling port. During the Revolutionary War the British burned much of the town including most of the shipbuilding industry due to the residents’ fierce wish for independence.

Gary and Susan Gulbranson who grew up in South Dartmouth and Kristen Marshall, helped provide some of the boatyard history, but did not substantiate the following Legend.

*Legend has it the first boat built on the boatyard site was a cat rigged canoe by a Wampanoag Indian. Yes many yarns are spun by the regulars, sometimes referred to as fixtures, at the yard – in the spring catboat owners are about 30% efficient working on their boats as the socializing is in high gear and of course one must help a fellow boater.*

On the Marshall Marine website, [www.marshallcat.com](http://www.marshallcat.com), is a video that was created for the celebration.

## Buzzards Bay Race and Results



The Catboat Fleet on its way giving the locals a view to remember.

Ten-knot winds out of the southeast greeted the fleet so it was not surprising that the Catboat *Anna* an 18 ft. Sanderling was first over the finish line. Dave Morrow was awarded the *Marshall Marine Trophy* for fiberglass cats. The *Captains’ Smith Trophy* for altered cats went to Andrew Segar who sailed *Scout* a Marshall 22 Sloop. In the wooden division the *Breck Marshall Trophy* was again awarded to Bob Luckraft sailing *Genevieve* built by Herbert F. Crosby in 1927.







OOPs!



What is that cat doing and where is it going?



Close shave!



They do not come any prettier than this woody.

## Upper Harbor Small Cat Race and Results

New this year was a race for open cockpit cats. It was held in the upper part of Apponagansett Bay near Marshall Marine. Four Sandpipers showed up for the event. All four crews were experienced sailors making it a fun and challenging race. Our hats are off to one boat that had a crew of four adults and an outboard engine – tough to compete with the other boats that had effectively the weight of two adults on board.

The event consisted of four races of about half hour duration each. It was interesting to observe the first race was one of each boat getting accustomed to the course. Shifting winds and a sandbar (caused one boat to go aground) posed a challenge to the fleet sailing around Little Island.



Catboat sails passing by on the backside of Little Island in the upper harbor.



Jed Webster, skippering *Noah*, achieved the best total low score (lowest finishing position) out of four races. Jed is the son of Jay Webster who sails the Marshall 22 *Ishmael* out of Wild Harbor, MA on Cape Cod. When Jed was growing up, his dad owned the Marshall Sanderling, *Beach Plum*, which gave him the opportunity to learn his sailing skills at an early age.



Jed Webster in *Noah* (foreground) passing *Sanderling* skippered by Dick Pepin. Crew on *Sanderling* is Hannah Earl in the stern and Becky Cole amidships. Crew on *Noah* is Jed's son Jake and brother in law Jim Bello.

Accordingly, a new Small Catboat Trophy was awarded to Jed Webster. It is in the shape of a Sandpiper transom. Hopefully, we will see this fleet grow in future years, as it is open to all small catboats.



Small Catboat Trophy shown in foreground with the other trophies on display.

## Celebration Highlights



Jerry Smith (Padanaram Rendezvous Grand Marshal), sitting, overseeing the event approvingly. Jerry with wife Sammy successfully planned and directed the Rendezvous for over three decades. Frank Cassidy, former CBA President is in the background with Anne Smith standing at the right and Megan Marshall in front of Anne.

The Marshall clan was on hand to pose for a photo prior to the cake being served and received cheers from the crowd to acknowledge the 50<sup>th</sup> birthday of Marshall Catboats.



The Marshall family is shown here (l to r) Megan Marshall, Sarah Pinney, Geoff Marshall, Dylan Marshall and Kristen Marshall.

Under a large tent everyone enjoyed the open shellfish bar supplied by Cuttyhunk Shellfish Company, various libations, music by Matt Smith with his band Fourteen Strings (name varies with the number of instruments involved), and food brought by everyone to include their own burgers, steaks, and hot dogs that were on the charcoal grills.



Celebration under the tent.



Matt Smith (son of Jerry and Sammy Smith) with Dave Colon serenading the assemble catboat sailors.

A commemorative steel sculpture of a catboat engraved with “50th Anniversary of Marshall Marine” was presented to Geoff Marshall by *Caterpillar* owner Skott Rebello and his brother Kirt, a metal artisan. The boat is named “*Sammy*” and even flies the pink wimple issued to all Padanaram Rendezvous participants in 2010 in memory of Sammy Smith.



Metal Catboat fashioned by Kurt Rebello.

The rains held off all day until the evening but were enjoyed by young children who laughed and giggled as they ran through the cascading rainwater flowing off the tent.

## Awards

Before acknowledgement of the those sailors that performed interesting and spectacular feats on the water the *Padanaram Spirit Award* created and donated by the distinguished artist Peter Arguimbau was awarded. It consists of a catboat scene painted by Peter that is framed by a bronze oval shaped porthole mounted on a varnished board. It was presented to Bob Reddington (aka Bad Bob). **Note:** “*The Padanaram Spirit Award was first given in July of 2011 at the Padanaram Catboat Rendezvous. The recipient is chosen based on his/her spirit, energy and enthusiasm during the Padanaram Rendezvous. The award may or may not be given annually based on the judgment of the Padanaram Rendezvous Committee.*”



Bad Bob with the Padanaram Spirit Award.

Coveted last place prizes to those who were last in the racing fleets were tote bags with Padanaram/CBA labels containing Saltines and Sardines, needed sustenance for those who get hungry being out on the water for so long.

Now to the really fun stuff - we again were able to enjoy the Sammy Smith tradition, now perpetuated by her daughter Anne Smith, of recognizing notable nautical feats, some zanier than others, performed by catboat sailors on the water. Here they are:



### Magnifying Glass

To Ken Spindola on *Spinny Too* for having trouble with his clew and had to look for a clue to solve the problem.

### Boat Fender

To Cal Perkins for plowing his way through the fleet on port tack in his recently acquired Atlantic City cat *Cape Girl*, which seemed to be gigantic compared to the boats around him.

Luau Party Gear (bright colored skirt and leis)

To Bruce Almeida and Larry Langford so they can see one another – interesting they were the only two boats with radar yet nearly had a collision.



Yes that is Bruce in the flashy skirt and Larry has that look I'm so glad they didn't make me wear the skirt. We all were impressed with Bruce being a good sport about the presentation.

### Marshmallows and Skewers

To Bob Luckraft who's engine seemed to have had a meltdown.

### Stool with Anchors

To Gaelen Canning on *Sunshine*, a sloop rigged Sanderling, with a crew of 7 on board, many of whom were little people so a stool seemed appropriate.



Can any more people fit on *Sunshine* – of course it's a catboat!

### Tow Hitch and Fluorescent Flag

To Jon Agne on *Surprise* for towing *Genevieve* through the bridge to a safe anchorage.

### Flashy Orange Gloves Replete with Bows

To Dick Pepin on *Sandpiper* a Marshall Sandpiper, who got tangled up in a mooring off

Marshall Marine, to assist in untangling the boat and cleaning it up.

### Inflatable Penguin

To Peter Nelson on *Esmeralda*, a Marshall Sandpiper, who ran aground while sailing around Little Island in the Upper Apponagansett Bay race.

Then the following two other awards were made:

A new ensign courtesy of Bechman's Marine Supply

To Matt Smith for being a patriotic sport and driving a videographer around all day to chronicle the races.

### A Muck Rake

To Sarah Pinney for her pond. Somehow the muck rake appeared in the awards bag much to the surprise of Geoff Marshall who was making the presentations. It seems his mother, Sarah Phinney, often purchases stuff on-line and has it shipped to Marshall Marine.

## Listing of Participating Boats

<u>Boat Name (Owner)</u>	<u>Type</u>
Fiberglass Cats	
<i>Anna</i> (Dave Morrow)	Sanderling
<i>Ahoy</i> (Wayne Braley)	Sanderling
<i>Artful Dodger</i> (Robert/Tina Mase)	Sanderling
<i>Bingo</i> (Jack Ryan/Lucy Shea)	Sanderling
<i>Brig O Doon</i> (Doug Hill)	M-22
<i>Bubbly</i> (Paul Cammarato)	Sanderling
<i>Carel J</i> (Joel Ristuccia)	M-22
<i>Cat Nap</i> (Paula Fleck)	M-22
<i>Catterpillar</i> (Skot Rebello)	Sanderling
<i>Chantey</i> (Larry Lague)	Sanderling
<i>Clara</i> (Wes Van Cott)	M-22
<i>Egret</i> (Arthur Ullian)	M-22
<i>Ella B</i> (Ed Will)	Sanderling
<i>Emily</i> (Larry Langford)	M-22
<i>Emmalina</i> (Charley Appleton)	Sanderling
<i>Genie</i> (George Peterson)	M-22
<i>Harvest Moon</i> (Bruce Almeida)	M-22
<i>Hobo</i> (Hans Brenninkmeyer)	Sanderling
<i>Ishmael</i> (Jay Webster)	M-22
<i>Jolly Mon</i> (Higgins/Draper)	Sanderling
<i>Jellicle</i> (Mike & Marty Power)	Sanderling
<i>Kitten Kaboodle</i> (Bob Dawley)	Sanderling



<i>Loose Cannon</i> (Eric Peterson)	M-22
<i>Minus</i> (John Donovan)	M-22
<i>Moby</i> (Macy Lafreniere)	Sanderling
<i>Morning Star</i> (Kristen/David)	M-22
<i>Puddleduck</i> (Jerry Smith) (Jemiolo)	M-22
<i>Red Squirrel</i> (Ned Lund)	M-22
<i>Sailor Dog</i> (Charles Hagedorn)	Sanderling
<i>Sanderling</i> (Mike Miller)	Sanderling
<i>Shannon Marie</i> (Kevin)	Herresoff
<i>Silverheels</i> (Peter Wood) (O'Driscoll)	M-22
<i>Sparky</i> (Chris Fairfax)	Sanderling
<i>Spinny Too</i> (Ken Spindola)	M-22
<i>Windee</i> (George Pinsten)	
<u>Altered Cats</u>	
<i>Scout</i> (Andrew Segar)	M-22 Sloop
<i>Sunshine</i> (Gaelen Canning)	Sanderling Sloop
<i>Tango</i> (Larry Walsh)	M-22 Sloop
Small Cats	
<i>#2</i> (Michael Stockhauser)	Sandpiper
<i>Esmeralda</i> (Peter Nelson)	Sandpiper
<i>Noah</i> (Jed Webster)	Sandpiper
<i>Sandpiper</i> (Dick Pepin)	Sandpiper
Wooden Cats	
<i>Cape Girl</i> (Cal Perkins)	Atlantic City
<i>Genevieve</i> (Bob Luckraft)	H. Crosby
<i>Lottie Cates</i> (Bruce Gratz)	F. Williams
<i>Surprise</i> (John Agne)	W. Crosby

## Finale

Please join us next year at the Padanaram Rendezvous – we will make sure it will be a fun time! We wonder who will be awarded Bruce's flashy skirt next year. And, pass the word the tradition of a Small Catboat Race was initiated this year and is planned to continue in future years.

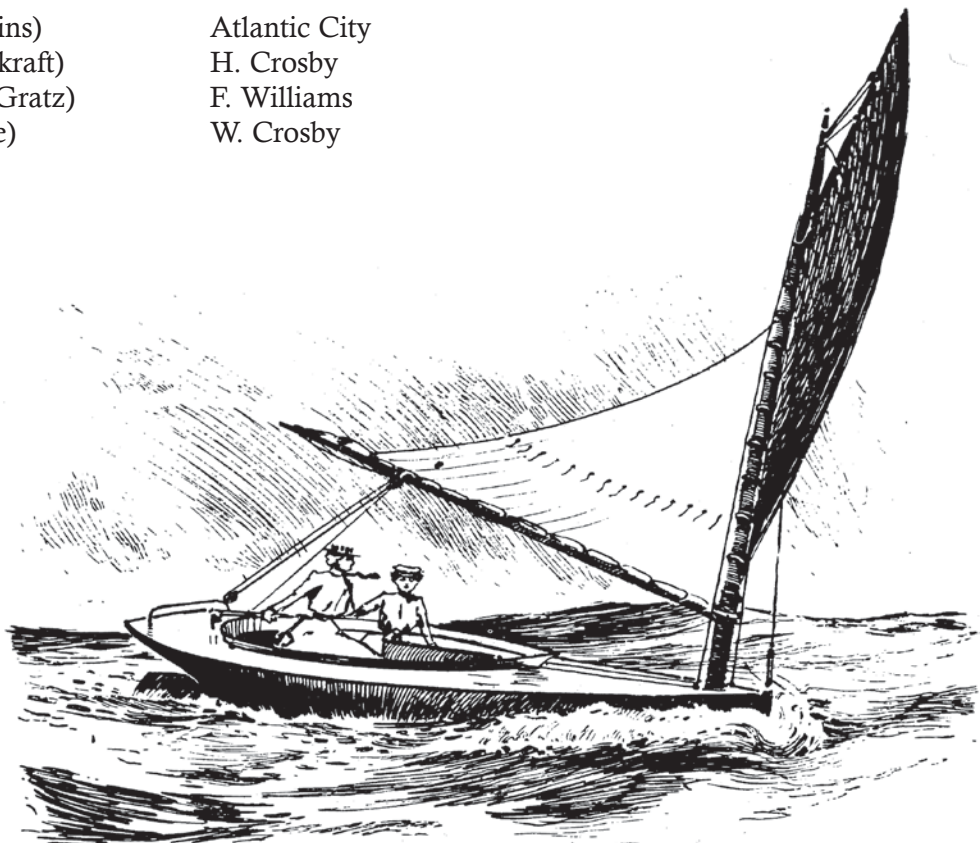
Again, many thanks to those catboat enthusiasts who made this party a roaring success.

Acknowledgements:

Pictures are by Dolores Cole and Kristen Marshall.

Boatyard history provided by Kristen Marshall and Gary/Susan Gulbranson

**EDITOR'S NOTE:** *At the time of this writing we are sad to report Jerry Smith passed over the bar after a long fight with cancer. Please see his obituary, which is included in the "In Memoriam" section of this Bulletin.*



# Yarns & Adventures

---

Bill McKay, Editor

**EDITOR'S NOTE:** *We treat you with another William Winslow contribution from his recent book, "Catboat Tales." And Falmouth on Cape Cod has delivered us another writer, Tom Grossman, who sails the Herreshoff America Hope. If there were a Bulletin Art Section, Tom's article would be the centerpiece. You are now near Thanksgiving, our sailing season is over for most, so why not write down a few of your 2012 adventures and send them to us to publish in the winter? Thank you very much. Send yarns to:*

*Bill McKay 79 River Road, Mashpee, MA 02649-3543 (508) 477-9674 bill.mckay@catboats.org*

## Memorable Moorings

---

William Winslow

With their shallow draft, catboats can be anchored just about anywhere. I can drop the hook with the best of them. My problem is: how shallow is too shallow? Take New Harbor on Block Island, for example.

On a summer weekend you can practically walk to shore across the decks of boats shoehorned gunwale to gunwale. My first trip we sailed almost to the head of the harbor, maybe 50 feet off the shore and in about four feet of water. It was a protected spot away from the rest of the fleet; too protected, in fact.

We itched to go ashore but, with no dinghy, we hailed the commercial launch. Alas, they couldn't get near to us for fear of grounding. So, we cooked onboard that night and forsook the shore-side delights – read 'bars' – of this delightful watering hole.

The next morning was even worse. Aldo, the Italian baker who plies his wares of freshly-baked rolls, muffins and pastries to anchored cruisers, also couldn't edge his boat close enough to hand off the goodies. We could smell 'em, but we couldn't eat 'em.

On another occasion I was solo sailing into a narrow-mouthed little harbor trying to fetch up to a neighbor's dock. Instead, I came solidly to grief on a nearby sand bar on an ebbing tide. That's where I spent the rest of the night, too embarrassed even to call my friend knowing he would come down to the boat.

My luck didn't run much better when my crew, Sed, and I put into West Neck Harbor, a perfect

landlocked cove on Shelter Island off the eastern end of Long Island. It being October, we decided it was easier to pick up a vacant mooring, as few boats were still in the water that time of year. It was the wrong move. No sooner had Sed slipped the mooring line over the bow cleat than a man came running out of his house gesticulating madly and shouting at the top of his lungs. We couldn't hear him, but the body language was pretty obvious. We backed off and dropped the hook as far away from that mooring as we could get.

Shelter Island figured again in another sailor/resident clash. Coecles Harbor is justly famous for its beauty and serenity. The Mashomack Preserve protects the entire western side from development but that didn't stop one resident from venting his spleen. Buoys mark the outer limits of the anchorage, and it seems I was a tad outside of where I was supposed to be. "You @#\* boaters who don't follow the rules ruin it for everyone else," he bellowed, probably waking up every sailor within half a mile. "More people like you and we'll shut the whole area down," he threatened. Needless to say, we didn't venture ashore.

In Newport, my crew, Nelson and I finally found relief. We had decided to pick up an unoccupied mooring in Brenton Cove, which we did. Suddenly, a passing boater shouted, "Hey, skipper, this is a restricted zone, no transients." He paused. "But you know what, it's late in the season; you're safe. Enjoy your night."

# Whales, Sails and Centerboard Tails

Thomas A. Grossman



In 2008 with the help of an avid sailing friend, I purchased my first sailboat, a 1973 Herreshoff America Catboat. In the summer of 2008 while learning to sail, I almost ripped the mast off the boat during an accidental jibe and, on another occasion, I managed to lose my 84 year old mother somewhere in the cockpit of the boat after the sail and gaff came crashing to the deck. After desperately digging through the piles of sail to find her, I was relieved to find her hiding under the cockpit benches unscathed, except for a bump on the nose where the boom almost knocked her unconscious. For three days she complained her nose was sore, which I was fortunately able to blame on her allergies. I feared that if she remembered what really happened, she would never set foot on the boat again. So this was the beginning of my sailing career.

I later learned from my sister who lives on the Vineyard that catboats are sometimes referred to as “decapitation boats,” a fact that has never escaped my mind since my horrifying experience with my mother. As I slowly progressed as a sailor, I started to figure out how to avoid an accidental jibe and fewer sailboats were approaching me in a panic with offers of help. It’s a sure sign of trouble when the main sail is wrapped around the mast three times. However, I love sailing and I wasn’t going to be discouraged by some hotshot sailors trying to make me look bad and undermine my unwavering enthusiasm. I was well on my way to being the master of my ship.

However, despite the personal pledge I made to join the ranks of history’s great sea captains, there are a few embarrassing moments I would prefer to forget. For example, I was at a ramp launching my catboat and an extremely helpful good Samaritan at the dock kindly brought to my attention the fact that the transom straps were still attached to the trailer. In all honesty, the boat did look like it was indeed riding a little low in the water. In a surprise moment

of pride and indignation, I curtly explained to the nearby hecklers that I was bringing the trailer with me so it would be easier to pull the boat out of the water when I reached my destination. That shut them up.

By the summer of 2010, I was beginning to get my sea legs. I had successfully completed various boating safety courses and I was ready to seek out new friends. Unfortunately, I made the mistake of inviting my old friends to go sailing with me first and one by one they began to refuse to return. I can still recall one friend clamoring off the boat to kiss the ground, shouting, “Why didn’t you learn how to sail first?” I tried to explain that sailing was more of an art than a science and that it’s unrealistic to expect the weather to always be perfect.

During the winter of 2010, I began to doubt whether sailing was the right thing for me. I embarrassed myself at the launch ramp. I almost killed my 84-year-old mother with the boom of my catboat. If I had any friends who were once fond of sailing, they all disappeared after I exposed them to Vineyard Sound’s stiff summer winds out of the southwest. I thought half the fun of being on a sailboat was getting wet. I didn’t realize that the look on the faces of my friends was that of terror. I thought they were smiling.

Despite the trials and tribulations of 2010, the events of last year, 2011, altered my perspective towards sailing forever. One sunny summer afternoon while sailing through the narrow channel of a small navigable harbor, I came into the wind towards a shallow stretch of sand and realized to my shock and surprise that I had managed to bend my steel centerboard. After losing \$2,500 and half the summer, my catboat was sporting a brand new steel centerboard and the old centerboard lay in the bed of my pickup truck, a rusty relic of almost forty years of service plying through the salty and corrosive waters of New England. My conscience would not allow me to dispose of such a monument to catboat history. It was the original centerboard that came with the boat and although parts can be replaced, they are only original once. For months, my old rusty centerboard rested against a tree as a reminder to all: one must be vigilant against the sea’s power to reclaim all of mankind’s creations.





The winter came and went and it occurred to me that if I can sail without really knowing what I'm doing, I could perhaps transform this rusty old bent centerboard into a work of art. I believed that I could make something out of it that truly reflected the essence of the ocean's life force. I knew I could transform this worthless slab of rust into a magnificent sperm whale. Unlike how I learned to sail, I was not going to go about this by trial and error; I was going to find a mentor.

The first step of my journey took me to the New Bedford Whaling Museum where I studied depictions of whales fabricated from countless materials including metal, iron, wood and ivory. I studied the skeletal structure of the sperm whale and visited antique maritime bookstores in an effort to understand how whales were depicted in sketches, paintings and drawings in ship's logs.

I even walked the streets of Falmouth looking for other artistic renderings of whales and discovered that most were simplistic profiles cut from wood, painted pastel colors and affixed above garage doors

and windows that for some reason were given whales instead of shutters.

Soon it dawned on me that if I were going to build a whale out of a half-inch sheet of rusted metal, I was going to have to get some training in metal work and welding. I signed up for an intermediate welding course at the Cape Cod Technical High School and felt as if I were on my way to realizing my whale dream. Never having learned basic welding created a few obstacles for me, but I quickly overcame my fear of operating an arc or stick welder and before long I was welding pieces of metal together. I knew that my whale was going to need some welding and I felt driven by the realization that if the whale needed teeth, I could weld them on and that if the whale needed a fluke, no problem. I was heartened by the fact that I could eventually weld a chain onto the back of the whale and hang it on my wall.

While my whale masterpiece musing was in full force, I had not so much as moved the old centerboard from its perch against the tree in my yard. A discouraging detail then crossed my mind; I didn't own any welding equipment. During the several days that followed, I went online and bought an arc welder with welding rods, welding gloves, welding helmet, welding jacket, welding pliers and welding hammer along with an oxy-acetylene cutting torch and angle grinder with cutting wheels. In addition to the above, I also bought goggles, a face shield and a respirator air filter. I was ready to breathe life into my creation. My whale was about to be born.

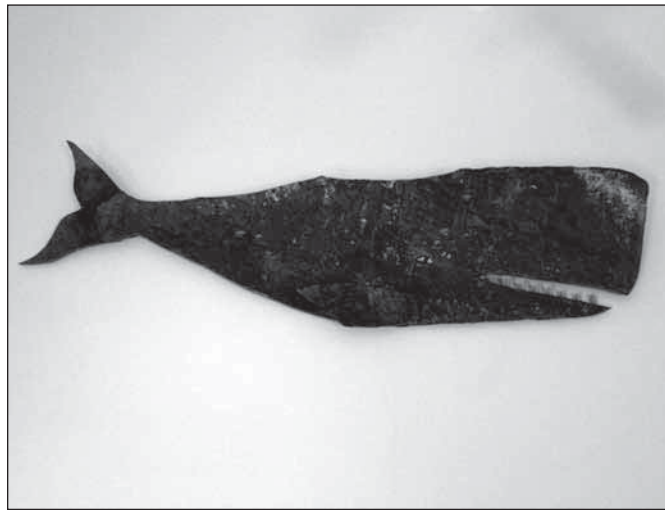
In the way of background, the centerboard on a Herreshoff America Catboat is made out of ½-inch steel and weighs approximately 150 pounds. Even ravaged by corrosion over decades, the centerboard still weighed at least 100 pounds and had to be carried about by two people. Despite being fabricated out of a solid sheet of steel, the old centerboard possessed various layers of rust that appeared like strata, approximately 1/8-inch thick and capable of being pried apart with a screw driver and broken apart in one's hands like a thin slab of shale rock. Although I was careful not to mar the rusty patina of the old centerboard, it was apparent that the strata of oxidized steel could possibly separate at any time leaving me with nothing more than broken sheets of rust over a naked core of mangled metal. I was convinced, if the whale were to ever exist, I had to do my best to preserve the message of time from the sea, which had been etched into the soul of the metal.

Construction of the whale began with a soapstone pen outlining the shape of the creature. Then I donned my eye protection and respirator and began cutting through the metal using a 4½-inch angle grinder. After wearing out approximately 5 composite cutting wheels, the shape of the whale finally came alive, measuring over 5 feet in length, 15 inches wide at the middle and weighing over 75 pounds.

Next, the whale needed a fin, which I welded onto its side and, of course, I needed some whale's teeth. Now, the average person might understand how difficult it is to make whales's teeth, especially out of steel, but I was born with a special advantage. My father was a dentist and I began making teeth for the whale as if it were second nature. I first started with a length of ½ inch steel rod, cut it into 8 sections of approximately 2 inches in length and I proceeded to grind down each tooth to somewhat of a bevelled point. After completing the grinding, I proceeded to weld each tooth into the whales's mouth and took the time to make sure that the teeth looked a little crooked the way one might envision real teeth on such an animal.

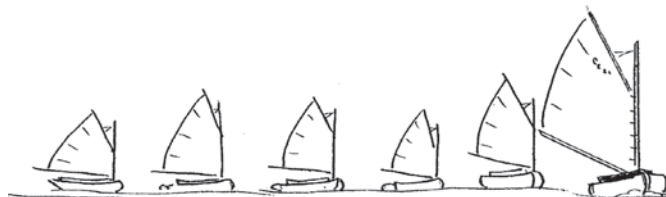
Now that the whale was near completion, I fabricated some brackets and welded a chain along the back. The whale was going to be hung on my livingroom wall above my sofa, a special place of honor. The one thing I did not want to have happen was for this whale to fall from the wall and take the life of a guest or family member. So, I ended up bolting the chain into the studs of the wall.

It has been three months since the whale's migration to the wall of my living room. Many of my friends whom I originally took sailing refuse to sit on the sofa beneath this magnificent creature. However, those friends who are not intimidated by the whale occupy the sofa in a state of complete relaxation and comfort. These brave and courageous souls would board any vessel knowing I am at the helm.



# 2012 Race/Rendezvous Results, Part I

Jim Walther, Editor



## Judd and Cally Judson Nantucket Catboat Rendezvous

Duffy Ross

**NANTUCKET, MA:** On Saturday July 14, 2012 the Nantucket Catboat fleet enjoyed a spectacular sail up to the head of the harbor and back during its annual Catboat Rendezvous. This year marked the first year the event was named the “Judd and Cally Judson Nantucket Catboat Rendezvous.” The fleet decided to rename the event in honor of the Judsons for their many decades of sailing catboats on the island and for their continued tolerance of all of us over the years at their house for the awards ceremony.

The wind was a steady 5 knots for the start of the race, blowing out of the NW. Because the harbor is orientated West to East, this allowed for a running start, something that is always exciting even for seasoned racers. The start was very well organized and went off without a hitch. Our continued thanks goes to Nantucket Community Sailing and their race management team for a job well done. Out of the fleet of thirteen boats, three decided to head over to the left side of the course in an attempt to stay in shallower water and hopefully stay out of the current created by the ebbing tide that is prevalent in the deeper middle part of the harbor.

As the fleet reached the first mark, a government can below the Gamble house, the wind began to shift around to the SW and increase to 10 knots. This favored the folks who decided to head straight for the mark from the start, counteracting any negative tide they may have been fighting. The boats who had thought they were being smart by staying to the left of the course in shallower water, myself included, found ourselves rounding the mark well behind the rest of the fleet. Go figure.

The next couple legs, inside of Bass Point and up to the leeward mark at the head of the harbor were fairly uneventful. I believe that the boats exited the head of the harbor in the same order they came in. During the skippers meeting, it was decided that as opposed to honoring the government mark below the Gamble house on the way back down the harbor as is tradition, we would extend our upwind leg by shooting directly for the finish line after Bass Point. By the time we reached the point the tide was pretty much dead low. It was interesting indeed watching a fleet of catboats, bent on reaching the finish line first, all raise centerboards and shoot the shallows one by one. It is amazing to me we didn't leave a couple out there high and dry.

All in all it was a great day to be on the water. There really is no better sight than a fleet of catboats, sails out, heading up harbor on a beautiful day. We invite any and all to join us next year.

### THE RESULTS:

Rainbow:

- 1) Henry Gewirtz - *Huck*

Marshall 18's:

- 1) Steve Siegler - *Cleo*
- 2) John Beale - *Catawampus*
- 3) John and Jonas Everets - *Caterpillar*
- 4) Steve Caulfield - *Tigger*
- 5) Emmy Kilvert - *Saber Tooth*
- 6) Duffy Ross - *Nan II Cat*
- 7) Geoff Verney - *Catnip* (Skipper Mark Kraft)
- 8) Dennis Shapiro - *Quicksilver*
- 9) Helen Colen - *Misfit*
- 10) Simon Mikhailovich - *Polar Star*

Marshall 15's:

- 1) Bob Truesdale - *Sandpiper*

Compass 15:

- 1) Rod Peacock - *Maria*



# Great South Bay Catboat Regatta and Rendezvous

Philip B. Linker

The 28th Annual Great South Bay Catboat Regatta and Rendezvous was held as usual at the Sayville Yacht Club on the Great South Bay on Saturday, September 8. Over twenty catboats ranging from 13 foot Woodpussys to 22 foot Marshalls registered for the event. Unfortunately, an unusual weather system that spawned tornadoes in Brooklyn and Queens and tornado warnings for the entire New York area produced exceptionally strong southeast winds, at a steady 25 and at times gusting to 35 knots. This created nearly survival conditions with three to four foot seas, and caused a number of competitors perhaps wisely to withdraw.

Once again the Long Island Maritime Museum provided its historic vessel, *Priscilla*, an 1888 Great South Bay oyster sloop, to serve as Committee Boat. However, after riding at anchor for about an hour before the race, *Priscilla's* Captain, Dr. Mike Caldwell, in light of the increasing winds and seas, decided for the safety of the vessel, a National Historic Landmark, to return to the museum and a substitute boat was provided by the Sayville Y.C.

Due to the weather conditions, PRO Doug Shaw, decided to alter the race course from the usual modified Gold Cup to a "Zee" course in order to avoid a gybe. Two races were held, with 13 boats competing, comprising three divisions: regular handicap, Marshall 18s and Herreshoff Americas. Several sustained damage before and during the first race, and a number of others chose not to enter the second race as the winds continued to build and conditions deteriorated. A group of very wet, sore and tired sailors gathered at the club bar for restorative drinks and post-mortems after the second race!

That evening, following cocktails, competitors and their families as well as Sayville Yacht Club members enjoyed a raw bar and other hors d'oeuvres, and a delicious filet mignon dinner produced by our Club Manager Carl Di Marco and his staff. After dinner, *Priscilla's* Captain Dr. Mike Caldwell gave a fascinating power-point presentation on the history of the *Priscilla* and the oystering industry here on the Great South Bay in the 19th and early 20th centuries.

Finally, PRO Doug Shaw, Sayville Commodore Ed Behan, and co-chairs of the event, Mark Seal and

Phil Linker officiated at the awards ceremony. The results are as follows:

Handicap	1	Menger 19	Louis Jagoda	<i>No Name</i>
	2	Freedom 20	Joe Collon	<i>No Name</i>
	3	Marshall 22	Bob O'Brian	<i>Curlew</i>
Herreshoff Americas	1		Ray Montana	<i>Down Wind</i>
	2		Charlie Huberman	<i>El Gatto</i>
	3		Mark Seal	<i>Jean Seal</i>
Marshall 18s	1		Daniel Linker	<i>Tammy Cat</i>
	2		Tarry and Marianne Deering	<i>Beulah</i>

### Special Awards:

Prettiest Boat: Marshall 22, *Curlew*, owned by Bob O'Brian

Farthest traveled: Herreshoff America, *Downwind*, owned by Ray Montana

Oldest Boat: Marshall 18, *Tammy Cat*, owned by Daniel Linker

## Key Largo Catboat Rendezvous 2013





**Join us for a Weekend of Cruising, Racing, & Celebrating!**

**\*All Sizes & Makes of Catboats are Welcome!**

**\*Friday, Saturday, Sunday, Feb. 15-17**

**\*Rendezvous Dinner on Saturday**

**\*Awards Ceremony on Sunday**



Registration & More Info, [AhoyDavy@gmail.com](mailto:AhoyDavy@gmail.com) or 703.850.6654

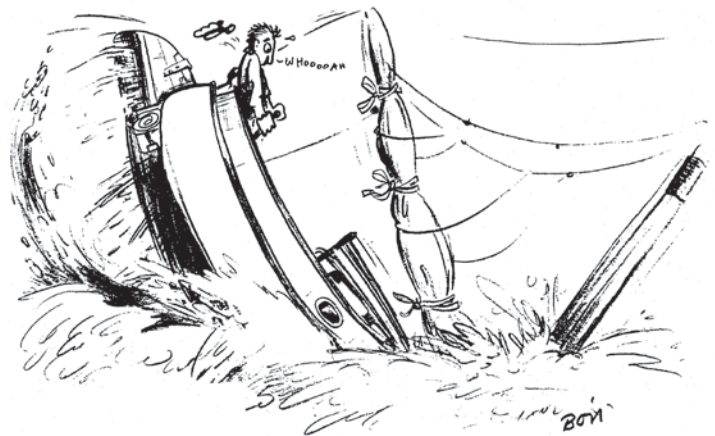


[upperkeysailingclub.com](http://upperkeysailingclub.com)



# Boat Building and Maintenance

Bob Reddington, Editor



*Dear Membership,*

*Yeah me again, when you have a problem, you want to make it right, fix it. I can't fix it, but you the membership can and here's how. If you have a recipe for brownies or a cheese omelet, send it to "Catfood"—Jane Walsh, not to Dave Calder —piloting. If you have a catboat for sale, send it to "Cats for Sale"—Spencer Day, not to Judy Lund —"History." You send it to the wrong contributing editor some times it gets lost, misplaced and forgotten. So please take the time to look up the right contributing editor. It should then get into the Bulletin maybe not right away but in (first come first served) by date I get them. I must apologize to Walt Craft who sent in his installation of his Raymarine Smartpilot on his catboat. He does not remember whom he sent it to. That was two years ago. Am I stepping on someone's toes? So be it. I know not who Walt Craft is from Lewes, DE and sails a 20 ft. Compac Horizon, Acaia. Then we have John Kromhout who sails out of Saint James City, FL. His ship is an 18 ft. Marshall Sanderling, Echo. He has made tilting his outboard out of the water while sailing a very good idea. My thought: engine a little big for the boat, but to each his own. Sandpiper sailors hear this. How do you have a bite to eat out sailing? Here's your answer: Robert Schless from Sudbury, MA, who sails Aria out of Ipswich, MA. Bon Ape a tight. Now we have a true sailor and purist who I envy. That was me years ago — a man after my own heart. Bill Cheney who sails his engineless Marshall 22, Penelope out of Burnt Coat Harbor, ME. He has become a snowbird moving to South Carolina in the winter. I wish I could. Down there he has a Marshall Sanderling, Shorebird oops (with an engine) needed there. He gives us a couple of good ideas specially his solar anchor light. So lets get on board and send your article to the proper contributing editor. Me-me-me. I need your stuff, work and ideas. Send to Bob Reddington, 235 Lake Ave. Bay Head, NJ 08742, Boat Building and Maintenance.*

*Your Sinking Shipmate,  
Bob Reddington*

## Two Simple and Useful Items for Your Catboat

W. R. Cheney

Two things I have found useful on my boats are described below.

1. Most dinghies have a seat or air compartment way up in the bow. Go to the aft end of that seat and then up to points just below the port and starboard gunwales. Drill small holes at those points and run a length of bait line from hole to hole. This line will prevent objects placed on the seat from falling into the bilge, a frequently wet and inhospitable place.



Two small lines can keep a lunch up out of the wet.

- Use hose clamps to secure an appropriately sized piece of PVC pipe to your forestay about six feet above the deck. Insert the shaft of a five dollar solar garden path light into the pipe and you have a very inexpensive automatic anchor light that never needs to be turned on or off and whose battery will not need to be replaced for at least a couple of years.



An eco-friendly anchor light.

---

## Installing Raymarine Smartpilot X-5 on Com-Pac Horizon

Walt Crafts

My catboat is a Com-Pac Horizon made by Hutchins in Clearwater, FL. Being retired, I find myself wanting to sail during the week when convenient crew is not available. Raising and lowering the sail or doing ship's work is problematic for solo sailors.



*Acadia* at Angler's Marina in Lewes, DE

Lacking competent shipwright and mechanical skills, the task of installing an auto helm was daunting. Choices of wheel or shaft steering or even vanes were beyond my level of expertise. Suggestions from the builder were not encouraging and I was left to finding a solution on my own. The expense of buying into a learning curve was staggering. In the end, I gambled on a Raymarine X-5 Smartpilot and never looked back. Figure 2 illustrates what arrived in the Raymarine package.



Figure 2.

The Raymarine unit came ready to install on an Edson pedestal for about \$1,300. My Horizon has a wood wheel and no pedestal. As it later worked out, the wheel drive unit just barely fit on the standard Horizon wheel. I purchased a wheel stop bar/pin through West Marine for another \$30. The picture below shows installation of that fitting. The wood block is merely laminated 1 in. pine (Figure 3).



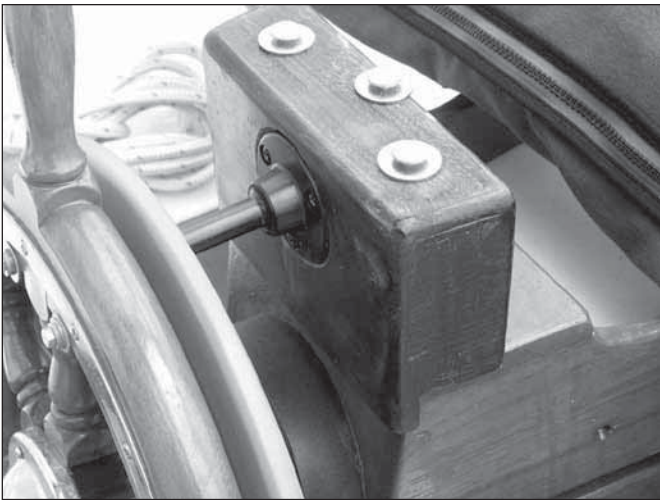


Figure 3.

The drive motor with its wiring installed under the seat level grating and proceeding through the deck molding to the standard wiring race in the Horizon (Figure 4).

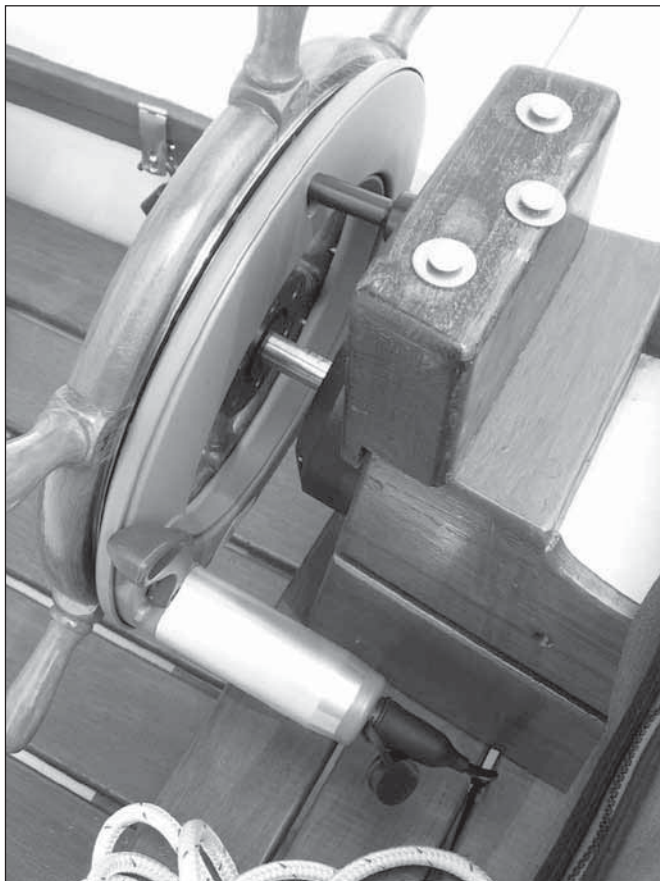


Figure 4.

The computer is installed on the port forward bulkhead. Wiring is led into the forward port lazarette where excess wire is coiled instead of being shortened (Figure 5).



Figure 5.

12v DC power is cut through the port bulkhead lazarette wall to the wiring panel area and is switched and fused. The wheel drive motor power from the computer continues on directly toward the stern. A line to the computer controller on the cockpit bulkhead also passes through this panel area (Figure 6).



Figure 6.

The fluxgate compass is mounted in a debatable area, but was the best interim solution. As long as the crew and I don't leave the binoculars next to or behind the unit, we're OK. Raymarine instructions call for installing the unit with the logo facing forward (Figure 7).



Figure 7.

---

## Catboat Lunch Table

---

Beau Schless

Several years ago my wife and I were out in *Aria*, our Marshal Sandpiper at lunchtime. Out came the crusty French bread, cheese, saucisson, salads, wine glasses and the bottle of wine. Attempting to balance everything between my knees while opening the wine, I concluded there must be a better way (besides, our lunches were too good for paper plates and plastic knives, and needed a proper preparation area). So we decided to remedy the situation. Inquiring at Marshal Marine I found that there was indeed a cocktail table arrangement available for the Sanderling for an immodest sum, way past our boat budget. With a bit of ingenuity, however, we've come up with a handy solution to the lunch problem. It has served us well for three years and is "ready for sharing." This little set of tables that attach to the centerboard well top plate and stow tight against the centerboard well when not in use, seem to do the trick.

The tables are made of 14 in. marine plywood edged with mahogany, all of which was given several coats of Cetol top and bottom. The tables are held in place with brass piano hinges, which connect to the centerboard well plate so the tables are flush when open.

The key to the tables is the support assembly that is made out of brass rod. The rods, bent unto a "U" shape, rotate flush with the table in the down position, and click into a small mahogany support tab attached to the centerboard well in the up position. Velcro tabs keep the tables against the centerboard well when not in use. See photos 4 and 5 below.

I mounted my tables as far forward on the centerboard wells as possible. Now we can comfortably have four people for lunch and the tables ready for service.

### Mounting the table onto the centerboard well

The two tables are matched, and either can be mounted on either side of the centerboard well. Note that on a Marshall Sandpiper the centerboard well "top plate" (the wood piece on the top of the centerboard well) can be lifted up and removed (make sure the centerboard uphaul is secured so you don't lose it!). Installation of the tables is easiest if the top plate is removed from the boat so drilling and installation can occur on dry land.

For mounting you will need:

- a pencil
- a ruler
- a drill with a 1/16 in. bit
- a cordless drill with a 5/64 in. bit
- small head Phillips screw driver
- marine or bathroom caulking

1. Decide on where you wish the tables mounted (I have mine mounted flush with the front of the centerboard well). Mark where the front of the tables will come to on the centerboard top plate. The top plate can now be removed and installation can come indoors.



Photo 1.



2. The tables should be mounted  $\frac{3}{4}$  in. below the top edge of the top plate. This will allow them to lie flush when in the upright position.
3. On each side of the top plate draw a 13 in. horizontal line exactly 1 in. from the top extending back from the mark you made in no. 1. This line will mark the middle of where your holes will be drilled.
4. Make several marks parallel to the first line at  $\frac{1}{4}$  in.. The bottom of the hinge will align with these marks.
5. Align the hinge with the mark set in no. 1 (above) and the marks drawn in no. 4. Mark each of the screw holes through the piano hinge. They should cross the line drawn in no. 3.
6. Use a  $\frac{1}{16}$  in. drill bit to drill holes in the top plate for each screw.
7. Dab a small amount of marine calking on each screw hole and mount each tabletop. Note: Brass screws are SOFT. Do not over tighten or the screw head will strip.

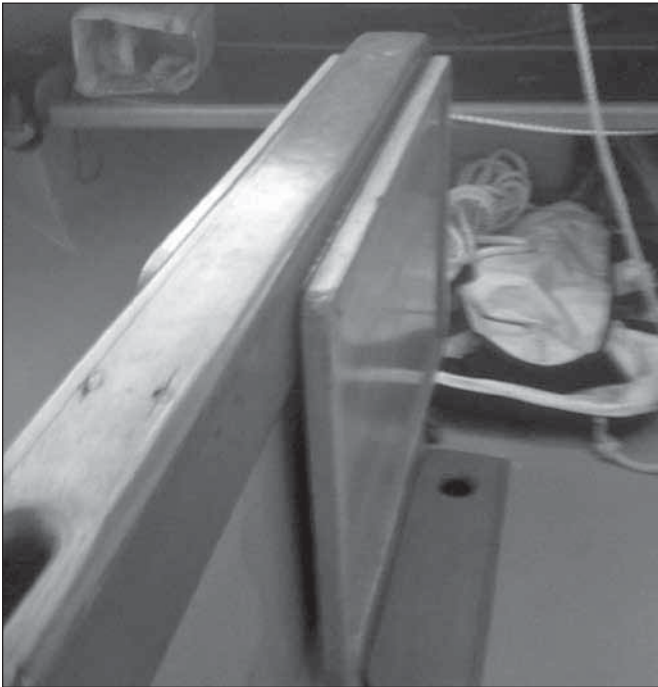


Photo 2.

### Mounting the Stops

One upright bracket stop is supplied for each table. The stops each have two screw slots. This will allow a little adjustment.

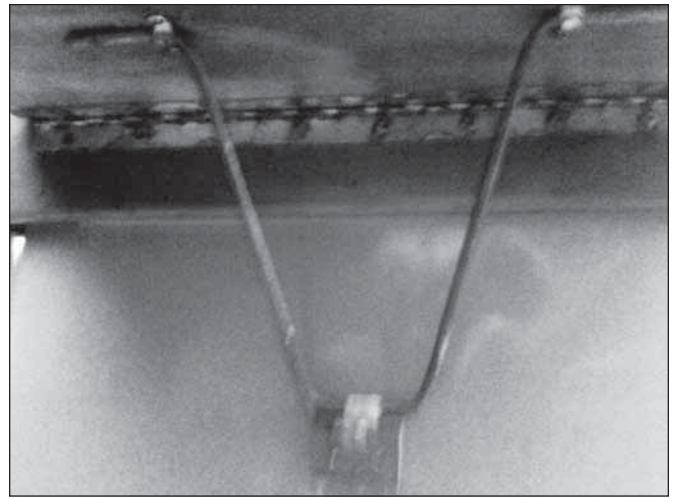


Photo 4.

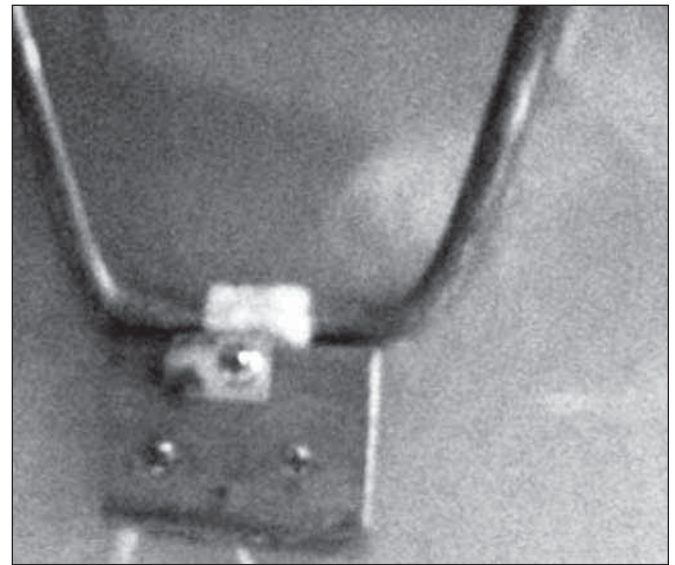


Photo 5.

1. Put the well top plate back on the centerboard trunk (don't forget to run the uphaul through). Tap it to make sure it is seated. Have someone hold each tabletop in an upright position and swing the metal bracket against the centerboard trunk. Mark a line at the bottom of the bracket.
2. Center the stop midway on the bracket with its top about  $\frac{1}{4}$  in. above the line. Mark the position of the stop on the centerboard trunk.
3. Drill  $\frac{5}{64}$  in. holes midway up the slots so the stop can be raised or lowered for adjustment.
4. Dab on a small amount of marine calking in the holes and mount each stop using the two supplied screws. Do not tighten the screws.
5. Swing the table into position. Now slide the stop up so that the table is horizontal and firmly in place (the bracket should stay in position by itself). Now tighten the two screws.



6. Remove the tape from the Velcro and apply it to the centerboard where the bracket will fall in a closed position.
7. Open a bottle of Champagne and enjoy your new tables!
8. I decided to epoxy my stops in place. This is probably overkill, but they have never come loose. Caveat emptor!



Photo 3.

### Questions?

If anyone is interested in building lunch tables contact me at BSCHLESS@RASCO.COM. Any woodworker can take this project on and in a weekend or two you'll have a handy spot for lunches.

---

## Boatbuilding and Maintenance Addendum

**EDITOR'S NOTE:** *Below are several exchanges from the CBA Discussion Group that the editors decided fit better in the Boatbuilding and*

**Q:** *My cutless bearing (1990 model year) is worn and the stuffing box is dripping 15 drops a minute with the engine not running. I believe it's time to replace the bearing and the stuffing flax, and while I am at it the stuffing box hose and clamps. I have the material for the stuffing box, however I cannot decipher the Menger Owners Manual description of the cutless bearing. The manual says:*

*"The bearing is held in the fiberglass tube by 4 set screws, which are flush with the outside and held from turning by a stainless steel wire running around the tube. This is made visible by removing bottom paint and fiberglass from the protruding tube."*

*Can someone decipher this for me? I am well acquainted with cutless bearings press fit into metal shaft logs, however fiberglass tubes/shaft logs are new to me. Photos would be appreciated or any information relative to the bearing removal process for a Menger or a fiberglass tube would be greatly appreciated.*

**A:** Cutless: Those responding were not sure why setscrews and wire were used together but all agreed the first step was to remove the setscrews and wire very carefully. Once that was done, there were mixed suggestions as to how to remove the actual bearing. One suggestion was to "tap" it out gently from the inside, while another was to cut part of the bearing assembly, squeeze the tube to collapse it and then pull out the bearing. A third approach was to "drill" out the bearing with a bit the diameter of the shaft log.

Of course, then there is the problem of installing the new bearing. One suggestion was to freeze the new one and then pounded it in using a block of wood to isolate it from the hammer before it could warm up.

**A:** Packing Gland: Respondents suggested either synthetic or flax packing material of the proper size for the system. It was noted that you needed to get all the old packing material out before installing the new material. It was noted that when the new material is installed, the cuts for the pieces should be alternated and never in a row.

Major considerations was whether to do the job with the boat in the water, heeled over at low tide on the beach, or pull the boat. The problem is the flow of water around the drive shaft once you remove the packing nut and the packing material is flushed out. One respondent used plumber's putty to temporarily "seal" the outboard end of the shaft while making the change. Also noted was that you will need a tool to pick out the old flax from the gland nut (plumber's use a tool for replacing fitting flax). Another suggestion was a "flax packing extractor" tool available from the Jamestown web site. The good thing about this tool is it has a flexible shaft that allows you to bend around the couplings. There isn't much room in there for tools. This one just makes life easier.

[http://www.jamestowndistributors.com/userportal/show\\_product.do?pid=3861](http://www.jamestowndistributors.com/userportal/show_product.do?pid=3861)

**Q:** *I'm doing a rather extensive refinishing, including repainting the deck, cockpit, interior, etc. It was recently mentioned on the Facebook group that at least one wooden cat uses latex house paint. My question: Will this (or oil-based paint) work on fiberglass? I could certainly repaint most the cockpit and interior with latex since they're just plywood, but would latex adhere to fiberglass?*

**A:** The responses were mixed on this question. Some people would only use marine paint designed for use on fiberglass while others have had no problem with latex paint on fiberglass. In both cases, all respondents noted that the preparation and primer were very important for the final results. Latex will work over fiberglass if you have prepared the surface properly (light sanding). The problem is one of not sanding through the gel coat's protective surface.

**Q:** *The engine was started and all was fine, until the transmission was shifted into reverse. Much "thunking" and vibration followed, a little noise in forward but major noises in reverse. A diver checked for something around the prop, but nothing was found.*

**A:** It sounds like the damper disk/flex drive plate was the general response and that was found to be the case. For those with an inboard diesel, the damper disk/flex drive plate is attached to the flywheel via a set of springs, and functions a little like a shock absorber between the engine and the transmission; occasionally the springs get weak and the result is as described.

**Q:** *Any suggestions concerning re-commissioning a Yanmar Diesel in Marshall 22? The boat was winterized and has been stored in an unheated barn for 4 years.*

**A:** Respondents agreed that first you drain and refill the crankcase oil. Some mechanics will say to tear down the whole engine and manually re-oil all bearing surfaces and allow for checking for corrosion on bearing surfaces. After filling crankcase with new oil, crank by hand just enough to see if the engine's frozen, not to start it (use the compression release to make rotation possible). If it's not frozen, get on with the harder part.

Drain and clean the fuel tank and clean or replace the fuel lines and of course the fuel filter(s) and water separators. Pull and clean the injectors before attempting to start the engine. Bleed everything as required per manual for that engine.

One respondent noted that it is a good idea when returning an old engine to service to run

it at operating temp for a while; this releases the additives in the oil that protect the engine both while it's running and after it shuts down.

**Q:** *I find that a couple of my through-hulls are weeping between the barrel and the plug (these are the original, heavy-duty bronze through-hulls that came with my 1991 Marshall 22). In all likelihood, they just need to be re-greased and re-seated. The problem should have been fixed while we were still on the hard, but we didn't have any drips last season, so I didn't think of it (all the more reason to take on the odious task of breaking them down and re-greasing them every season!).*

*So, my question is, is there any way to grease the plugs in-place without a haul-out? There are two little bolts on each side of the barrel; are they for grease? Is careening the only option?*

**A:** It was noted that the small plugs on the sides of the sea cocks are to drain the water from the thru hulls when in the closed position (to prevent ice). You may be able to get some grease in through those openings or you can disconnect the hose with the valve closed to access the cones for grease from the top, first one side then the other.

If the sea cock was made by Spartan Marine - check their website

<http://www.spartanmarine.com/catalog.html>

And go to Sea cock Maintenance, you will find instructions and a diagram. The side taps are for winter draining.

One suggestion was to stop up the thru-hull from outboard with a rubber plug or a tightly fitting rag and disassemble, clean the cone, and re-grease. This is the proper fix, as you say much easier with the boat out of the water. If you want to really practice your ship's husbandry, you could use a plunger head as a cofferdam by holding the plunger head over the thru hull outboard while the hose is removed inboard as the water pressure would hold the plunger head in place. If you are brave and the seacock is threaded onto the thru-hull, you can get a cap with matching threads, unthread the sea cock and quickly thread on the cap. When the sea cock is ready to be re-installed, unthread the cap and rethread the sea cock (most thought the plunger approach as a better option).

Also noted was that tightening the cone to stop the leak is not a good idea if it really needs the maintenance. A little tightening is ok, but not to the point of causing the valve to seize up. The leak will stop for a little bit, then start again. By the time you can't move the seacock handle, it will still leak and now the seacock is stuck.

**EDITOR'S NOTE:** *The following article, Blew By You, pushes the Boatbuilding and Maintenance category into issues of design, customization and boat rebuilding. Thus the editors felt it deserved a transitional position of its own.*

## ***Blew By You -*** **A Sanderling Rebuild**

Mark Williams and Marlene Galizi

My wife and I have been sailing with my friend now for a few years and love it. We would go every chance we got, but it was never just the two of us. Whenever my wife and I went on vacation in the Caribbean we would always rent a small catamaran as many times as we could. We loved being together with water, sun, breeze, and peaceful bliss; you all know the feeling I'm talking about! We wanted to be able to sail at home together by ourselves. Our friend recommended a catboat. He was confident I could pilot it by myself, and he has always fancied them. It had most everything I wanted in a boat: a single sail, a cabin for an overnight stay, trailer-able, and a cockpit that would easily handle four to six people if we wanted company.

A catboat sounded like the right boat for us. We decided to limit our budget by looking for an inexpensive Sanderling or Herreshoff America (I know there is no such thing as an inexpensive boat). We searched far and wide for about five weeks, traveling as far as Vermont's Canadian border. In September we found a 1973 Sanderling, *Road King*, at a very reasonable price and much closer to home, only about 80 miles away. She was old, but sailable. The cockpit sole was soft and the seats were starting to delaminate, but I thought we could easily sail her a few years without any further investment. The plan was to sail her a year or more and then decide if boat ownership suits us.



Here she sits as we first met.

Road King arrived in the backyard in September and there she sat all winter while I dreamed of relaxing sails and overnight stays. The winter also gave me time to dream about my version of the perfect catboat. Touches from other boats I would incorporate into my perfect Sanderling.

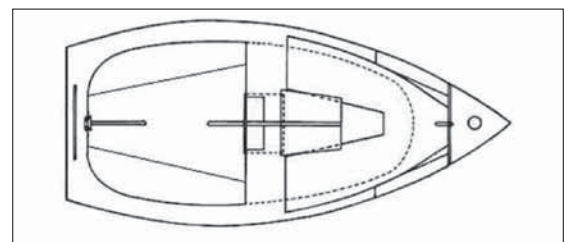
April weather was very beautiful. The sun was shining. The temperature was in the upper 60's. That's when I had the bright idea of fixing the seats to pretty her up. I realized it would be a waste to replace the seats this year and rip them out or work around them in the near future to replace the cockpit sole. Logically, I had to do both. Okay, it's April, plenty of time to replace the cockpit sole, build new seats and have the boat in the water by June.

### **The Plan**

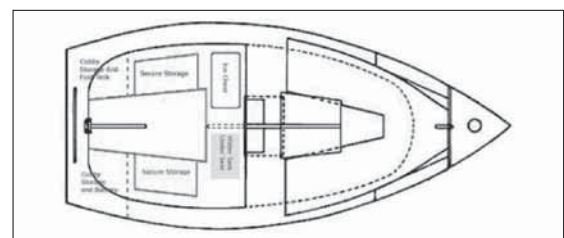
Since I was ripping out the seats and cockpit sole, I made a wish list of everything I would improve on in a Sanderling. Here is a list of what I wanted:

1. More secure storage.
2. Better seating arrangement to lounge in the sun.
3. Sink with water tank.
4. Built-in cooler in the cockpit.
5. Improve the current scuppers system.
6. New wiring and navigation lights.

To create more lounge area, I decided to add a bridge deck and widen the seats. For storage, I'd box in the seats and make chest storage. For the cooler, I'd simply reserve a section of the seats for an insulated box. Some how, with all these new wishes, my time estimates were way off. I still thought I would be in the water by June.



Original Sanderling design.



A fresh design.



## Demolition

I removed the seats and a section of the floor only to find several hundred pounds of water-saturated Styrofoam. The Styrofoam was so heavy I thought it was glued to the hull.



The stringers were just a shadow of themselves. It should not have been a surprise! In fact it wasn't. She is nearly 40 years old!



Once the floor was removed, nothing held the bulkhead in place. It swung an inch in either direction. Below is a picture of the bulkhead from inside the cabin revealing at least two patches.



Inspecting the bulkhead from inside the cabin revealed nothing but rot below the cockpit sole. This all added the bulkhead to the list of must replace.

After seeing the amount of rot in the seats, cockpit sole, stringers and bulkhead, I decided the transom should be thoroughly inspected. I tapped on the transom and heard an eerie hollow sound. It sounded rotten to me. I decided to drill a small hole into the transom fiberglass to see if it was solid. No surprise here, it was a 40 year old sponge. It was not attached to the outer hull or it's inner encasement. It was just a sponge suspended between two layers of fiberglass. I cut away the inner fiberglass layer and yanked the wood out fairly easily.



At this point, I had removed all the wood on the boat except for the coaming (which was eventually removed as well).



## Rebuilding

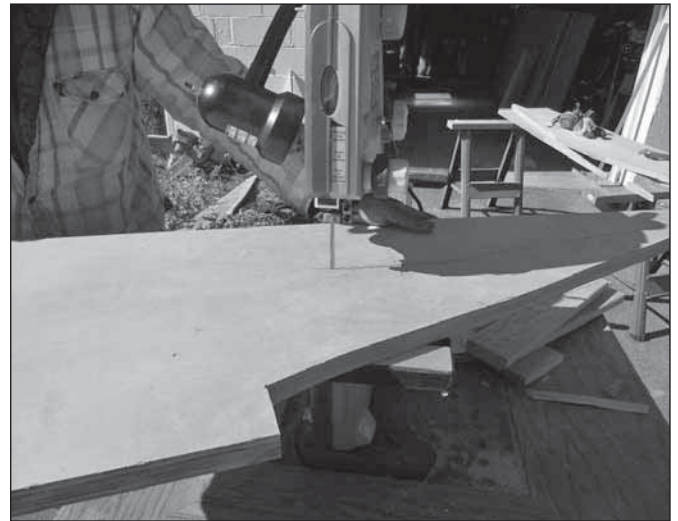
Once the demolition was completed, there weren't any wooden structural members left! I did research on all sorts of materials: composites, foam core, honeycomb board, top grade marine plywood. I read a lot of articles on the Internet about the pros and cons of each. I even saw people recommending Home Depot pressure-treated plywood as a viable boat building material. I chose to go with high quality marine grade plywood made of Occume Mahogany for three reasons. First, if the old plywood lasted 40 years, the new plywood would out live me. Second, Mahogany is a good-looking wood; I can leave some of it bright. Third, it's a material I'm comfortable working with. I also decided to upgrade the thickness of the stringers and cockpit sole to 1inch thick. If I was going to do all this labor I was not going to skimp on materials!

### Rebuild

Now all I had to do was create the new floor, stringers, seats, bulkhead, and transom. I had to cut them all out of the plywood, laminate them all in fiberglass and, finally assemble it all on what was left of the boat. Cut, laminate and assemble! Piece of cake (not really)! I had done plenty of carpentry on houses, built basic furniture, and even did a little wooden boat repair in the past. What I did not realize was that nothing is level or plumb and there is no such thing as a straight line on a boat sitting on a trailer! This was what slowed me down the most. Every cut in the plywood is a compound curve. (Major tip, this is where you really want a band saw, even a cheap one will cut your time significantly).

### Step one: Cut the stringers

I wish I had more pictures of this, but I'll do my best to explain the process. I rough cut the stringers with simple straight lines that I knew would leave me with excess material. I then placed the rough stringer in the hull and ran a fat magic marker along the hull and the stringer wherever they touched each other. I used the band saw (below) to trim off any marker on the stringer. I repeated this process trimming little by little until the stringer met the hull perfectly.



I used the original cockpit sole, C-clamps and a string to create a "plumb line", using original design guide to place my new construction. In this picture (upper right corner) you can see a C-clamp holding a string running from one side to the other, as a guide for proper placement of the stringers. I used the string and clamp method for each stringer.



### Step Two: New transom

I traced the original transom on to a piece of cardboard and carefully cut little by little until the



cardboard fit perfectly against the hull. Once the cardboard fit, I traced the cardboard onto a piece of plywood and cut it on the band saw, making it a little larger. I test fitted it repeatedly and little by little I trimmed the excess until the plywood fit snugly. The wood is too expensive to cut small and then have it not fit!

### Attaching The Plywood Transom to the Hull

Once I knew I had a perfect fit, I sealed the plywood on all sides with epoxy. (Several epoxy manufacturers have excellent videos available on the Internet explaining these steps in better detail. If you undertake a project like this, watch them all.)

After the plywood transom was sealed, I created a paste of epoxy and Cabosil powder; the paste is used to fill any voids that might be between the irregular hull and the flat plywood. (If voids form, water will eventually find them and start destroying your hard work.) I applied a thick coat of the paste to the plywood then squeezed the two pieces together. To squeeze the plywood to the outer hull, I used every available thru-hull hole already in place. In the two pictures below you can see I used bolts in the swim ladder step, upper gunnel, all four engine mount holes and tiller hole. For extra rigidity I used another piece of plywood on the exterior of the hull.



### Know When To Cheat!

It's already June! I lost 2 weeks to rain. I only had attached the transom and cut and fit one floor section. The project was way overdue; I hoped to have the boat in the water by now. I wanted to be sailing not inhaling dust, sanding, cutting, or mixing epoxy. To speed things along, I paid a professional friend to cut out the bulkhead, seat pieces and the 2 remaining floor pieces. It took him less than 4 hours. It probably would have taken me 2 weekends. The seats were among the most difficult to cut, so I traced the seat pattern onto paper for anyone who would be interested in copying the design.

### The results:



It's a beautiful golden color because I already coated the plywood in West Systems Epoxy.

### Not much left

1. Build a custom cooler
2. Design and build new coaming
3. Glass-in stringers
4. Glass-in floor
5. Figure out scupper plumbing.
6. Glass-in seats
7. Design seat chest lids
8. Find and buy hardware
9. Assemble it all
10. Wait for my wife to shoot me.

### Scuppers

I read complaints on the web about centerboard trunk drain holes allowing water to enter the cockpit instead of leave the cockpit. I decided to raise the floor an inch and use a scupper system that would drain through the stern. I have no idea if these



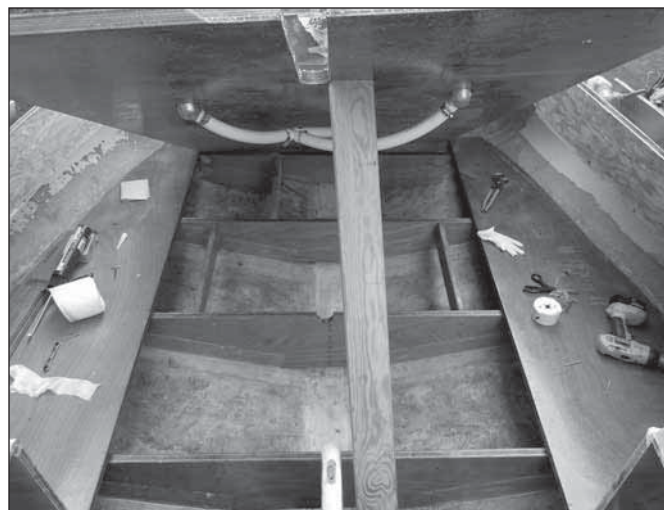
complaints were founded but since this was a completely new design, I wanted to ensure drainage would not be a problem. I found floor drains with check valves and a thru-hull scupper. Here is a shot from the underside. You can see everything I used to make this happen: Epoxy to coat the holes in the wood, 3M 5200 sealant for every plumbing joint, heat gun to soften the flex PVC to stretch over the barbed joints. Again everything is designed to outlive me. Labor is the biggest commitment. Doubling the cost of supplies is the best investment you can make.



### Assembly

This is an important shot. At first glance it does not look like much but note these aspects:

1. The keel is filled with poured-in foam then glassed over. This prevents stale water build up in the bilge.
2. Stringers are glassed in place with heavy bi-axle cloth. The important thing here is the fit. A perfect fit with zero air gaps mean one thing: STRENGTH.
3. In the areas where the hull is attached to wooden components, ALL paint has been removed. Where epoxy and glass will be applied all the paint must be removed. Look where the floor meets the hull, NEVER glass over paint. Glassing over paint means the joint will only be as strong as paint. Refer to the manufacturer's videos on the Internet. I was fortunate enough to have learned this first hand from a boat builder. The manufacturers of the epoxies say the same thing on their videos.
4. All wood is encapsulated with 2 coats of epoxy. Every surface is coated: stringers, underside of floor, lateral supports, even the edge of the floor. Everything! Nothing is left uncoated.



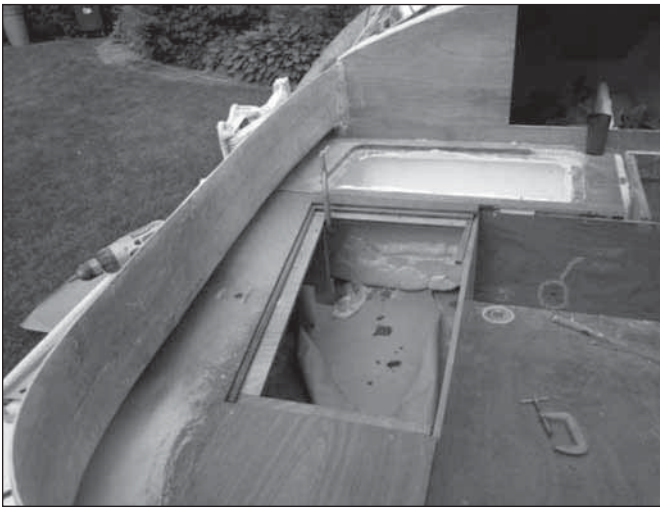
### The Cooler & a Bridge Deck

To me this is the most improved part of the design. It is the Bridge Deck, or as I refer to it "The Bikini Deck". This area, when finished, will serve as the refreshment bar and the place my wife suns while I sail. You can see the centerboard trunk is beginning to be concealed, the white area on the left is becoming a cooler, and the lower right is soon to become secured storage. You can also see the red area on the left which is the new fully fiberglass coaming (more about that later).

For the construction of the cooler I used prefabricated fiberglass panels held together by fiberglass tape and epoxy. I used Bondo to radius the inside corners to make cleanup easy.



Below illustrates the prefabricated fiberglass panels attached to both coaming and seat.



### Coaming

With all the other new material, I couldn't leave 40 year old coaming. The old plywood was discarded and replaced with prefab fiberglass sheets. I used a similar method of epoxy and Cabosil powder to create a paste. I then used C-clamps every 4 inches to bend the prefabricated fiberglass to match the shape of the coaming. Next, I glassed the new coaming to the seat with bi-axle cloth to ensure strength and to hold the seat up.



### The Light at the End of the Tunnel!

By this time it is late July. I'm dying to get her in the water. The above picture does not look like it's almost done, but it is. It still needs sanding- a lot of sanding. I like this picture because it shows a lot of the design elements and a lot of construction techniques before it's painted. The design elements visible are the open lockable chest storage, the battery cubby, and large seating area. You can see the various materials: preformed fiberglass coaming, fiberglass encapsulated seat tops, and horizontal seat supports made of Occume plywood that will remain bright. You can also see the heavy bi-axle cloth through the epoxy used to attach the seat to the coaming.

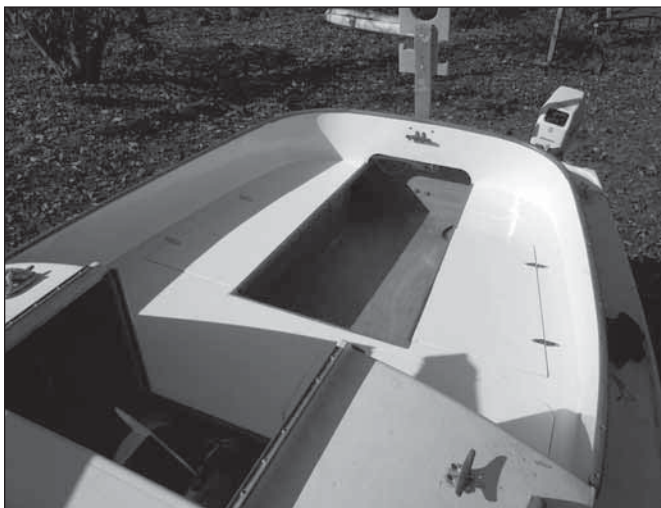
After many more hours of sanding, it's time to cover it all with paint.

The choice of paint is just as important as the rest of the materials. After much reading I choose to AwlGrip for the painted surfaces. The manufacture and some dealers have videos on proper application. They all made it look easy! I decided to try the roll and tip method. Many people claimed to achieve a beautiful glass-like finish. I experimented quite a bit with the primer layer; unfortunately I was not able to master this technique. I tried several areas using different amounts of thinner and multiple brushes. I was only able to produce two different outcomes: orange peel and textured stripes. I spent a lot of money on AwlGrip and was not ready to dispose of it just yet. Rolling was not going well! I figured spraying was worth a try. I bought a cheap spray gun and a whole lot of safety gear. Much to my surprise, the spraying was easy. I was more than happy with the results. It sprayed on like glass!





None of the painting was ever photographed, but here is a nice close up of the outer transom and a final shot of the cockpit.



## Fun Time

We don't have any pictures of the boat under sail just passengers and crew. Here is a picture from our first race at the Norwalk Yacht Club. We may have come in last, but it was an awesome day!



Looking back, I'm not sure if I would ever have started this project if I knew before hand how much time and money it would have consumed. But now that I'm done, I am very happy with the results. "Blew By You" is exactly what I want from a boat. The knowledge I gained from this project is invaluable. I have a much better idea how to estimate the time and expense of a boat project.

If you decide to undertake a project like this, I would recommend trying a smaller project first. Get a feel for what is involved and if you like it as I do, GO FOR IT!

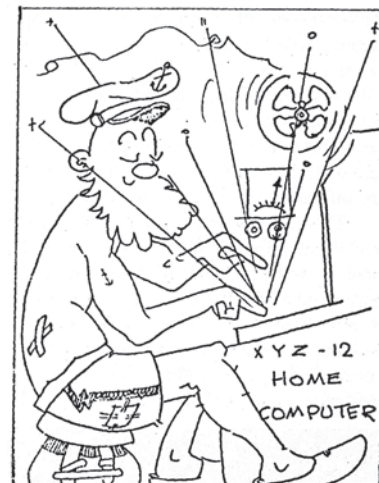




# CBA Discussion Group

C. Henry Depew, Editor

**EDITOR'S NOTE:** Access the catboat discussion group by joining the *LISTSERV* from the Catboat Association's web page [catboats.org](http://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:** *Could someone please convince me to buy an Atlantic City 24? The price is right. I was raised on a Mystic 20 and owned a Herreshoff 18. How does she handle?*

**A:** The respondents considered the AC 24 as a roomy, comfortable, cruising boat. As for comfort, you can't say enough about standing headroom in a catboat — especially when cruising. The boat was designed as a cruising catboat and at that she excels. As for day sailing, most respondents recommend something smaller.

The speed difference is not that much at the end of the day, but again you need to know where you're sailing. One knot would mean arrival at Bristol 30 minutes later than a Marshall 22, but if you're out there for a ten-hour transit, perhaps that one knot means the difference between making port in daylight or nighttime.

**Q:** *Is there a "traditional" bottom color for an old catboat. It was red. One friend says green.*

**A:** In the 1930's, there were two colors for bottom paint, a coppery-red and green. It was believe the green was the newer color.

One respondent noted that George Kirby paint out of New Bedford, MA was one of the innovators of bottom paint in the late 1870s. This was most likely a brownish red. All references were for red bottom paint then. It was noted that there is evidence of a white bottom paint used 500+ years earlier in the Netherlands. Of course, if you want to get really original, nail a bunch of copper sheets to the bottom of your boat, but that solution was not recommended for fiberglass hulls.

The more important question is what color was it last year? If you change colors, you will know when the new paint has worn off (the old paint shows through).

**Q:** *Are any Sandpiper/Sanderling owners getting chafing on their masts from their gaff yoke? It's worn though my paint and I have nice, shiny aluminum showing through. Any suggestions for repairs?*

**A:** Responses ranged from ignore the wear to paint on the mast or carpet/Teflon on the gaff jaws. Another approach was a stainless steel or copper collar about 2 ft. long surrounding the mast where the gaff jaws ride. No problem with chafing, except that when the sail is reefed, the gaff jaws ride on the painted part of the mast.

**Q:** *Beyond the obvious - eliminating the looks of the outboard on the stern - eliminating the possibility of catching the mainsheet on the motor - Are there other good reasons for choosing an inboard engine for the Sanderling? There must be some good reasons, as there are quite a lot of inboards out there in spite of the considerable additional cost. I would appreciate hearing from some of you inboard owners, as the decision is an important one.*

**A:** Mixed responses concerning the choice. The first item noted was that it depends on the size of the boat and what the designer had in mind for the auxiliary when the boat was designed. A heavier boat needs more power and an inboard is the choice. Then, there is the question of tidal/river current, average wave height, and windage of the vessel. An outboard has its problems, but you can take it to the mechanic, instead of the mechanic coming to you.

It was also noted that the inboard put the propeller in front of the rudder giving you better control at low speeds. The inboard gives you an electric generator at no additional cost, while not all small outboards have a generator included under the engine cover. It was also noted that the propeller and aperture drag definitely affect performance and you have to clean the propeller of barnacles/slime etc.

before using the engine. The outboard stays out of the water when not in use and any fouling can be easily cleaned without getting wet.

There was also the question of fuel choice for the engine as most outboards are gasoline and most inboards are diesel. Each fuel type has its unique problems and safety considerations.

**Q:** *Could someone elaborate on the “noise control barrier material”? I want to get some.*

**A:** Respondents noted that most “sound barriers” are expensive, need careful installation and are heavy. And most of the effective sound-absorbing material reduces but doesn’t eliminate the transfer of engine-room noise to the outside. In time, the adhesive backing will require some mechanical fastening to prevent the overhead from sagging.

Most items are a variation of a laminate of 1/2 inch of foam with heavy aluminum foil on one side and about 1/16 in. layer of lead on the other. To get good sound protection, you need to line not only the entire hatch box, but also as much of the underside of the cockpit sole as you can get to. Even so, it was noted that the result was not nearly as quiet as a modern four-cycle outboard in the open air.

**Q:** *I’m replacing the sail and want to go away from laced sails to mast hoops. Wood hoops are too expensive to experiment with. I can buy 10 ft. of PVC for a fraction of the cost of one wood hoop. PVC comes in different “schedules” or thicknesses. I’m wondering what “schedule” to use & how thick to cut each ring. Those of you who have done this, how did you attach the sail to the hoops? One suggestion was nylon shackles laced to the hoop then screwed closed through the sail grommet. Hoops stay on the mast and sail is easily removed for storage. Did you leave the hoops their natural white or has anyone had any luck at painting them and does it last? How about smoothing the cut edges? I know it’s a lot of questions but I know you guys are up to it.*

**A:** Respondents recommended Schedule 40 PVC cut in 5/8 to 3/4 inch widths with the edges rounded. It was noted that you want to use the pipe and not the coupling portion (found on one end of a PVC pipe). Most did not try any painting. Securing the sail to the hoop was an item of mixed responses. Some tie the sail to the hoop and leave the sail secured to the boom while others use one detachment arrangement or another (no consensus).

**Q:** *Can anyone give me any tips on fitting one of the*

*new generation anchors to a Marshall 22 bowsprit? I don’t yet have either the bowsprit or the anchor, but am planning to improve my ground tackle. My boat is on a mooring normally, so I am concerned as to interference/clearance of the mooring pennant in rough weather, as well as being able to store an anchor out on the sprit, so I have room for my lunch hook (small Bruce) in a locker. Anyone done that or have any insights as to what works?*

**A:** Respondents noted that the bowsprit can’t be used for actual anchoring, due to the stress loads, but the idea of a storage location seemed like a good idea. The choice of anchor depends on the usual anchoring locations and the “holding ground.”

**Q:** *Looking to mount a swivel cleat base with a ratchet block on the cockpit sole. The sole is made of 3/4 in. plywood. I am thinking of mounting the cam base to an 8 in. square 3/4 in. ply, and bolting it thru the floor, with another 8 in. square plywood plate on the underside of the sole. Think it will be heavy enough? I don’t want to rip a hole in the floor for obvious reasons.*

**A:** The general response was to either put a ratchet block on the boom combined with a cleat on the cockpit coaming (behind the helmsman). With this arrangement there is no need to fix a permanent block to the cockpit sole where it will interfere with foot traffic. Also suggested was to place the cleat where it traditionally goes - on the inside of the cockpit coaming above and behind the wheel? Reviewing a copy of The Catboat and How To Sail Her will show lots of drawings that show proper placement of blocks and cleats. It was also noted that the old catboats had a double horned sheet-cleat that allows the helmsman to cleat the sheet with a couple of wraps. No locking necessary.

As for all that line in the cockpit, it was suggested that one gets a bucket and beginning at the end, simply lays it in as it comes off the boom block. It will feed out later free of kinks and the bucket can be moved with little hassle.

**Q:** *Can anyone recommend a good place to purchase interlock grate material for the cockpit sole, for a do-it-yourselfer?*

**A:** One suggestion was Teakflex while another was to purchase teak strips of the proper size and build your own. A web search for interlocking teak strips was also suggested to get the base material (i.e., <http://www.island-teak.com/teak-cockpit-decking-grates.php>).

An alternative might be to build your own out of Trex. Realistically, without constant treatment

teak will end up graying, then get moldy, especially on a frequently wet cockpit sole. But if you build your stringers out of Trex they will be permanently grey (or whatever color you choose) and you won't be cutting down rainforests for lumber. Simply wash them down every couple of years, and they will last forever. One respondent went to a local teak distributor, compared prices, took measurements, purchased the needed strips, had them planed to size in a kitchen cabinet shop quite cheaply. The result gave a great look to the boat!

Then, there was the suggestion of using Dri Dek panels that can be obtained through marine dealers or by going to a pet store (or online). This vinyl product is an interlocking open square. The pet store sells it for pet crate flooring at a very low price. It locks together, can be cut to fit, and is washable. It is not "nautical," but it works.

**Q:** *I've seen Interlux Brightside Sundown Buff as the color of Marshall spars, and would like to know if this is recommended for the HA 18, or was there a different "stock" color.*

**A:** Whatever color is chosen, the recommendation was for a 2-part epoxy, if possible. The second consideration expressed was whether the paint was going to be brushed or sprayed? If the decision is for one of the 1-part epoxies, a good undercoat was recommended to help the paint hold to the spars. Also noted, aluminum needs some special primer for any paint to hold properly.

**Q:** *Advice needed on mounting bronze steps on the rudder and on the transom. Question is, these steps are probably 10 inches long by 3 inches high do not fold and have four staggered mounting holes. The transom appears to be pure 1/4 in. fiberglass of the 1973 era. What would be a recommended size of the backing plate, how thick a material, type of material would you use and obviously what type bolt?*

**A:** One respondent recommended what is called "Purple Heart." It is a very dense hardwood from South America. It glues nicely, but you have to drill bolt or screw holes, and it does not rot. It was also suggested that the backing plate be twice the size (length/width) as the "footprint" of the step. Or, if there is room, run the backing plate up from the bottom step to the above the top step and really spread out the load. Stainless steel bolts of the proper diameter for the mounting holes were the recommended choice.

**Q:** *I have a question on a noise. Where the mast foot is, there are a couple wedges. The mast seems to be rocking a bit at the foot and makes a lot of noise as it grinds against the wedge. It is not a terrible noise, but I'm pretty sure my daughter won't be able to sleep with it down there. So what do I do?*

*Grab a hammer and whack the wedges in harder?*

*Tighten the fore stay?*

*Use different material plugs (they are currently wood)?*

*Install Spartite?*

*Buy earplugs for my daughter?*

**A:** The number of suggestions to solve this problem ranged from: if the forestay is loose tighten it but avoid pulling the mast beyond straight to slanting forward, to a suggestion to use a different material (if they are currently using wood) such as a single Rigrite rubber flanged mast wedge measured to the circumference of the mast where it hits the mast collar. One suggestion was to try loosening the forestay, then, from the foredeck, move the mast back and forth until, hopefully, it finds a "happy place" with someone down below hammering the wedges gently into a place where they seat well. You may have to change the position of the wedges from before the mast to aft of the mast, but it should seat well as you then retighten the forestay. It was also noted that the thicker wedges should be placed around the back half or the mast and thinner, slightly longer wedges placed around the front half of the mast.

**Q:** *There are mice/rats on board. Live traps, bait, etc. have not worked. Any other suggestions, beside a cat?*

**A:** Respondents suggested the old-formula mothballs that use naphthalene, the really rank ones, not the modern type while another suggestion was unscented Bounce dryer sheets or one could purchase an ultrasound machine (and run the 110 wiring). It was noted that they do not like open spaces (open everything when you leave the boat) and get rid of all eatables. Also suggested was flypaper or duct tape (sticky side up). It was noted one should be careful with any poisons as the bodies may be in inaccessible places after the animal dies. A warning was noted on the use of fabric softener sheets concerning their chemical content to the effect that you remove them when you are using the boat and let the boat air out after removing them before sailing.

Since you do not want dead bodies on board, you need a one-way exit ramp of some sort, such as a bow or stern line.





# Cruising

---

Steve Flesner, Editor

## CCBA Smith Island Run 2011

---

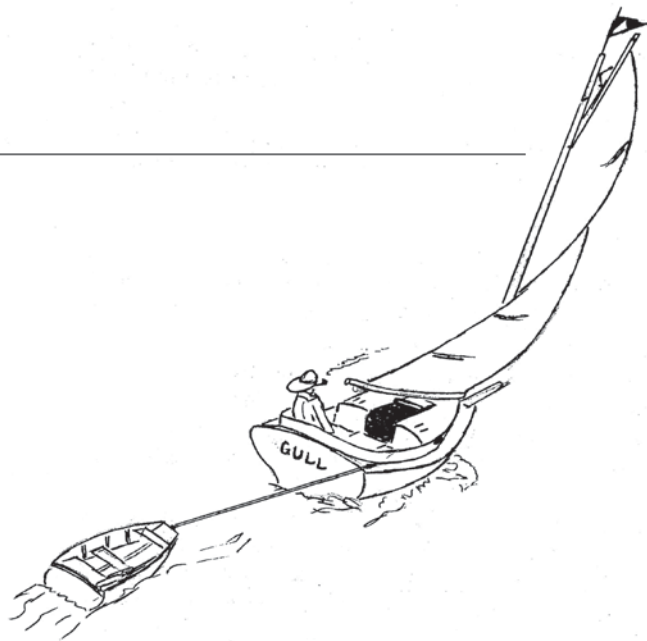
Marc Cruder

This year's island theme "cruise to the last inhabited Maryland offshore island in the Chesapeake" drew good weather, good wind, favorable tides and a record number of boats. In addition to the core group of traditional cats we also had a contingent of Nonsuch 22s, a home-built pocket cruiser and a sailing skiff. Of particular note was the addition of another big cat in wood with Martin Gardner's *Planet*, a Dana Story built Wittholz Prudence 25. We experienced the untouched natural beauty of the eastern shore along the creeks of the sparsely populated Honga River, enjoyed the luxury of Somers Cove Marina (with swimming pool) in Crisfield before descending on the most hospitable and uniquely pleasant residents of all three communities on Smith Island, before finishing off our cruise at the hands of our host Larry Antonik and the locals at Lucky's Last Chance who surely showed us how to enjoy every iteration of oysters and crabs. Here's how it went...

### Sunday 6/12: Day One - Destination: Brooks Creek – Little Choptank River

This year's preparation went smoothly for *Wanderer* including an alternator rebuild and an impeller change, but more importantly, a haul on the Orme railway at Blue Water Marina. Chili got 'er hauled, Lil' Chil (Chili's adult son), got the bottom paint on while I attended to all the other maintenance from touch up to rigging. The most time consuming job that I did over the winter was re-painting the name board. In the end, there were no surprises, the job got done and I was splashed in time for the cruise.

John Brown, my defacto crew for the last few years, surfaced like he always does after the winter. When he called to confirm his bunk on *Wanderer*, I had to tell him that although there was a berth, I had arranged for him to crew for a member who just bought *Bobbin*, a Marshall 22 and expressed an interest in some onboard oversight at the beginning of the cruise. He would be coming out of the West



River, so I said we'd meet at the red day mark at the mouth of the Rhode River to make the personnel transfer. John takes these challenges in stride and as long as he has a clean bunk aboard *Wanderer* to return to at night, does not complain, despite the fact that he is not as "nimble" in the dinghy as he used to be...but then who is anymore. So with that in mind, we were underway under power from Ponder Cove with dinghy in tow at about 0800.

On the run out, I realized I was minus my toolbox. Arriving at the No. 2 red, *Bobbin* was nowhere to be seen, so I set John adrift in the dinghy after calling *Bobbin* by cell phone to let him know what he was looking for. It was about 0845 when I went back for the tools with John floating merrily at the mouth of the Rhode River. It was 1000 by the time I cleared the No. 2 red day mark outbound again, but I had a visual on *Bobbin* under sail ahead with dinghy, cutting across the shallows off Curtis Point. Wind was light from the southeast, so I stayed on the engine as I raised sail, caught up and was along side by 1130.

Leaving John aboard *Bobbin*, I continued under engine and sail across the shipping lanes tacking down on Sharps Island lighthouse. By 1440, the wind was up with whitecaps showing there to be about 15 kn., so came off the engine. Upon entering the Little Choptank River I sighted other catboats with sufficient but easing breeze. I continued into Brooks Creek under sail and was anchored by 1730. There were seven boats in the anchorage area including *Shoveller*, *Dusty*, *Gull*, *Planet* and *Tattoo* with *Bobbin* coming in behind *Wanderer*. Swim call ensued followed by happy hour aboard *Shoveller*.

## Monday 6/13: Day Two - Destination: Fox Creek – Honga River

The wind came up and the bugs were grounded as a strong northwest wind gathered throughout the night. The group was largely individually anchored because of the weather and all slept good in the security of an adequate lee. Up at 0600, I rowed the anchorage advising at least a one-reef day and further noting that the anchorage would remain Fox Creek off the Honga River. Those with more than 35 ft. of vertical mast were best served going around the bottom of Hooper Island. As the wind was coming up and staying up, intrepid Pete McCrary in his Chesapeake Light Craft Pocket Ship decided he might head back to the Patuxent River, then home instead of endangering himself on the bay for the rest of the week. His decision would turn out to be a good one. Others informed that they were heading across to Slaughter Creek for some supplies before continuing on.



*Planet* in the Honga River.

Photo by Marc Cruder.

*Bobbin* decided he needed John for another day, so let them depart together as I waited to bring up the rear, but not before watching *Planet* sail off the hook, followed behind under power with one reef tied in. Got the sail up around 0920 and was immediately hit by big rollers and high wind as we cleared the lee of the cove. Then things got interesting. *Planet* lost her main sheet out of the cockpit but it stopped at the first block on the boom. We had VHF comms. and *Planet* informed after retrieving the bitter end of the mainsheet that perhaps a second reef was in order. While the boats were both Wittholz 25s, *Wanderer* is more an estranged sister-vessel with slightly less sail

due to her lighter weight in composite, so was holding her own under her one reef in these conditions. Besides it was probably the worst place to throw that second reef in.

Keeping an eye astern on *Planet*, I continued on thru the James Island Cut finding the need to depower all the more acute considering the likelihood of a following sea and wind all day. So ducking behind what little lee James Island could provide, I threw in a second reef. That was a good move as I got organized again waiting for *Planet* so we could continue down the bay together. After watching *Planet's* first time with us skipper in action, I was no longer concerned about their survival for the rest of the cruise.

South we went, crossing Barren Island Gap at about 1215, before turning east for the fixed bridge on the north side of Hooper Island. Maintained sail under and cleared the bridge at 1330. We continued into the Honga River, sailing by the lee to Bentley Point, then around to the bottom of Windmill Point on Asquith Island before turning into Fox Creek. As expected, although we had come around north into the creek, there was no high ground so not much protection, but we did find a reasonable lee in the northwest corner of the creek in about four feet of water. The whole group rafted up on a hook forward and a hook aft from the big boats to declare swim call and happy hour.

## Tuesday 6/14: Day Three - Destination: Crisfield, MD – Somers Cove Marina

It was a pleasant evening with just enough lee to maintain the raft up. *Gull* provided the morning entertainment close aboard while raising sail “on the run” to be the first underway and under sail. Things aboard *Wanderer* were moving at a slower pace as John, now back aboard full time, cooked up chorizo and eggs for breakfast. The raft up began breaking up around 0900 after most shook out at least one reef expecting lighter winds.

We headed south out of Fox Creek proceeding along the outside route down the west side of Bloodsworth Island while some took Hooper Strait directly into Tangier Sound and then south. The outside route in the bay eventually had us working against heavy beam and quartering seas with associated parametric rolling. This required taking a strain on the windward topping lift to mitigate any boom end dipping. The wind was a steady 15 kn. and the boat was moving at 5.5 kn. to hull speed of about 6.5 kn.



About 1030 we were abeam Holland Island (no longer with house). The contingent of Nonsuch 22s was sighted approaching with haste from the east. At 1200 we were in the vicinity of Holland Island Bar Light with all catboats in sight except *Gull* and *Dusty* who had taken the inside route. Continued into Kedges Strait around Solomon's Lump and made for Jane's Island Light with all continuing to sail hard and at hull speed. As we rounded up to make the channel into Crisfield, saw *Bobbin* lose her main sheet and accidentally jibe...but recover. Rounded up and doused sail standing by for *Bobbin* to get under control and make way in the proper direction. Eventually all boats arrived into the Little Annesmessex River intact and in Crisfield Harbor by 1400.

Somers Cove Marina appeared ready for the group with elaborate docking procedures that included red shirted dockhands, slip numbers shouted from the end of the pier and line handling orchestration. Once we were settled, CCBA member and host from the high ground on Dames Quarter, Larry Antonik was there to greet all, along with Pete Alexander and his Dudley Dix designed sailing skiff.

Everyone successfully checked in with marina manager Suzanne Ford, who had the group's paperwork in order and was genuinely glad to see us. We were glad to be there after a swift day of battling the elements. The facilities were excellent with the opportunity for hot showers followed by suitable chlorinating in the pool followed by happy hour aboard Planet to compare Wittholz 25 notes. At the marina's suggestion, we had dinner at The Cove, since it was a short walk from the docks. We enjoyed some good camaraderie with a couple we met that sailed in on an Allied Seawind Ketch. We knew the history of that boat's design (first production fiberglass boat to be sailed around the world circa 1962...and they



Big Cats at Chrisfield.

knew what catboats were). We didn't need much else in common to enjoy our time together.

### **Wednesday 6/15: Day Four - Destination: Ewell - Smith Island, MD**

Another surprisingly refreshing night with a nice breeze topped off with a short downpour, nothing fatal. Decided to walk up to Main Street and go to legendary Gordon's for breakfast. This is where the local watermen converge and have their coffee. The scene is similar to any local McDonalds, but a little rougher around the edges in a Chesapeake Bay kind of way. We engaged some of the locals sitting outside. We told them we were just blow boat guys passing thru, to whom one responded: "Anybody with a blow boat don't belong here no way anyhow." We agreed with him and took that as our cue to go in now and sample the fair....egg, steakum and cheese on a hamburger roll, slightly greased for a couple of bucks. There you go. Despite what the welcome sounds like, the locals are blow boat friendly and you can always depend on the watermen in their deadrise boats to do the right thing when you are out there maneuvering under sail. They won't cross your bow or wake you; something their recreational powerboat brothers could take a lesson from. On the way out, I made a comment to the owner about how the place hasn't changed in 15 years. He cavalierly responded: "Yeah we almost put a new floor in the back room, but it ain't broke thru yet." Again, there you go.

Underway outbound as planned, setting sail about 1215, a bit later, shook out the single reef. About 1330 tacked back on a course due north, snagging a crab pot in the process between the skeg and the rudder. It didn't stop us, just slowed us a little until we cleared it to continue sailing. About 1400, doused sail to power up the channel to Big Thoroughfare and to the main community of Ewell. Fought a strong current for over an hour under power to find all boats present moored at the Smith Island Marina. Since I had only read the cruising guides, I wasn't sure what we'd find. As it turned out, we found a woman named Pauli under the Smith Island Marina sign with enough shallow water slips that were just right for this crew. The marina consisted of a bed and breakfast that was not currently operating, complemented by a small outbuilding with a beach décor sitting room as the precursor to shower and toilet facilities. That was all we needed. Captain Steve (Pauli's husband) had passenger carrying fishing boat, but was working off the island. We would meet him during our stay. Pauli is not a native

islander, but came to work at the bed and breakfast; eventually marrying Steve in an all-island attending ceremony. Pauli, an artist advertises a business doing boat portraits.



Smith Island Marina and Pauli.

Photo by Steve Flesner.

Once tied up, she advised me she had a telephone call for me in the house from one of our group. Looking around, we were missing *Whiskers*, one of the Nonsuch 22s. He was at the channel entrance with an inop outboard that had not been charging. Some outboards still need juice for the electronic ignition even to be started by hand. So he was stuck. With no facilities on the island, I recommended he sail with the wind back to Crisfield while it was still light with the water tower more than prominent. There he could get his engine situation diagnosed. We had some discussion and he thought sailing back to Solomon's with favorable wind in the morning might be better. Last advice was to anchor well outside the Channel because there was still likely to be local boat traffic overnight.

I returned to the boat to make dinner while some others negotiated soft shell crabs from the locals. *Bobbin's* skipper was joined by his wife and they were off to one of the local bed & breakfast establishments on the island. Pastor Rick visited us well after dinner, just as the bugs were coming out. He's the resident Methodist Minister on the island carrying on in the tradition of Joshua Thomas, the "Parson of the Islands." We had a nice non- denominational chat. Because we thought it was a "dry" island, we did not offer him a drink, but found out later from the locals that Pastor Rick likes his wine. Who knew? Eventually said good night to our spiritual guest and rigged the bug nets for the night.



Catboats tied up at Smith Island.

Photo by Butler Smythe.

### Thursday 6/16: Day Five – Destination: Exploration Smith Island, MD

We survived the night as the temperature stayed cool and the nets worked. There were no bugs in the cabin and we slept well. This was our "lay-in" day on Smith Island. I made coffee while John cooked breakfast again to use up some eggs and the last of the Chorizo. There was only one other community on the island connected by road, so a few of us walked to Rhodes Point, ending up in Marsh's boatyard. Took photos of various indigenous wood crab scrapes and deadrise boats. Asked one of the locals working on a boat if he was winning or losing. He said: "Neither, just trying to get done...you know...you can put roses on top of fecal matter (he used a different but familiar colloquialism) but underneath, it's still fecal matter." Yet again...there you go.



Smith Island crab scrape working.

Photo by Steve Flesner.



Made our way back to the boats and conferred, with unanimous agreement that we needed to take a crabcake cruise to Tylerton, the third community on the island, but only accessible by boat. For volume and choice of the proper boat as catboat ambassador for the fleet, Capt Mike Crawford allowed us all to pile into *Shoveller*. With that decision made, had time to walk around Ewell, visit the Methodist Church as well as the Post Office so John could mail a postcard. Also took in some of the real estate for sale, although it was rumored one of the catboaters stumbled upon the local real estate agent...she was kind enough to give him the grand tour by golf cart. And another younger catboater was seen being followed in his gold cart by a couple of the local teenage girls in their golf cart...what happens on Smith Island, stays on Smith Island. Before leaving Ewell, we came up with enough people to commit to dinner at Ruke's...6 p.m. sharp!

At the appointed time, we loaded *Shoveller's* cockpit with the whole group of almost a dozen hungry crab cake seekers. We got underway for Tylerton after being initially redirected by a local waterman who indicated "small water" to us visually in our original direction of transit. We turned around, eventually docking at Tylerton. Planet's skipper had called ahead to the Drum Point Market for "crabcakes all around," so they were ready for us...kind of...in their own way. It was a general store and eatery purported to have the best crabcakes on the island. They took a little while, but were big as softballs and tasty. Different areas of the bay make different crabcakes. In the northern bay we are used to backfin crabmeat in our crabcakes. These were good but not made that way. Talking to the women who took our orders, we asked how she got here. She said she married a Smith Island man was not "claim a local." Besides she said: "Nobody comes here to live... they come here to die." With that, we thanked her for the crab cakes and said goodbye to the locals sitting around in a circle of chairs (where the pot belly stove must have been originally). They were a pleasant and friendly group that knew about our boats and were interested in our travels. I particularly enjoyed their parting comment, which could only come from islanders in the middle the bay: "See you on the bay someday."



Heading for crab cakes at Tylerton.

We walked the village, which was in better repair than Ewell owing to The Chesapeake Bay Foundation having an outpost there. Their monetary influence was evident including the small sea wall erected by the Army Corp of Engineers on the island's windward side. While I'm sure it was stabilizing the island's shape, it certainly looked like no match for the flooding Mother Nature could bring on with even the slightest bit of weather. In any case, most of the houses were jacked up and everyone was trying to hold what they had. With that, we rounded up the crew and made the return trip to Ewell by *Shoveller*.

Returning to the boats, we napped, got cleaned up, enjoyed cocktails in the cockpit and then made our way to Ruke's. Got talked into local Soft shell crabs and found them very good. Also had homemade vegetables and Smith Island Cake; traditionally 10 layers of very thin yellow cake with chocolate icing in between as well as on the top and sides; calorie count unknown!

### **Friday 6/17: Day Six - Destination: Dames Quarter, MD**

Survived the night moored at Smith Island Marina with all catboaters signing the guest book before departing under power by 0730. Navigationally the group split for this next leg to Dames Quarter with half exiting back down and out the west side of the island to Crisfield then thru Janes Island State Park via the Dougherty Canal and Big Annemessex River. The other half exited the west side of the island and simply went north in Tangier Sound. *Bobbin* elected to get started home to ensure he still had a job on Monday.

By 0800 we were under sail with engine outbound and making our easting down Big Thoroughfare and cleared the channel by 0830 headed for Crisfield,

but made a side trip to Sea Mark Marine in Crisfield to look at a fiberglass bug-eye-rigged centerboarder that was salty but certainly in need of more work than any of us could imagine. It did have some nice period hardware and unique castings (Later research revealed it was a Kenner Privateer 35). By 1030, we were powering northeast in the Dougherty Canal. We passed docks, a launching ramp and camp-grounds with campers sitting by the edge of the canal in the shade of big pines watching us go by. Looked like a nice place to visit for a while. One from our group in fact, transited under sail, and got an unintended closer look.

We cleared the canal by 1130, setting a course northwest for Deal Island. At the noon radio check just south of Little Deal Island, had visuals on *Caerulean*, *Planet* and *Gull* ahead with *Dusty* astern. *Winter's Dream* was hauling at Crisfield, so we expected to see him on the trailer at Dames Quarter. Arrived Dames Quarter about 1430 with all boats anchored in the little cove behind the spit in front of CCBA member Larry Antonik's. Swim call ensued with orders to be ashore by 1700 ready for dinner.

Within the appointed time, we headed out for dinner at Lucky's in Chance, Md. Lucky's is a local establishment, described as not fancy, but with good food. We found it was certainly a local place suited to its surroundings. Typical of many establishments in small rural and remote areas, it is a meeting place that serves multiple purposes. It is the community's general store, with a bar at the other end and a kitchen with a full local menu. However, Larry had them alter the menu to bring out their finest, family style to include: Oyster Pizza, Single fried oysters, Oysters Rockefeller, Buckram crab and soft shell crabs as well as desert and beverages. While the favorite could be argued, everything was good. Aside from all the oyster dishes done right, the buckram crab is something few of us had tried...just a tad crispier than a softshell...and the crabcakes were the best of the trip including those on Smith Island.

The food kept coming until we just had to say "uncle." Larry topped off the night by taking us for a tour of the local boatyard to view the derelict deadrise fleet on the hard slowly returning to nature as well as the progress on the local restoration of the Skipjack *IDA MAY*. Aside from the historic fleet, the yard was under new management poised to raise the status of its nautical residents and associated clientele.

Just as it was getting dark we made our way back to Larry's dock and worked out the dinghy logistics until we got everyone where they wanted to go. Then

we battened down the hatches...or tried to...as the insects of the marsh came after us.

### **Saturday 6/18: Day Seven - Destination: Home-ward bound...almost**

We survived the night, but just barely. The mosquitoes gave us a run for our money and won the day; so much so that John suggested we make coffee underway outbound. With that in mind, *Wanderer* was underway under power from what we affectionately called "Bug Flats" with the coffee a brewing by 0630. Raised sail and set up power sailing on a port tack headed for Cedar Point on the south side of the Patuxent River. Our plan was to make it back to St. Leonard Creek to stage *Wanderer* for our next race over 4<sup>th</sup> of July, instead of sail all the way home.

Found our way into Lewis Creek and anchored by 1530 for swim call, happy hour then dinner. We received a report that *Bobbin* was in the Choptank River headed for Dunn Cove and on schedule to be back on the West River by Sunday. *Rejoice* checked in to say they made it home and that the dock was clear for *Wanderer*. We were ready for a bug free night.

### **Sunday 6/19: Day Eight - Destination: Docked St. Leonard Creek**

It was a nice cool night and good for sleeping with no bugs. The weather however, turned overnight and began a cycle of intermittent rain that continued throughout the morning on what was Father's Day. John whipped up the last of his sausage and eggs before we departed under power at about 0900. It was an easy but wet run up the river until we were docked at the Flesner's by 1100. Debbie was there to pick us up and we were back home by 1230. Another cruise was officially history.

### **Epilogue**

Reports continued to come in, *Caerulean* made it back to Solomon's on Saturday, as did *Rejoice*, but not before grounding on the spit in front of Larry's place. *Tattoo* had made it home on Monday night with the help of someone named "y-tee," and *Winter's Dream* left for home on the trailer from Larry's in Dames Quarter.

Finally, next year's cruise was discussed with some marginal consensus focused around the mighty Sassafras River to the north. In the meantime, as the boys sitting around at the Drum Point Market in Tylerton on Smith Island would say... "Nice talking to you...See you around the Bay someday."



# Cruise of the *Owl*

Bill Hickman

It was the summer of 1952. The Eisenhower/ Stevenson campaign was in full swing. I was in my Junior year, studying Naval Architecture at the University of Michigan, and had been offered a summer job at Jakobsen Shipyard in Oyster Bay, Long Island (practical experience is very useful to a designer, it helps to prevent designing something that can't be built).



*Owl*, a Mower cat, 1918

I decided to get there from Detroit by sea. My boat was a Leudtke Interlake Catboat, 22 ft. x 8 ft., a Marconi rigged center-boarder designed by Charles

D. Mower and built in 1918. Auxiliary power was a 7 hp. Scott-Atwater outboard that never, ever failed to start. This turned out to be very fortunate. Cooking was on a charcoal grill in the cockpit, and berthing was on two Army Surplus canvas stretchers upon which one could sleep if he got up periodically to rest. Someone had appended a cracker box cabin over the cockpit, which was awfully ugly but kept the water out (the same cannot be said of the bottom planking). There was no ice-box, but none of us had as yet discovered alcoholic beverages; an oversight subsequently remedied.

My crew consisted of my college roommate George, and two Princeton types. On a beautiful morning we caught the ebb from our slip in Salt River at the North end of Lake St. Clair. This was simple as in the Great Lakes there IS nothing but ebb, as we were to discover later. In mid-afternoon we passed under the Ambassador Bridge between Detroit and Canada (which lies due SOUTH of Detroit). And in late afternoon we anchored for the night off Middle Sister Island in Lake Erie, a sanctuary operated by the Ohio Black Fly Breeder's Association ("We Breed 'Em, You Feed 'Em").

Early the next morning (VERY early) we were underway without pausing for breakfast, and sailed into Put-In-Bay for a look, but did not stop. Late that afternoon we moored alongside George's father's 38 foot Matthews cruiser at the handsome Mentor Harbor Yacht Club. There we had a badly needed shower and a very fine dinner. At this point my entire crew mutinied.

After a short layover we were underway again. My new crew was Steve (a college room-mate). As the day went on the wind picked up from the North, and the sky took on a greenish cast. Pretty soon it was obvious that we had better find shelter, and we found a small river leading to a small settlement, which shall remain unnamed, as some people have long memories. The wind was so strong that it was actually pushing Lake Erie on to the Ohio side, and water was flowing UP the river.

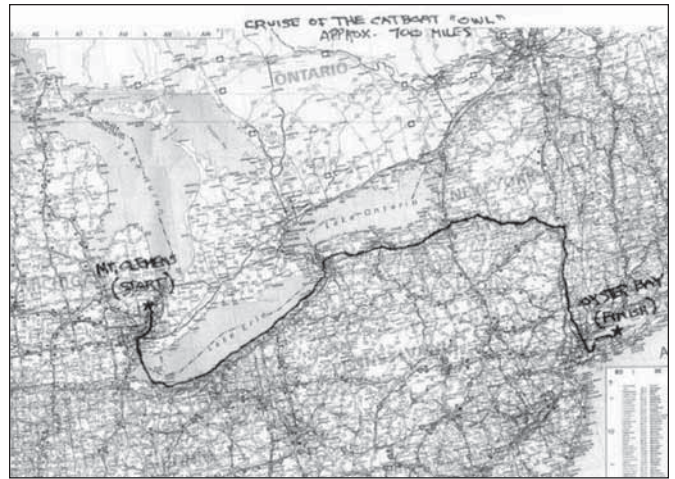
I was carefully watching the channel and did not notice the power cable until 1. Sparks came showering down from aloft and 2. All the lights in the town went out. WE were there for three days, and subjected to hostile looks by passing strangers. In due course, the storm blew itself out and we proceeded under power to Erie, Pennsylvania where I spent a day splicing in a new forestay and shrouds (I learned wire splicing in Sea Scouts).

With the mast (fortunately intact) re-stepped, we proceeded under sail towards Buffalo and passed under the Peace Bridge, marveling at the bow wave set up by the stone bridge sponsons (if that's the word I want)? Soon thereafter, the current seemed even more rapid, and we felt, rather than heard, a low roar getting nearer and nearer. A quick look at the chart confirmed that we had missed the turnoff at Tonawanda and were on the short list to being the first catboat over Niagara Falls. Prudence suggested a reversal in course, and the Scott-Atwater did not fail us. We crept slowly up the New York shore, with Old Cold Nose rigged and ready to let go. About nine that evening we moored alongside the sea wall just below the towering lock gates of the first Erie Canal lock at Lockport, skipped dinner and crashed.

Sleeping on *Owl*, as has been suggested, is a challenge. Although I was 6 ft. 1 in, I was three inches shorter than Steve. I was allotted the so-called berth on the port side of the centerboard; this required some acrobatics to reach, as there was not much clearance between the top of the centerboard and the house top. Steve slept in the starboard berth which required only crawling I like a dog. The next morning we were awakened by peals of bells, and found that we had moored right in front of a church. As Steve invariably slept in the buff, the apparition of a parker house roll backing into the cockpit must have caused some comment at Matins by the ladies taking a pre-service stroll by the sea wall.

We soon completed the necessary paperwork and entered the massive lock. The only other boat in there was *Malabar X*, a shapely Alden schooner headed east. All Erie Canal locks are operated by lock keepers, who have an annual competition for the best kept site. We entered lovely upstate country best described by Fennimore Cooper. We moved at a leisurely four knots, pushed by the faithful Scott-Atwater, until somewhere between Rome and Utica when we sheared a propeller pin and came to a halt. I was elected to play the role of Sal, and we were towed to the next civilized port where we found a spare. (Why didn't we HAVE one? Don't ask.)

Then came miles and miles of serene country, without another boat coming our way. We soon found out why. Lock #9 was down for repairs and the canal was drained between Lock #8 and Lock #10. As we were a small, shoal draft boat, a borrowed trailer solved our portage problem but we had to say goodbye to the lovely *Malabar X*, stuck there until the lock was repaired.



We proceeded through the beautiful Finger Lakes region, crossed Lake Oneida in a torrential downpour requiring us to steer a compass course between the buoys. We finally arrived at the five staircase locks at Troy, taking us down to the Hudson River, where we again stepped the mast. We had been told to expect a broad reach all the way to New York City, but as it happened, a hurricane was sniffing around and we had 20 knots right on the nose. We soon tired of this and sought a mooring for the night, which we found behind a large rock on the Eastern side of the river, quite close to a lovely colonial mansion sited between the river and the NYC railroad tracks.

We were beginning to think of dinner (as explained earlier, cocktail time did not yet exist) when we saw two heads swimming out from shore. I invited them aboard, and as they crawled out, one of the heads said, "This is Gore Vidal." I introduced my crew and myself, but the head said, "No, you don't understand. This is GORE VIDAL." I should explain that Steve and I were both engineering students, and consequently had not the faintest idea of who Gore Vidal might be. (I have since read some of his books. Rather good books.) We were then invited ashore to meet Mr. Vidal's stately mother, ensconced in the colonial mansion. She was very pleasant and courteous to us as we stood dripping on her parquet floors. She showed us a music stand, which had once belonged to Mendelssohn. We had just missed Tennessee Williams and the composer Samuel Barber.

The next morning the wind had returned to its customary quarter, and we had a spanking good reach down the Hudson, past the United States Military Academy for Boys at West Point. Then past the pirate, Bannermans' Island (now abandoned), we finally



moored for the night at the NYU crew dock in the Harlem River. The following afternoon, we picked up my former Sea Scout skipper, “Monk” Farnham (then editor of “Boating” magazine), who piloted us through Hell Gate and out into Long Island Sound as night fell. I had never seen phosphorescence before, and *Owl* was leaving a glowing ribbon behind her as we slipped into Oyster Bay. We anchored alongside the 110-foot yawl, *Manxman*. We had a fine dinner with the Farnhams, who lived in the gatehouse of the former J.P. Morgan estate and then slept in a bed for a change.



Bill Hickman holding a model of *Owl*.

## A Voyage to Mystic, All the Same

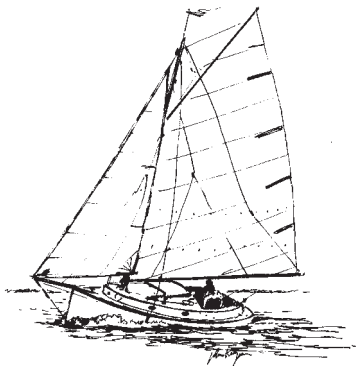
Paul Cammaroto

This past June, while in New York on a family matter, I received an ominous phone call from my next-door neighbor and good friend. He called to tell me that a monstrous storm was blowing through Maryland, on a direct path through our properties, mercilessly ripping down branches and blowing over stately trees. It seemed to him to be more severe than the last few hurricanes that we had experienced and he had great concerns. Just as we were ending our call, as if on cue, the electric power went out, for our area in Potomac, and for many neighboring communities. That was Friday night, June 29<sup>th</sup>, and the start of a grueling week of trial and perseverance. I could not see it then, but there was a silver lining hiding behind the clouds.

At the time, I was the proud new owner of *Bubbly*, a 1964 Marshall Sanderling, a design that I had admired, from a distance, for many years for its classic perfect lines and shallow draft performance



*Bubbly* on Seaport Stone Pier.



Being the year of both the 50<sup>th</sup> anniversary of the Catboat Association and the founding of Marshall Marine, not to mention *Bubbly's* 48th birthday, I thought it fitting and appropriate to attend the respective celebrations in Mystic Connecticut and South Dartmouth, Massachusetts. With *Bubbly* in tow, I was excited to meet some of the people who shared my ongoing appreciation of this classic

American sailboat design and piece of authentic waterborne history. But let's cut back to Maryland and what they are now calling "Derecho," the unprecedented windstorm of hurricane force.

By Saturday morning, June 30<sup>th</sup>, the whole DC area woke up to the worst storm damage many of us have ever seen – with trees and branches blocking major and minor roads, no power and the beginning of an unforgiving 8-day, 100-plus-degree heat wave. After arriving home from New York early that evening, my time and energy was consumed with getting the vital electric loads (refrigerator! freezer!) hooked up to the portable electric generator. It was not big enough to handle running the air-conditioner, but at least the food would not spoil. I proceeded to clean up the fallen limbs from my lawn and roof as well as helping a neighbor with a massive maple tree that had fallen into his pool.

Looking at the calendar and the upcoming Mystic event, with the roar of the generator in the background, I had to make a decision. I thought to myself, "If the power is not back on by Thursday, I don't think that I can go to the Mystic Rendezvous." When Thursday morning came with no PEPCO crews in sight and the portable generator singing its mournful dirge, the situation looked bleak. "DRAT!" (Not the actual word I used at the time). Just in case, being the eternal optimist that I am, I had been preparing for the Mystic rendezvous anyway, since I had that glimmer of hope that the lights would come back on and the cool breeze would blow again. Hoping against the odds that we would be on our trailered way to the New England events on Thursday afternoon, I packed the car and the boat. Extra line – check. Shackles – check. Sail repair kit – check. Cleaning supplies, tools capable of doing a major overhaul on a truck engine, more extra line, two extra boat hooks, 3 cans of fix-a-flat and anything else I could find with a flashlight, in my basement and garage (we all know about possible contingency packing and where that can lead). At least I was ready, just in case things worked out. About 1:00 p.m. that afternoon, my neighbor stopped by to see how it was going and I told him of my dashed plans. "Oh I'll take care of the generator. Go take your new boat up to New England!" he said. Well... he didn't have to say it twice. The race was on. I called my friend, Andrea, and told her the plan - that I would pick her up in one hour. Then I went to my son's, Dominic,

school to pick him up. His nickname is "Bub" and *Bubbly* is named after him. He wouldn't and shouldn't miss the first major voyage of his namesake. With a full tank of gas, we departed with seven hours of driving ahead and no shortage of traffic obstacles to navigate while testing *Bubbly's* maneuverability on the highway. The trip was smooth and the Marshall, with trailer, behaved very well. We arrived and checked into the hotel at about 10:30 p.m. that same night. A happy surprise was the late-night clam chowder dinner at Equinox diner. It's worth going back for. The next morning, the plan was to get the boat in the water and rig her with a nice day-sail on Fisher's Island Sound, then back to Mystic to join the other catboats. Have you ever heard the saying, "Man plans, God laughs?" Well, God was probably having a good chuckle right about then.

I woke up in a start at 3:30 a.m. with the nagging question, "Did I bring the Sail? I don't remember packing it..." I quickly dressed and went out to the hotel parking lot to check the boat and car, so that I could put my mind at ease. I couldn't have forgotten something as critical and BIG as the sail, could I? I looked in the boat – no sail. I looked in the car – no sail. "OH NOOOOO!" (I didn't use those actual words at the time). Indeed, I had forgotten to pack the sail. Mortified at my misstep (I mean the sail is a pretty important item on a sailboat, don't you think?), going back to sleep wasn't an option. I lay there considering what to do. At 6:00 a.m., I called Marshall Marine, in the hope of leaving a message for Geoff Marshall, who I expected would be leaving South Dartmouth early to make it to Mystic at a decent hour. "Good Morning, Marshall Marine," came Geoff's welcoming voice at the other end of the phone. He was in early to tie up some loose ends before he left for the weekend. I sheepishly told him my dilemma, and imagined his facial expressions and self-control, as he likely had to hold back the temptation to laugh uncontrollably. Other than to acknowledge the funny situation, he didn't blink. "Sure, we're bound to have a used one lying around here and I'll bring it with me when I come." It was like the gray clouds were swept away and in their place was Geoff Marshall's smiling face. He is forever more my Hero (along with my neighbor), the silver lining shining the way to the end of a truly challenging week.





Thanks to Geoff Marshall.

As many know, we had a marvelous weekend in Mystic and my crew and I were happy to meet all the wonderful “Catboat people.” We had the good luck to be docked next to Scott Trepod, his friend Lauren, and his BIG dog, Walter, in his boat *Cricket*. We enjoyed getting to know them. And Dominic - aka “Bub” - never missed the chance to tell anyone and everyone about his dad who forgot the sail. Wonderful kid, isn’t he? (Yes, without a doubt).



It was a pleasure to meet you all and a special Thanks to Geoff Marshall for his compassion and help. Fair Winds and Tides.



# CATFOOD

Jane Walsh, Editor



## “I’M JUST SAYING” — MYSTIC AND MARSHALL’S 50<sup>th</sup> — EXTREME EXTRAVAGANZAS!

Contemporary phrases such as: “at the end of the day”, “with that being said”, and “not for nothing”, are John’s biggest pet peeve! Not to tick him off, but folks, “**I’m just saying**”... MYSTIC’s and MARSHALL’s 50<sup>th</sup> celebrations were the CAT’s MEOW!

Kudos to all for making these weekends stellar! Each venue offered memorable, magical, and special moments. Those who attended the Saturday evening dinner under the big top in Mystic were treated to a fabulous Italian feast – “**I’m just saying**” how fitting to honor our international guests.



Catboaters from Venice.



I visited a few cat boaters at both venues and gathered a couple of new easy recipes.

### Watermelon Salad

Cubed watermelon sprinkled with feta cheese, capers, a few fresh mint leaves and lots of fresh lime juice! Yummy and low in fat!

### Chicken Ala Paul

Marinate chicken breasts in Paul Newman’s Italian dressing, sautee with butter and olive oil and finish with white wine. This was served on “*Cleopatra*” from S. Wellfleet, MA just prior to arrival in Mystic when provisions were getting low. Thanks Terry and Ned!



Crew of *Cleopatra* in Mystic.

And, if you don’t have access to pizza delivery on the water, try making your own!

If you carry a portable grill, try assembling a pizza to grill. Boboli’s pizza crusts travel well. Some suggested toppings include:

#### **BBQ Chicken Pizza**

BBQ sauce + sautéed opinions + grilled chicken + shredded cheddar

#### **Greek Pizza**

Tomato sauce + spinach + black olives + feta

#### **Veggie Pesto Pizza**

Pesto + grilled veggies + tomatoes + Parmesan



Try these flavor combinations, then CREATE YOUR OWN and tell us about it!

As our farm team of CBA members grows, we must share some of their favorite “kitten foods.” Benjamin and other catboat kids, what are your favorite foods while catboating?



Benjamin and Karen Fallon (*Kathleen*) in Mystic.

And, the “raw bar” at Marshall’s in Padanaram was second to none! Here are a few of our members enjoying “fruittidi mare”! Thank you Geoff and Kristen!



The “Raw Bar.”



Members at Marshall’s 50th.

And, now, “with that being said” here is some Catfood---for a herd of cats! Judy Lund made this for a Super Bowl party she attended after the Annual Meeting in Mystic 2012. I thought it would be great to share in this issue as we approach football and tailgating season. Thank you, Judy, for all of your efforts for the 50th in Mystic. Awesome job!



Catboat Kids at Marshall’s 50th.





Judy Lund in Mystic.

## Rendezvous Dip

Put together in layers:

- one 16 oz. can refried beans
- (2 envelopes) prepared Guacamole
- Some salsa
- 8 oz. sour cream
- 2 cups shredded cheese: cheddar or pepper jack
- small can sliced black olives
- some diced tomatoes for color
- some slice green tops of scallions

Serve with corn chips or dips.

So, “at the end of the day” and “having said that”, I hope everyone has a great winter! See you in Mystic at the Annual Meeting in February 2013!

“Boat” Appetite,  
Jane



---

## Short Tacks



### *Stumpa*

Mat Leupold

**EDITOR'S NOTE:** *The following article by Mat Leupold, a Contributing Editor for the “CBA Bulletin,” is published with permission of “The Broadside,” USS Constitution Model Shipwright Guild Newsletter.*

*Stumpa* represents a 25-foot Cape Cod catboat, a type of sailboat originally used in commercial fishing, later adopted by recreational sailors. “*Stumpa*” is a pet name for a rotund child bestowed on my wife by her Swedish mother; catboats can be described as rotund. The model flies the burgee of the Catboat Association.

*Stumpa* is made from a kit, modified with added details and the substitution of materials: cherry for mahogany in the brightwork and silkspan for the

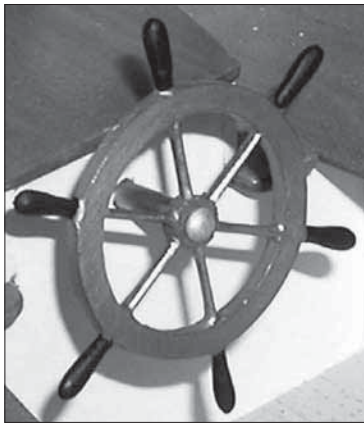


*Stumpa.*



cloth provided for the sail. I am pleased with the louvered cabin doors. Mast hoops were from plane-made wood shavings. The boom pivots on the boom crab instead of on a gooseneck or jaws. A boom crab saved a mast from being weakened by hardware and fastenings at the place of greatest bending stress, and it permitted a mast to be more readily pulled. Unwaxed dental floss serves for sail stops on the furled silkspan sail. (I had to learn how to properly furl a sail; on my Marshall 15, also named *Stumpa*, I had been content to just get it into the sail cover. I was surprised at how many Catboat Association members I had to ask before finding one who could tell me how to do it properly.)

The kit called for a tiller, but thanks to me *Stumpa* has wheel steering, more typical of a boat her size. A tiller sweeps out considerable room in the cockpit, and on a large boat with an unbalanced rudder the helmsman, without the mechanical advantage of a steering gear, could have his hands full. The wheel was cut from aluminum with a jeweler's saw. In scale the aluminum resembles galvanized iron.

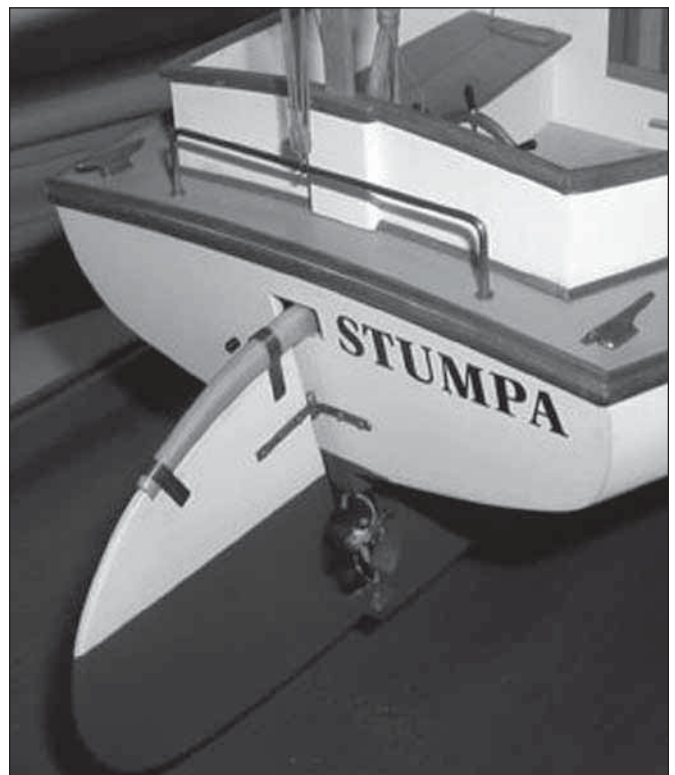


The model construction is plank-on -bulkhead, the planks being far wider than scale. The model's only atypical catboat feature are the square after corners of the cockpit coaming, possibly the kit designer's concession to inexperienced modelers. I didn't know as much about catboats then as I do now.

### CATBOATS

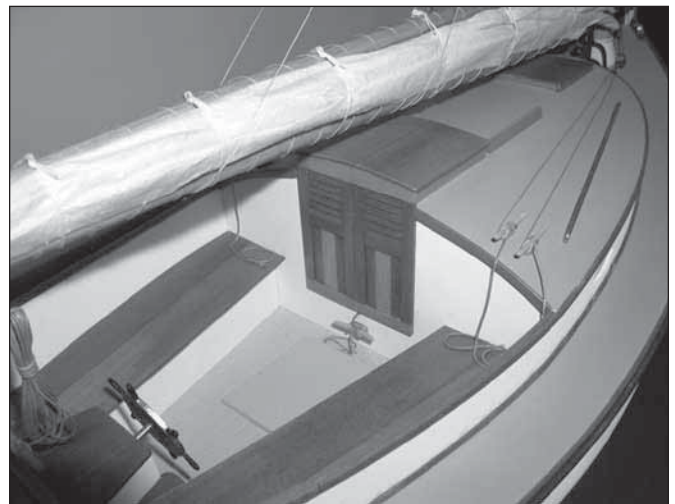
A catboat is a sailboat two-beams long with a big open cockpit. A single mast way forward usually carries a gaff sail. The boats are shoal draft, with centerboard, and are capable of operation in shallow waters.

A big catboat nowadays is 25 to 30 feet; a small one is 15 feet except for the iconic 12 1/2 foot Beetle cat. Originally catboats were workboats, mainly for fishing. Larger ones carried vacationing passengers in places like Nantucket. They became pleasure boats and yachts long before today's sailing machines and "floatabagoes." As workboats catboats were indigenous to Cape Cod and New Jersey. Now, as



pleasure boats, they are found everywhere in the world. Most are still on the east US coast though.

The origin of the name is unknown. That it is Dutch is more credible than the oft heard "She's quick as a cat!" attributed to Horace Crosby on Cape Cod around 1850.



The design is well integrated. A single sail on a mast way forward is simple to handle and allows an uncluttered workspace. The shoal draft requirement calls for width instead of a keel for stability, and the width enlarges the workspace. The pronounced sheer provides convenient low freeboard amidships and good "bury" for the cantilever mast up front where

there is no width for stays. With nothing extending below the keel/skeg a boat can be beached or take the ground when the tide goes out.

There are weaknesses. The restriction that nothing extend below the skeg gave rise to the barn door rudder which, on account of being long and shallow instead of short and deep, is not efficient. The gaff rig is not particularly close-winded, but catboat sailors content themselves by saying there is more to sailing than going to windward.

Catboats are fast. Big sails give them power, and broad-beam stiffness allows them to be sailed on their lines. Even with relatively shorter booms, however, modern boats still have considerable weather helm, and the barn door rudder, unbalanced, and with its area centered so far from the hinge line contributes further to the sensation of a heavy helm

Catboats are not good sea boats, nor were they intended to be. A large open cockpit can hold a lot of water, and the long boom is harder to manage in a following sea.

Catboats have character. They are photogenic. They are good for cruising because they are spacious and simple to sail. Shallow draft means they can enjoy secluded anchorages where others risk grounding out.

The Catboat Association (CBA) this year celebrates its 50th birthday. Seventeen catboaters formed the CBA after an informal rendezvous in 1962. The Catboat Association and the Friendship Sloop Society are first cousins. In fact we have some FSS members among our membership. Friendship Sloops also were workboats that found favor with latter day pleasure boaters. Like catboats they are handsome in appearance and good sailors. Like catboaters, sloop society members are sailors more than yachtsmen.

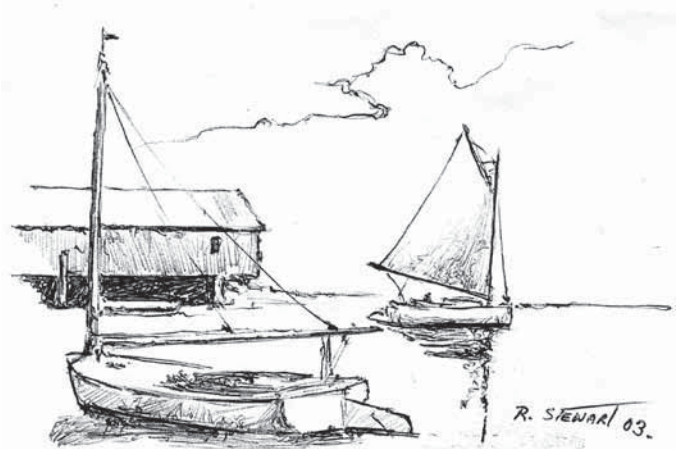
Note that the model has a gold ball at the head of the mast. On a trip to Mystic Seaport shortly after acquiring *Stumpa*, my Marshall Sandpiper, I saw a gold ball on the mast of *Breck Marshall*, the Seaport's replica of a Crosby catboat. The jacket of the book "Catboats" by Stan Grayson (first edition) showed *Shoveller* with a gold ball at the top of the mast. Putting two and two together and getting five I concluded that catboat tradition called for a gold ball at the top of *Stumpa's* mast. Accordingly, I bought a wooden ball that my wife gilded, and I fixed it at the top of the mast. I have since learned that only three catboats are embraced by the tradition: *Shoveller*, *Breck Marshall*, and *Stumpa*.



*Stumpa's* mast is topped with a gold ball.

However, in an old world tradition a gold ball at the head of a mast signifies free and clear ownership of the vessel.

There is another free and clear ownership tradition, one that I believe originated on Nantucket, the mortgage button. When the mortgage is paid off, its ashes are deposited in a hole in top of the newel post that is then capped with an ivory button. A brother and sister who lived on the island at the time gave us one when we paid off our mortgage. I was asked what happens to the button if I take out a home-equity loan.





# 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*

159-1. FOR SALE: 1979 Herreshoff America 18' catboat. Nowak & Williams "Wind Dancer" w/ 9hp Yanmar diesel (1-GM10) 2004. 8' beam x 18'-2". 250 sf flag sail gaff rigged w/ mast hoops / sail cover. Disp 2500 lbs. Wheel steering, cockpit cushions, folding 23' - 6" mast, sink, cabin shelves, porta-potti, running lights, deck mounted Danforth Anchor / chain & rode, Windex vane, electric bilge pump w/ float, self-bailing cockpit, copper port & starboard lanterns, compass, 1998 Load Rite trailer, new teak handrails, draft 22", steel cb (4') board up, Harkins Main blocks, opening front port, new fuel tank, new electrical panel, 12v battery, teak centerboard trunk w/ table, red & blue stripes, blue bottom paint, new bronze 3 blade propeller, hull is in great condition - no scratches. \$15,500. Email: Ronald.w.post@gmail.com Phone: 732-255-9050



159-2. For Sale: 1968 Hermann 17' fiberglass catboat, Marconi rig, restored to like-new condition. All restoration work done professionally. Cabin top and foredeck re-cored and re-glassed. Cockpit sole replaced with all new supports. Centerboard slot re-glassed. All fiberglass surfaces restored to like-new condition. Teak refinished with 6-8 coats of Cetol. Rudder fiberglassed and propeller aperture filled in and fiberglassed. New mast 2005 repainted 2009. Boom with vang and hardware for lazy jacks and 2 jiffy reefs resurfaced and painted 2009. New standing rigging 2005-2009. New Squeteague sail 2008. Outboard motor bracket. (Outboard motor not for sale). Transom-mounted fold-down boarding ladder. Large dry cockpit lockers. Built-in Guzzler bilge pump. Sink with stainless water tank. Origo one-burner alcohol stove. New breaker panel and wiring 2009. Refurbished original aluminum ports. Navico tiller pilot. Uniden VHF radio with masthead



antenna. Garmin GPSMAP 76s with mounting bracket. Ritchie compass with demountable bulkhead bracket. Danforth anchor and rode. Price includes 6 hp Mercury, Easyloader single-axle trailer with spare wheel and tire. Located West Bath, Maine. \$14,000. Contact Marc Horey marchorey@comcast.net

159-3. FOR SALE: 1932 Alden Catboat Yawl - Calynda. 28' x 12'6" x 3'8" - 38' LOA - Designed by Fenwick Williams. Built by Reuben Bigelow, Monument Beach, MA. Extensively rebuilt since 1984. Cedar planked, oak frames, bronze fastened. Full standing head room, sleeps 5, enclosed head, large cockpit is excellent for entertaining. 2 burner alcohol Kenyon stove w/oven, Adler-Barbour refrigeration. B&G Network Quad and Wind instruments, Garmin 492 GPS, Autohelm 4000 autopilot. 60 hp Kermath Sea Jeep engine, completely remanufactured by Van Ness Engineering during the winter/spring 2011. Excellent family cruising boat. Located - Branford, CT. Asking \$25,000. Contact Carol and Neil Titcomb - 203-488-3088 or neilcarolt@sbcglobal.net



159-5. For Sale: 1967 Marshall 22 - Hull # 15 -PISCATOR (Ex. TINKER). In very good condition. Has the original "open" cabin plan. Atomic 4 (30hp) inboard that runs perfect, custom wood blocks, half dodger, canvas for sail and most wood work, antique wood sail hoops, Custom Binnacle with Danforth bronze compass, full cushions, auto pilot, teak anchor pulpit, and much more. Asking \$20,000. adam.albino@verizon.net or 617-504-0706.



159-7. For Sale: Marshall 22 Bronze helm wheel. Bronze and mahogany wheel for a Marshall 22, came with boat when new in 1997. In very good condition (varnish on handles intact and bright) as was always under a wheel cover when not in use. \$450. Contact Joe at stucc1@comcast.net

159-8. For Sale: 2008 Marshall 22. "Wildcatter" - This is the newest Marshall 22 on the market. She is in fantastic condition with some very unique features including a Doyle Stack Pack sail with cover, custom center cockpit main sheet arrangement, custom scupper system, and both a hanging locker and dresser in cabin. This is a well thought out boat in like new condition.



Aristo Blue Awlgrip hull (2011) with light blue decks, White boot stripe and Green bottom. Hanging Locker to port. Dresser to starboard. Chart drawer under main bunk. Bunk extenders for port and starboard berths. Cockpit scuppers with extra cockpit drains. Yanmar 3YM 20 diesel engine (very low hrs.). Engine compartment sound proofed. 3 AGM batteries with isolator. Three blade prop. 26" Destroyer style steering wheel. Porta-Potti. 12 volt accessory sockets at helm and electrical panel. Two electric bilge pumps. Longer steering shaft to allow more room behind wheel. Doyle Stack Pack sail with cover - Ocean Blue. Swivel cam cleat for mainsheet mounted to engine hatch. Berth cushions - White. Cockpit cushions - White Vinyl with custom cushions for steering box and back rest. Fortress anchor. Located South Dartmouth, MA. Asking \$75,000. Contact katherinereed@gmail.com

159-9. 1973 Herreshoff America 18' Glass hull. Sailed the last three seasons in fresh water. Two sails a. the original red-white-and-blue stripe and b. a cranberry red Thurston, both in very good condition. Sail cover, handheld VHF, anchor and rode, Rule 360 bilge pump, porta-potty, berth cushions, cockpit cushions, Olin flare kit all included and in very good shape. Rigging all new last year. 6 hp Suzuki outboard runs well. Twin axle trailer included. Needs varnish and minor electrical work (Switch panel needs replacing). \$7,000. Firm. Contact: Al Hoyt, 508-224-9507 or aphyot@verizon.net



159-13. for Sale: 2002 Arey's Pond 16' Lynx. This premium hand crafted catboat it has only spent three summers on the water. Impeccably kept and garage stored, it comes equipped with beautifully crafted Sitka spruce mast, boom and gaff. The extra bonus is a heavy duty well designed bronze tabernacle, allowing the mast to be lowered with ease, making trailering this boat very manageable. Egyptian Dacron sail, mahogany seats and trim throughout, and loaded with extras. This offering includes a 4HP Tohatsu 4 stroke long shaft outboard. New boats comparably equipped are listed at \$38,000. Please contact the office for more information and photographs. Asking: \$22,000. Located Cape Cod. Suzanne Leahy 508-240-0058



159-14. For Sale: 1981 Marshall Sanderling 18 with sloop rigging/ Boat name: Tabatha length on Deck 18.2/beam: 8.6/Sail area 253 Draft 19" board up & 4'4" board down/ Displacement 2200lbs Boat is in good condition, maintained on a boat lift on the Caloosahatchee River/Complete Cockpit flooring has been refurbished with fiberboard to a better than new condition. Nissan 4 stroke 6 hp outboard long shaft engine. Cabin has a centerboard hinged table, bunk cushions and porta potty. Cockpit has 2 long



sturdy vinyl covered cushions. Life vests, anchor and various lines and fenders, sail covers. Asking \$11,000. Contact Wolfgang or Barbara 239-281-7734 or wobasha1@aol.com

159-15. FOR SALE: 1984 Marshall 22' Catboat. Yanmar 3GM 22hp diesel inboard engine. Professionally maintained. Lovely condition. Raytheon autopilot, Garmin GPS, Manchester sail, Thurston sail covers, and dodger. Currently in the water, enjoying Quisset Harbor and Buzzards Bay. Asking \$35,000. Please contact Weatherly Dorris at quissett@cape.com or 508/548-0506.



159-16. For Sale: 1974 Herreshoff America, 2008 5 HP Tohatsu 4 stroke, 2007 Thurston sail with flag insignia plus usable older sail with flag, new interior cushions this spring, centerboard cap replaced 2007, centerboard pennant replace last year, galvanized trailer with new tires and led lights, overall in very good condition, won its division the last three years at the Great South Bay Cat Boat Rendezvous, \$8000 obo, would consider trade for Barnstable catboat, 631-563-4856, spudsailor@aol.com Charlie Huberman



159-20. For Sale: 1965 Marshall 22 Catboat " Santa Baby ", former "Santa Ana". #6 Hull. 30 hp Universal Atomic 4 gas engine rebuilt Spring 2012 with new starter; runs great! White Awlgrip hull, beige non skid deck and cabin top with white side decks. Natural teak grabrails, rubrails and trim. Mast repainted white and beige in 2010. Cockpit finished in wood and painted white. Top loading insulated chest icebox in port cockpit seat. Swim platform on transom and bronze boarding step on rudder. Edson rack and pinion teak wheel and complete set of closed cell cockpit cushions. Hood mainsail with 2 reef points and original mainsail with 3 reef points. Fixed 2 blade prop. Wiring and electrical panel replaced 2001. Open cabin design with folding dinette and complete set of cushions. Bronze piston type fresh water pump with 20 gallon tank. Shipmate " Skippy " cast iron wood/coal stove with stack. Wilcox Crittenden " Head Mate " head with holding tank. Boat currently on a mooring in Duxbury, MA. Offered at \$16,500. Email Jim Linsdell jlinsdell@me.com or call 781-422-1555.



159-21. For Sale: 18' Marshall Cat Sanderling Sailboat - "Stroller" is for sale... she did a great job getting our kids into sailing, but now they have moved on and we are not sailing her. 1972 hull is in amazing shape, as she was redone and Awlgripped flag blue in 2008. Bottom was done with Interlux performance epoxy in 2008 as well and has been painted with Micron CSC every other year since. Interior cabin liner was painted in 2007. Spars, Sprit and Boom painted in 2008, with new sail cover then as well. Sail is still in great shape. New motor mount completed the work done that year. Interior and cockpit are in fair condition and were next on the list. All running rigging was update in 2009 with Spectra lazy jacks and Samson halyards & sheet. She is sitting on the mooring in Stonington ready to go. There is a trailer included and she was stored on it last winter. \$7500 (Stonington, CT); contact Brandon Flack bflack@amconet.com





159-22. For Sale: 1970 Hermann Cat 17' Charles Wittholz design. Built by Hermann Boatworks. 8' beam 2900# displacement (before addition of inboard diesel) single cylinder Yanmar diesel. Marconi rig, tall version Holeslaw dual axle trailer with tilt tongue for launching. Main w 2 reef points. Boat is in good shape. Inboard engine added in 2009 - Like new. Located Sturgeon Bay, WI. Web photo album upon request. MOTIVATED SELLER prices boat at \$6,100 for quick sale. Contact: Tropicomm1@yahoo.com . Grant Huber 410-708-3200.



159-24. For Sale: 1972 Herreshoff America 18' catboat. Owner maintained in very good condition. 8hp Nissan outboard in well with gas tank, Traditional D & D "Flag" sail with auxiliary. Sail cover and mast boot. Bronze hardware and ports. Teak trim refinished with Cetol. Newly upholstered bunk cushions. Danforth anchor with line. Dock lines and fenders. Recently replaced steel centerboard. Portable head, 4 life jackets. Asking \$ 7500. Currently docked at Narrasketuck Yacht Club, Amityville, LI. For more information, contact: Rick Gaddes (516) 314-3702 Email: rickgaddes@gmail.com



159-25. For Sale: 14' Cape Dory Handy Cat, new lines, fresh bottom paint, spars just varnished, new mast hoops, teak just refinished, 2hp Honda, sail cover and some gear. \$6,800. Located in Surf City NJ. Contact Christian Mele (908) 962-2289 christiangmele@yahoo.com



159-27. For Sale: 1995 MENDER 19' CATBOAT. Tabernacle Mast Navigation Lights Automatic Electric Bilge Pump Has Only Been Used In Freshwater Trailering & Storage Cover YANMAR 1GM10 Inboard Diesel RACOR Fuel Filter PERKO Water Strainer LOAD-RIGHT Tandem Axel Galvanized Trailer Tanbark Red Sail With Lazy Jacks & Jiffy Reefing UNIDEN Depth Sounder RITCHIE 4" Compass FORTRESS Danforth Anchor, Rode & Bronze Deck Pipe Docking Lines & Fenders Rudder Fold-down Step Bronze Transom Step Cockpit Tent & Awning 4 PFDs Interior Cushions With Double Bunk Filler CABIN: ASH Drop-leaf Centerboard Table, Wainscoting, Forward & Aft Shelves Net Hammocks for Gear Brass Reading Lights WEEMS & PLATH Brass Clock and Barometer Forward Opening Porthole THETFORD Porta-Potti IGLOO Ice Chest 2 Speed Ventilation Fan 7 Ventilated Under-Bunk Storage Lockers Slide-out Galley with Sink, Brass Water Pump, Portable Water Tanks - & 2 Burner Alcohol Stove NEW: Trailer Brakes Wheel Cylinders Hitch & Master Cylinder Sail Cover GOODYEAR Marathon Radial Tires (5) PETTIT Bottom Paint SIKKENS Cetol Teakwood Varnish Deep Cycle Battery Spare Propeller & Engine Parts Price: \$27,000. Location Central Kentucky. CALL 859-221-3390 Or Email captmunro@aol.com for Photos



159-28. FOR SALE: 2006 Marsh Cat 15' catboat. Joel White Design; epoxy glued marine plywood lapstrake, built by a retired craftsman. 6'11" Beam, Draft w/centerboard up 9" w/CB down 2'8". Retractable rudder; boom tent, sail cover, 2HP 4 stroke Honda (May 09), and a trailer. Gaff rigged with a North Sail and small Doyle jib. Mast on



tabernacle. Trailer in excellent condition; boat stored indoors on trailer. Boat in mint condition, a true classic! Reduced to \$8,900. Located in New England. Email for more pictures at chendr7108@aol.com or call Roy Hendrickson at 239-283-5471 or 603-520-4974 for more information.

159-29. FOR SALE: 2000 Menger 23' catboat. Yanmar Diesel 2GM20F, jiffy reefing, marine head, steering pedestal with teak table, compass and depth sounder, VHF radio, masthead antenna, lightning dissipater, two 12 volt batteries, anchor chain and rode, anchor chocks behind mast, rope deck pipe, steps on transom and rudder, dodger, pressurized water system, shower at stern, stainless steel sink, folding table, 4 interior lamps, electric bilge pump, louvered cabin doors, cabin top hatch, opening port in head, covers for sail, wheel and steering pedestal. Major refurbishment (bottom paint, hull wax, bright work, stuffing box, cutlass bearing, sail, etc.) performed in early 2011. Kemah, TX. \$40,000. (will assist with reasonable transportation cost). Contact Ed Flint 713-527-0239 or emflint@hotmail.com



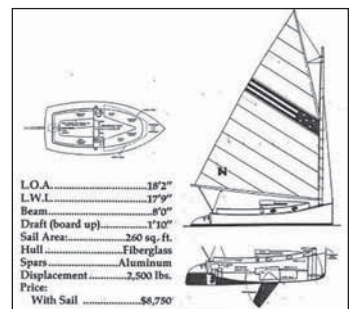
159-30. For Sale: 1973 Marshall Sanderling 18' catboat. Many extras: cockpit cushions, bunk cushions, cabin vent box, boom awning, quick reefing line, quick furl cord, wired for lights, mast boot, sail cover, port-a-potty, double mooring cleats, swivel sheet clam cleat, anchor, removable outboard bracket, bumpers, lazy jacks, cradle, older Johnson 6 hp, recently replaced new mast, recently replaced new centerboard, spare rudder, boat cradle. Never been damaged. Great boat. \$10,800. Very good condition. Located in Duxbury MA. Bill Miller 781-934-0775 bmrowing@verizon.net



159-35. FOR SALE: 1970 MARSHALL SANDERLING 18' catboat - CRUISING CATBOAT sails in just two feet of water! Built in 1970 by Marshall Marine, who installed the 8 horsepower Yanmar diesel inboard engine in 1985. The 2005 Quantum (Thurston) sail is rigged with two one-line jiffy reefs. Mast, boom and gaff are aluminum, painted buff per tradition. Sheet and halyard blocks are ash-shell (from Germany) with bronze sheaves and roller bearings. Sheets, halyards, lift and lazyjacks are three-strand Dacron. Louvered teak cabin doors lead to the cozy cabin. There's a drop-leaf table, V-berth with cloth-covered foam cushions, and a Shipmate "Skippy" wood stove. All the teak trim has been refinished with Cetol every season. Brass running lights have been electrified. Load-Rite trailer with surge brakes (new in 1999; never in salt water). In all, a proper little yacht that we're reluctantly selling. \$16,000. Tim and Barb Graul, Sturgeon Bay, Door County, Wisconsin 920-743-6842 tgraul@sbcglobal.net



159-37. For Sale: 1979 Herreshoff America 18' Squadron Yachts catboat. This fiberglass cruising catboat accommodates 2-4 for overnight or a larger day-party for comfortable sailing. Below are- two berths, sink and space for optional head and galley. The long cockpit is self draining- and is designed to sleep two. Hidden beneath the stern seat is the outboard motor-well.



Rub rails and coaming caps are teak, fittings are bronze. There are five ports (one opening for ventilation) and the interior is fully finished. Her spars are aluminum and she is supplied with centerboard, 500 pounds of lead ballast, complete rigging including her distinctive 'flag' sail, bunk cushions, sink with pump and water tank, and positive foam flotation. Includes 1979 model year 8 H.P Yamaha O.B. Good condition Located Weems, VA. Asking \$8,750. with trailer. Paul Johnson 804-438-9333.

159-38. For Sale, 12' 4" catboat of Beetle Cat design, exact dimensions as a Beetle Cat except hull is fiberglass with aluminum spars. Wooden centreboard and rudder. Age and builder unknown but she is in good shape and is sailed regularly in the St Lawrence River near Kingston, Ontario, Canada. Two sails, one new from the Kingston Sail Loft and an older one still usable plus a trailer. Asking \$2,500 CDN. Contact Paul Switzer at switzerp@cogeco.ca for details or phone (613) 541-0704.



159-39. For Sale: CBA Bulletin Collection. Includes issues #1 through #18 and #51 through #158, plus the Index for 1-57 and Index for 58-90. All in excellent condition. Must go as set. You pick up. \$300 or BO. Located Stonington, CT. Contact Dave Hantman email hantdd@sbcglobal.net

159-40. For Sale: 1993 Marshall 18' Sanderling catboat. 1GM Diesel having 300 hours, hinged mast, trailer, newer sail, in water at dock, located Mashpee, MA. See more photos here. Asking \$22,000. payment by certified check, Joe Bousa jbousa3@cape.com 508-477-9466

159-41. For Sale: 1974 Marshall 22 catboat. Cruise Downeast in your 1974, 22 ft. Marshall. Lovingly maintained, new dodger, new Yanmar 3YM 20hp diesel inboard with three-blade prop, bowsprit for anchoring. Rewired, fully found for cruising. Small woodstove. Excellent race record (if there's any wind), has been cruised extensively (see CBA Bulletin No.140 for example. If you wish we can help you sail her back to your homeport in New England. Asking \$29,000. Location, West Bath, Maine. Contact John Van Orden, 146 Shoal Cove. W. Bath, ME 04530. Email shoalcove@comcast.net or call (207)442-7865.



159-42. FOR SALE: 1975 Herreshoff America 18' catboat. Nowak & Williams "Egg Roll"; Hinged mast, mooring tackle incl; chain, mooring and ball- currently in longshore marina Westport (paid launch service incl. in sale for this season , 8hp Yamaha think its 1998 w/ fuel tank. 8' beam x 18'-2". 250 sf flag sail gaff rigged w/ mast hoops / sail cover. new tiller , new cockpit cushions, anchor, lifejackets, compass, 1997venture trailer currently registered, teak all redone in 2011, draft 22", steel cb (4') board up, opening front port , 12v battery, 2012 new blue bottom paint, well maintained. \$9,500. Email: kellydavidson@mac.com Cell Phone212-44-8286



159-43. For Sale: 1974 Nowak and Williams Herreshoff Scout. Cat ketch rig, open cockpit daysailer with the same lines as the Herreshoff America. It has two cockpits and is big enough to daysail a small army. Rear cockpit has destroyer wheel style steering. Hull #4. Sails in good condition. Comes with cockpit cushions in good condition, cockpit covers and sail covers. The motor well has a 24 volt trolling motor. Comes with a trailer in good condition and a spare tire for the trailer. Stored indoors last three years. Great boat for sailing. Could also be used as an electric powered launch with no significant modification due to the location of the motor well and moveable ballast. Selling it in favor of smaller boat, would consider trade for a trailerable daysailer such as a Potter, Montgomery or similar. Located in Chanhassen, MN. Asking Price: \$6,000. Contact Scott Larson at scottleighmail2@gmail.com



159-45. For Sale: 1995 Arey's Pond 12' "Kitten" catboat. Sitka spruce mast, gaff, and boom, iroko rail, fiberglass hull, bronze hardware, Harken swivel cam main sheet system, trailer, removable Edson motor bracket, custom cover for sail and entire full cockpit, 2 sails, made in 1995. \$10,000 OBO Located South Orleans, MA. 2HP Honda Four Stroke available separately. Michael Kuhn 713-221-1239 or mck@bgllp.com



159-47. 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. Make offer - motivated seller! Call Todd Tateo at 239-216-1916 or email ttateo@comcast.net.



159-49. For Sale: 2008 Marshall 15' Sandpiper - White with Navy boot stripe, very little use, like new condition. Dry sailed on Barnegat Bay, stored indoors in winter. White anti-fouling bottom, with Harken race gear, new low-stretch halyards and mainsheet. 2011 Beaton sail used less than 10 times. Beaton and Pt Pleasant Canvas Covers (toast color). Garboard drain plug and Cetol finished teak, removable aluminum motor bracket. Includes all safety gear (pump, anchor, air bags, etc) Trailer never used on road! Available immediately. Located in New Jersey. \$21,000 or best offer. g.lee.edwards@gmail.com or phone 608.807.8132.





159-50. For Sale: 2011 Com-Pac Sunday Cat Day sailor. Purchased direct from builder Hutchins (DBA Com-Pac Yachts). LOA 17'4", beam 7'3". Includes 2011 Tohatsu 4-stroke 5hp outboard motor [less than 10 hrs.], boarding ladder, pacific blue sail and Bimini covers, electrical package, marine battery, and anchor hardware package. See standard equipment, specs, video and photo gallery here. Getting the mast up or down is too easy. Items mentioned above are not standard. Large cockpit with room for 5 adults, and when ready to sail you can raise the boom up the mast 2' or so for more head room and/or clearing the Bimini. She's been in water since Feb. 2012. Com-Pac applied epoxy coat plus two coats of antifouling paint with a third coat at water line, but I have a diver clean bottom once a month at slip. If needed, a trailer for this boat would cost about \$2100. This 76 year old New Englander, who sails mostly solo, is not a happy camper about retiring after 62 years of sailing, but results from neck surgery are forcing the sale. She turns heads, is fun to sail, and is very fairly priced. \$16,900. Located Tarpon Springs, FL. Call 727.935.4079 or email [jfritzpatrick43@tampabay.rr.com](mailto:jfritzpatrick43@tampabay.rr.com)



159-51. For Sale: Beetle Cat. Rebuilt with new ribs, rubrails, cockpit coaming, stem, deck, floors, centerboard trunk, deck beams, cockpit floor boards. New bronze fasteners. New Doyle sail with new Sunbrella sail cover and cockpit cover. 2010 Karavan trailer. \$8,000. Please call 860-395-0752. Located in CT. Joe Stoltz [joseph.m.stoltz@pfizer.com](mailto:joseph.m.stoltz@pfizer.com).



159-52. For Sale: 1978 Herreshoff America 18' catboat. Built by Nowak and Williams. 8' beam. Fiberglass hull, teak trim, throughout. Teak cockpit floor, 5 bronze ports, one opens. Comes with traditional rudder and spade rudder with additional tiller. Hinged mast installed to lower and raise mast in minutes with all reef lines leading to cockpit. Lots of extras including stove, anchor running lights and bilge pump. Galvanized centerboard. Powered by a 4 hp Yamaha outboard with low hours. Trailer included with extension for low tide ramp launching. Located Washington DC Asking \$7,500. Email [WP4NYL@gmail.com](mailto:WP4NYL@gmail.com) or call Mike 703.568.1730



159-53. FOR SALE: 2001 Compass Classic Cat. 14' LOA, 7' Beam. Well cared for, fresh water lake sailed. Harken blocks and cams; sail, mooring and coming covers; magic tilt trailer VGC; sail in VGC; cockpit cushions; Oak comings and center board cap; Rule bilge pump, outboard bracket with Minnkota motor; 12 V battery. Included fenders, boat hook, paddle, hand bilge pump. Contact Tom Southworth. EMAIL: [tfsouthworth@gmail.com](mailto:tfsouthworth@gmail.com) or, Phone: 202-215-0020. Located Heathsville, VA Price \$8,900.



159-54. For Sale: 1986 Marshall Sandpiper 15' - Excellent condition. Cuddy. Freshwater until 2007, Buzzards Bay 2008, stored since. Newer sail, old sail. Tabernacle mast. Removable outboard bracket. Clear varnish. Polar blue topsides. Mast to stern boat cover, has been covered since new. 1986 Load Rite trailer. No motor. Located Orleans MA \$13,500. Charles Ognibene [cognibene@comcast.net](mailto:cognibene@comcast.net)



159-55. For Sale: M22 Original Teak and fiberglass forward hatch from a 1985 Marshall 22. In excellent shape except for need to strip teak, and clean off old Penetrol still on fiberglass. Both remove well (did the whole rest of the boat already) and teak should look like new. I replaced it with a new Lewmar hinged hatch, but don't want to break up this nice piece just for the teak. The hatch has a standard sized hole that fits a Nicro vent (not included). Open to offers. Located in Natick, MA so can arrange to meet in greater Boston area, or in Portsmouth, NH area where boat is kept, or ship. Contact at [title26@comcast.net](mailto:title26@comcast.net)



159-56. FOR SALE 1980 Marshall 22' catboat. "Katrina". Sailed past 5 years. New rigging lines, Yanmar inboard 18 Hp, with all manuals. All electric working, in cabin and running lights. Radio in good order, sleeps 4 with comfort, all cushions, inside and out are in good shape, galley with propane, porta potty head, nice galley table, inside, and outside eating tables, fold up, utensils, plates and eating ware for six on board. This boat has taken many trips along the coast, with most all meals prepared aboard. Teak wheel, and rudder & hull mounted bronze boarding steps. 388 foot sail with three reef sets, easy to single hand for a larger catboat. Two anchors, one Bruce, one Danforth, with over 200' of anchor line. Reasonably priced at \$28,000. which is a great value for this much boat. For a Sanderling owner who wishes to upgrade to a Marshall 22 (inboard Sanderling preferred), I will consider taking Sanderling in trade, with balance for the 22. There is also an 8' sailing dinghy from the "SABOT" class, which could be in the transaction for a reasonable offer. Contact Bob (860) 536-6407 [burns@aikifarms.com](mailto:burns@aikifarms.com)

159-57. For Sale: 2005 Marshall 18' Sanderling. "It's Magic" is in excellent condition. Equipped with 4 HP Yamaha, Load rite trailer Cockpit cushions for custom built cockpit seats, Stave backing, port-a-potty, Danforth anchor. Currently in North Branford, CT Asking \$ 28,500. Please reply to 203.901.4794; [Artec@artec-machine.com](mailto:Artec@artec-machine.com)



159-58. FOR SALE: 1971 Cape Dory 14.5' Handy Catboat. "Catnip", Cape Dory built. Fiberglass hull, positive flotation day sailer. Wooden spruce varnished spars (stored indoors), new Pert Lowell mast hoops and all current running rigging. Single jiffy slab reefing. White hull, blue bottom, light blue interior and ivory gel coated decks. Raw teakwood trim, metal 1/2 round fender rub rails. Sunbrella mooring cover. Reconditioned mainsail by SailCare. Anchor, chain, and 115' nylon rode; fenders, docklines, mooring gear. Two lockable cuddy doors in teak. Scissors boom crutch, original crutch, rudder



strut, Bremer outboard bracket (no motor); spare rudder and tiller; paddle, boat hook, 2 PFDs, bilge pump, masthead wind indicator, flag halyard. Galvanized 2008 trailer with spare tire and wooden mast racks. Located Vineyard Haven, MA. Inspectable. Asking \$5,500. Gerry LaMarque. Phone 508-693-0553 and let ring 10+ times; winter phone 410-326-8077.

159-60. For Sale: 1999 Marshall 18' Sanderling Cat Boat. Very Good Condition. Hinged mast, 4 HP Marshall Factory Installed Electric Inboard Motor, Almost Silent Aux Operation for up to six hours on a full charge, New Deep Cycle Batteries installed 2011, Two Battery Chargers, Three Blade Bronze Prop, Cabin Cushions, Self-Contained Head, 2012 Marshall Sail Cover, Lazy Jacks, 2009 Tidewater Trailer. Located Orleans, MA. \$22,000. OBO Contact: Robert Ouellette 781-769-3556 Almostair@aol.com



159-61. For Sale: 1974 Marshall 22 catboat She's in great shape. Had a welder customize the trailer so the boat can be trailered. Sleeps 4 comfortably. Blue interior cushions, Sanipotty, sink, drop-leaf table in cabin. Alcohol stove, brass lantern, swim ladder, stainless steel wheel, dock lines, spare prop, boom crutch, large cockpit, vinyl cockpit cushions, new dodger and sail cover, Danforth anchor, all documents for engine and boat. New bottom paint & boot top, aqua barbecue for stern, lazy jacks, bronze transom steps, compass, new batteries, wiring and panel, Automatic bilge pump, VHF, there are 2 sails, one new, PFD's, Head-Mate, plus many extras. \$22,500K OBO. Brunswick, ME (207)-837-8995 usewindenergy@comcast.net



159-62. For Sale: 1970 Marshall 18' Sanderling. Thurston sail slightly smaller for ease of handling. Tabernacle mast hinge. 6hp Evinrude outboard. Shore Land'r trailer, excellent varnish on wood. Excellent paint on hull. Located Portland, OR. Asking \$10,000. Bruce Covault 503.659.2354.



159-63. For Sale: 1983 Marshall Sanderling 18' catboat. Hull #558. White hull w/ grey non-skid and cabin top. Varnished teak inside and out. 2000 Honda four stroke 5 HP outboard recently overhauled. Cockpit cushions, interior cushions, alcohol stove, battery powered portable navigation lights, wind direction indicator, Quantum sail w/sail cover, Danforth anchor w/chain and rode, bulkhead mounted compass and knotmeter, port-a-potti, fire extinguisher, PFDs, dock lines, fenders. New rudder gudgeons and pintles, new centerboard pivot pin. A solid boat in excellent condition. Includes 1983 Lady tandem axle trailer w/new wheels, tires and lights. \$15,500 Boat is located in North Granby, CT. Tom 860-653-3944 tpdswarner@cox.net



159-64. For Sale: 1937 Roberts 21' Catboat. SEA PUP is a classic 1937 catboat designed and built by Manuel Swartz Roberts of Edgartown, Martha's Vineyard. SEA PUP was used as a launch from Edgartown to Woods Hole. She has been under the same caring ownership for last 30 years. Restored below the waterline in early 1980s, she underwent a comprehensive restoration by Vern Mowrey of the Yacht Shop during the winters of 2007/08 and 2008/09. Click here to view a video of the SEA PUP restoration project (on water sailing @5:16 in video). Re-launched August 2009 and lightly used, regularly maintained since then. Stored indoors each winter. Constructed of long leaf yellow pine over oak frames. Fastened with bronze and has a mix of bronze and stainless steel hardware, much of it original. Trimmed in mahogany and fir in cabin/cockpit. Built for use as a launch, SEA PUP has a spacious cockpit, measuring 10' 2" by 8' 6". She will comfortably carry twelve+ passengers. She would make a wonderful family day boat and will attract attention in any harbor. 18HP Penta diesel with less than 180 hrs of use provides an 8-10 knot cruising speed. 300 sq. ft. dacron sail. Asking price significantly reduced to \$14,000 for a rapid sale. Please contact Michael Baumann at 978-828-0229 or mjbantiques@verizon.net



159-65. For Sale: 1972 Herreshoff America 18' Catboat. Freshly Restored 2012 season including Teak - Fresh Bottom Paint in 2011 Fiberglass / LOA 18 Ft. / Beam 8 Ft. / Draft 18" Board Up / 48" Board Down Great day sailer with large cockpit for six with two berths. 1999 Quantum Tanbark Sail, Original Flag Sail in good condition, Main Sheet, Throat & Peak Halyards, Lazy Jacks, 2 Reefing Points, Tan Sail Cover, Harken Blocks, Bronze Cleats & Fittings, 2 Tillers and New Windex Wind Vane. Marine Battery w/Solar Trickle Charger, Running and Cabin lights, Marine VHF radio with antenna. Danforth Anchor with 150 foot Chain foot Line, 4 Dock Lines, 2 Fenders, Emergency Flares, Fire Extinguisher, First-Aid Kit, Boat Hook, 5 PFD's, Two New White Seat Cushions, and Manual Bilge Pump. 2001 Load Rite Trailer with all New 2012 Disc Brakes & Calipers, Wheel Bearings, Pneumatic Cylinder & Hydraulic Lines and new Light-Kit throughout. Recently licensed with tags. All receipts available. Yamaha 4 hp 4 stroke long shaft outboard motor with Fuel Tank and hose. PRICE: \$ 8,400. Located on trailer in Annapolis, MD. Contact: Richard Templeton cell 410-507-0026 or templetonrk@gmail.com



159-66. For Sale: 1928 Wooden 28' Catboat "BLUE GOOSE", built in Taunton, MA, by Brown Boat Building. 28 ft on deck, with 6-ft bowsprit and 4-ft rudder. Previous owned by Spaulding Dunbar of Chatham, MA for 40 years, now berthed in Beaufort, NC. Completely rebuilt by Pease Bros. of Chatham in 1992. Oak frames, cedar planking, 50 HP BMW 3-cyl diesel, boat is fully found and ready to go. Hull, equipment, sail all in excellent condition. Owner loves her dearly but has aged out, having sailed her consistently for 20 years. Recent survey replacement cost: \$157,000. Asking price: \$34,500. Contact Tom Harper, P.O. Box 1031, Burlington, NC; Tel: 336-227-1153; www.harpoon1@bellsouth.net





159-67. FOR SALE: 1975 Marshall 15' Sandpiper. Hull #45. This beautiful catboat has a large open cockpit surrounded by a gleaming oak coaming. Traditional colors. Great for family outings and easy to sail, she look great on the water with her graceful lines. Good condition. Solid mast. Draft: 16" board up, 3' 9" board down. Length: 15' 6". Beam: 7' 1". Displacement: 1,050 lbs. Sail area 166 sq. ft. Sail is in good shape. Includes a Loadrite galvanized trailer, Tohatsu 3.5 hp outboard, boom tent, sail cover, and numerous accessories. Boat is in north Texas. Willing to transport a reasonable distance with gas compensation, meeting halfway. Additional photos upon request. Price is \$8,800. Call Chuck at (817)416-5061 or email at [chuckgilliat@verizon.net](mailto:chuckgilliat@verizon.net)



159-68. FOR SALE: 2000 Menger 23' catboat. Yanmar 2GM Diesel. 2006 custom Haarstick Main (original as a back-up.) Boat underwent retrofit in 2006 for current owner. Cabin and cockpit set up for serious cruising by a seasoned sailor. All the accessories you'd expect & more, except pressure water. (She's got a reliable, bronze hand pump) Classic Edson bronze and teak wheel. Seriously for sale at \$38,500 (shipping negotiable) Located in Rochester, NY. (Freshwater boat) Contact Bill Watson [bwatsonb@vermontel.net](mailto:bwatsonb@vermontel.net) or 802-843-1034. Full pdf listing available on request. (I've moved to the mountains or you'd never get this chance to buy this boat.)



159-69. For Sale: 1977 Marshall 22' Catboat. Powered by a 2001 9.9 hp Honda O.B. on easy lift O.B. bracket. 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 extension, all sails and rigging including an extra Quantum racing main, jib, genoa, spinnaker and forespar from that conversion available. New ablative bottom paint in Feb. 2012. Very sound hull, very dry boat. Rustic teak staved cockpit coaming. Classic Edson wheel steering. New exterior Cetol varnish finish. Interior cushions in good condition. 3 anchors with chain and rode: Delta fast-set on teak bow sprit, Danforth 15lb, and a small grapnel. 4 PFD's in new condition, & misc. required safety equipment. Raytheon Auto pilot, Solar fan. Bimini, too many extras to list. Includes 1999 dual axle tow master trailer. Asking \$14,000. Will consider trade for a VW eurovan camper 90's model or similar camper in good condition. E-mail: [laurashll@yahoo.com](mailto:laurashll@yahoo.com) or call (206) 604-5447.



159-70. For Sale: 1989 16ft John D. Little Catboat for sale by second owner. Professionally maintained, stored indoors in the winter. Lapstrake planking 3/8" Brunzeel mahogany marine plywood, white cedar staving; White oak frames, keel, stem, and deck frames; Honduras mahogany transom; 3/8" marine plywood fiberglass covered decking; Honduras mahogany cockpit coaming caps; White oak steam bent cabin and coaming sides; Varnished spruce spars, original Gambell



and Hunter sail, 2 reefing points, lazy jacks and topping lift; Elco inboard electric motor system, professionally installed 2006, 24v 1hp, 4 12v 105ah batteries, 2-blade Campbell sailer prop; 2 electric bilge pumps; Custom detachable stainless swim ladder; Running, masthead, and cabin lights; Fortress anchor, 6' chain, 100' rode; Detachable Spartan bronze outboard motor mount; Custom Sunbrella tarp cover; Cuddy cabin with 2 small berths, 3 cushions, 4 porthole windows; 2 Cockpit cushions; Located in Flanders, Long Island, NY, winter in Greenport, Long Island. More photos here. Price \$9,900. Contact 917-375-0879 or [ken.norcross@gmail.com](mailto:ken.norcross@gmail.com)

159-71. For Sale: 1976 Marshall 18' Sanderling, completely repainted after structural repairs to cockpit, bulkhead and seats including all new teak by Beaton's Boatyard in 2011. Looks and sails like a new boat. Very stiff and fast. 2012 Honda 5hp, 2008 Loadrite trailer, 3 sails, all Coast Guard equipment, porta-potti. Located in Toms River, NJ area. Asking \$ 17,500. Call Tim at 201-280-1871 or email at [tjnewmanfd@msn.com](mailto:tjnewmanfd@msn.com)



159-72. For Sale: 1976 Mystic 20' Legnos Catboat. Great condition and equipped to cruise with fiberglass hull & deck. Newly sanded and refinished all wood spars: mast, boom and gaff. Diesel inboard, porta potty, cabin & cockpit fully cushioned. Mahogany cabin & hatch doors, 2 anchors, sail, battens, dark red sail cover. Located Wappinger's Falls, NY. \$12,000. Contact Todd Apmann email [toddapmann@gmail.com](mailto:toddapmann@gmail.com) or 917-887-4785



159-74. For Sale: 1971 Marshall 18' Sanderling. "Carpe Diem". Hull # 131. Purchased by current owner 1993, sailed each season since in Pleasant Bay, Cape Cod. Well maintained by owner and Arey's Pond Boat Yard. Fully equipped for family sailing and racing, including: 2 sails, sail cover, cockpit and cabin cushions, 2 anchors with line, portable head, bulkhead mounted compass, complete lead ballast, 5 HP 4-stroke longshaft Tohatsu outboard 2007, fuel tank, running lights and radio, bilge pump, fenders, boat hook, boarding ladder and bronze transom step. Many custom features added by current owner such as additional foot cleats on sole, non slip mast wedges, anchor mount, etc. Rigged for solo sailing with halyards, sheet (set forward), and centerboard pennant all fitted with cam cleats for one hand adjustment. All old bottom paint removed and ablative paint applied seasonally. She has been winter stored and maintained in owner's boathouse, so there is no trailer. Advancing years require downsizing to a smaller boat, hopefully a Marshall 15'. Reluctantly on the market for \$11,000. Call John Kelsey in East Orleans, MA at 508-255-3573 or e-mail at [jkelsey@c4.net](mailto:jkelsey@c4.net).



159-76. For Sale: 1988 Puffin Dinghy. High quality Maine built 8' 6" hand laid fiberglass Puffin dinghy with wood seats, gunwales & oars with bronze oarlocks, is in almost like new condition throughout and comes on a 1997 galvanized trailer that is in excellent condition. The Puffin



dinghy is being offered for sale with the trailer for \$1500 and is located in Lancaster, Virginia 22503. Pete Cardozo 804.462.3474 aeromarine@hotmail.com

159-77. For Sale: 1987 Stur-Dee Cat. 14' 4" fiberglass teak-trimmed catboat, 7' beam. Perfect blend of classic beauty and modern simplicity. Designer was Edson Schock. Custom built in RI with all teak trim, instead of oak. Buff colored decks, molded to look and feel like canvas-covered deck. Marconi rig. Sail her single-handed but with huge cockpit take whole family along. Cuddy cabin gives protection from spray and room to store gear. Teak seats and combings are just the right height above the cockpit sole to be comfortable. Sail her up on a sandy beach. Fiberglass centerboard easily retractable. Rudder protected by skeg. Trailer easily with optional tabernacle mast. Anywhere you go, the Stur-Dee Cat will stand out, and you'll want to stay out when others run for home. Recent new bottom paint and original gel-coat hull is unpainted and shines like new. Sail recently professionally cleaned and looks like new. Aluminum spars and rigging almost like new. A new Stur-Dee Cat sells for more than \$18,000 without trailer or options. Hard to tell difference between this boat and a new one. Included is original 1987 galvanized trailer in excellent condition with a mast crutch, cockpit cover and like-new 2010 Honda 2-HP 4-stroke air-cooled outboard with under 5 hours. Boat has been meticulously maintained throughout. Reluctantly offered for sale at \$10,500. Located in Lancaster, VA. Contact Pete Cardozo at 804.462.3474 or email aeromarine@hotmail.com



159-79. For Sale: 1974 Marshall 22. Diligent is a fine example of earlier Marshalls. The layout is standard with the exception of the removal of the through hull head. Porta-Pottie installed in its place. The cockpit is large with easy access to the engine compartment. The cockpit sole is a removable mahogany grating level with the engine cover. The sail has plenty of life left, new battens were installed two years ago. Aux. power is a 22hp Palmer engine with less than 500hrs. The hull and bottom are in great shape. I painted the interior and the deck two years ago. I have kept her in sail away condition. In addition she comes with a Fairclough winter cover just reconditioned over the summer. Boat stands are available should you need them. The other more common items are also included, vhf, lines bumpers, etc. asking 19,500. Contact Len van Vliet at 860-388-5221 or vortex5221@yahoo.com



159-80. FOR SALE: 2007 William Garden 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, 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



hailed out in Barnstable, Cape Cod. She has been repainted inside and out and looks spiffy. REDUCED to \$12,500. Contact William B. Hickman 508-362-3760 or email hickman31@verizon.net.

159-81. For Sale: New Murray Peterson dinghy 6'-8" x 3'-8". \$1500. Contact William B. Hickman 508-362-3760 or email hickman31@verizon.net.

159-82. For Sale: 1981 Atlantic City 24' Catboat, 11' beam, 2' draft board up, 4' draft board down, 6'2" standing head room, new dodger, new GPS, new Navigator magnetic compass, cockpit cushions, new cabin cushions, new mast, new sail cover, new lines, new headliner, new sheets and blocks, new rewiring, 450 square foot sail, Westerbeke 3 cyl 21 hp diesel maintained by Marshall marine, VHS, wireless TICK TACK speed and depth, 15amp battery charger and monitoring, in-boom reefing, dual batteries, separate 110 volt shore power system, stereo system, separate head with sink and electric toilet. This very comfortable traditional cape cod catboat single handedly cruised from Florida to the Bahamas for many winters and is presently moored in Mattapoisett Massachusetts and winters under the care of Marshall Marine Boatyard, South Dartmouth, Mass. \$25,000. Contact Cal Perkins at (508)789-5102 or Catboatcal@aol.com



159-83. For Sale: 1968 17' Hermann/Witholz catboat "Piccolo"; completely restored 2011. Marconi rig; 4hp/4cycle Johnson with less than one hour; hull epoxy white with buff decks and cabintop (recored in 2011); five new bronze ports; bronze cleats, chocks, and transom step; new oak bowsprit with cast bronze anchor roller; new bronze nav lights; new mahogany forward hatch with screen; new mahogany rub rail and coaming caprail; new solid fiberglass rudder and ash tiller (both built by Cape Cod Shipbuilding); spare (long) black locust tiller; Mahogany cabin table, teak cabin doors (with screen), and all trim finished with seven coats of Epifanes RapidClear; new 5" foam/memory foam bunk cushions; two anchors with 300' of new nylon rode; sail with two reef points in very good condition (one repair at second batten pocket); new buff sailcover; bottom scraped, sanded, and painted with Interlux multi-season ablative; roadworthy two-axle trailer with new LED lights, wheels, tires, bearings, and four new shock absorbers. Offered at \$8500. Can be seen in Rowe, MA. Contact Gene or Sandy Donovan at 413-339-5328 or email at edonovanchateau@hotmail.com





# The Catboat Association

# Membership Application



*Founded 1962  
Incorporated 1983*

*Mail completed form to:*

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

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

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

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Street: \_\_\_\_\_ City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

2nd Street Address: \_\_\_\_\_ City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

(IMPORTANT: Please supply Zip + 4 Codes)

Dates mail goes to 2nd address: \_\_\_\_\_

Catboat Name: \_\_\_\_\_ Year: \_\_\_\_\_

Date Purchased: \_\_\_\_\_

Home Port: \_\_\_\_\_

Former Names: \_\_\_\_\_

Former Owners: \_\_\_\_\_

Designer: \_\_\_\_\_

Builder: \_\_\_\_\_

Where Built: \_\_\_\_\_

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

Description: \_\_\_\_\_

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

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

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

***Make Checks Payable to: Catboat Association, Inc.***



### CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

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

\* Stone, (Please Specify Original Logo or Burgee only), All other colors, Nautical Red, Periwinkle, Pale Pink, Lime Green, Baby Blue in burgee only **Total of All Columns \$ \_\_\_\_\_**

<b>Name</b>
<b>Address</b>
<b>City, State, Zip</b>

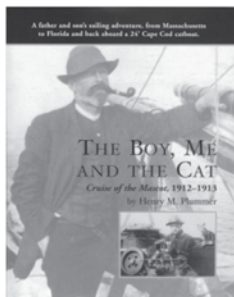
To order merchandise, specify color, size, quantity and total for each item. Make check payable to Catboat Association, Inc. in U.S. funds. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 55 Brandt Island Road, Mattapoisett, MA 02739. Questions? [mary.crain@catboats.org](mailto:mary.crain@catboats.org); 508 758-8081 **Shipping is Included.**

**NEW!! The Catboat Association Store at Lands' End!** Order additional merchandise of your choosing and add CBA logo for \$5.95.

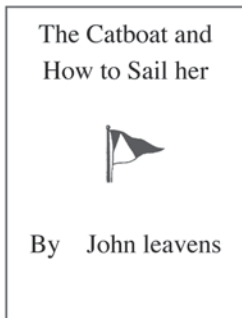
Order online at: [ces.landsend.com/the\\_catboat\\_association](http://ces.landsend.com/the_catboat_association)



# Catboat Association Publications



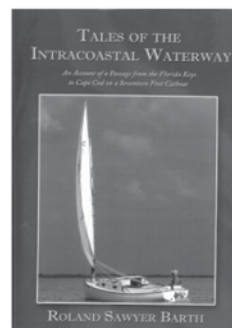
**The Boy Me and the Cat** by Henry M. Plummer  
\$29.95 (hardcover)



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



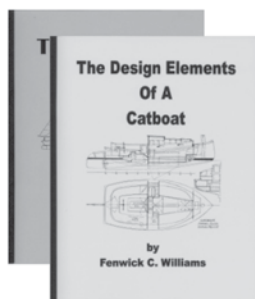
**The Competitive Cat** Racing small Gaff-Rigged Catboats.  
\$19.95



**Tales of the Intracoastal Waterway** by Roland S. Barth \$15.00



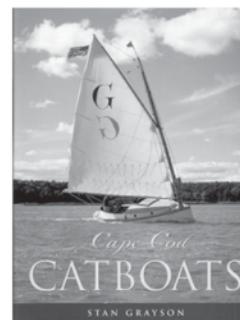
**Catboat Summers** by John H. Conway  
\$15.00



1. **Design Elements** by Fenwick Williams  
2. **The Mystic 20 Catboat** by David W. MacIntyre  
3. **Reprints from Rudder Magazine**  
Each \$15.00



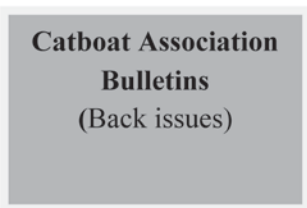
**Nine Lives -the Story of the Catboat** DVD  
\$24.95



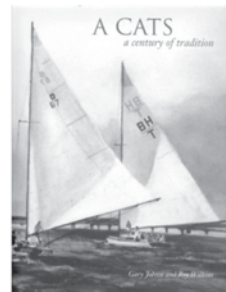
**Cape Cod Catboats** by Stan Grayson  
\$39.95 (hardcover)



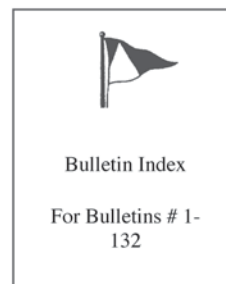
**The Catboat Era in Newport** by John H. Leavens \$34.95 (hardcover)



<u>Cost</u>	<u>Bulletin</u>
\$5.00	#1-54
\$7.00	# 55-present



**A Cats --A Century of Tradition** by Gary Jobson and Roy Wilkins  
\$49.95 (hardcover)



**Index of CBA Bulletins**  
#1-132  
\$15.00

**To order your CBA Publications:** Payment by check or money order in US Dollars only. Payable to CBA. Shipping and Handling is \$2.00 for EACH item. Foreign orders please include \$5.00 extra. Mail list of desired items with cost and S&H to:  
Carol Titcomb, 38 Brookwood Dr., Branford, CT 06405-2325.





# ON THE BACK COVER

**EDITOR'S NOTE:** *We received the image of this postcard from Judy Lund, CBA Historian with the following note of explanation and a poem.*

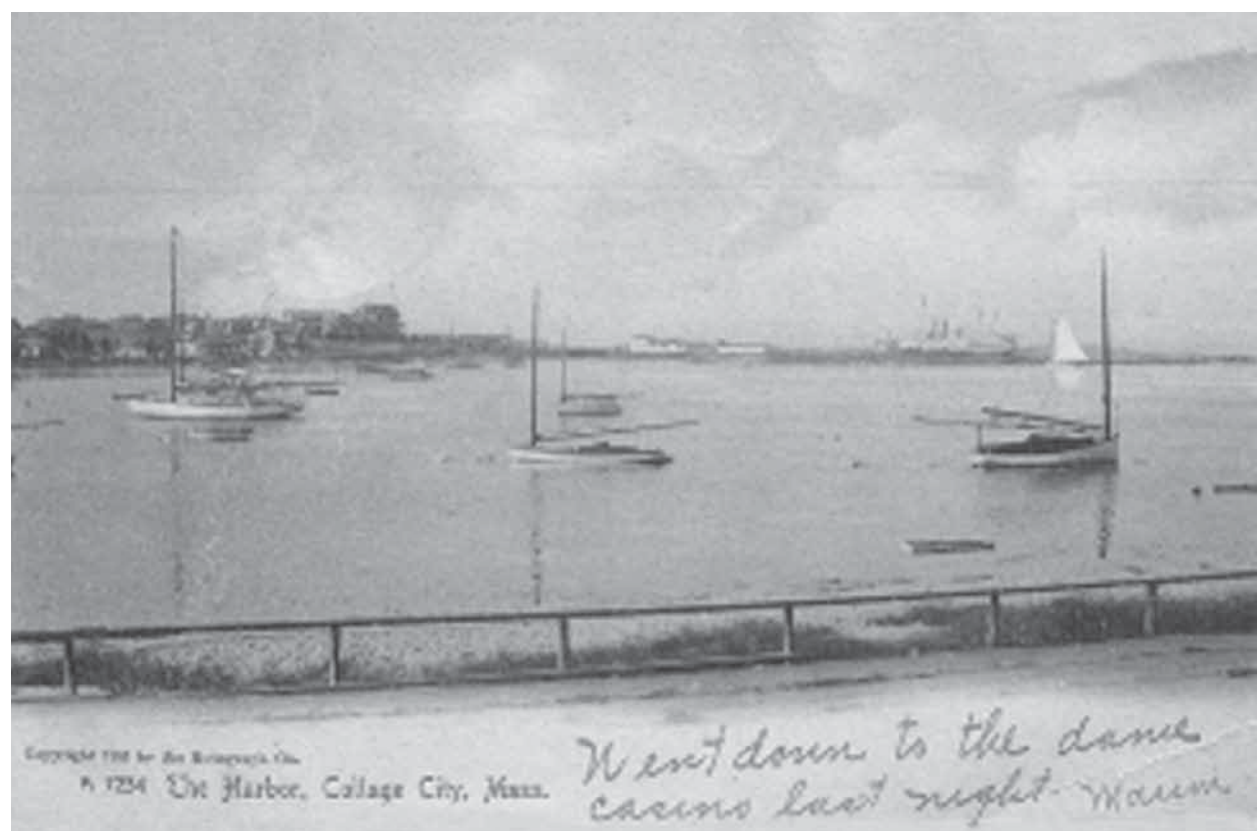
I recently received this nice postcard of Oak Bluffs Harbor, mailed in 1905, with a fleet of cats. It came from Bob Horne, new owner of *Cat Ballou*, Sanderling No. 246. He found it in cleaning out a family home. He also included a poem, "Catboat Memories," by Howard Burdick of Avondale, RI on the Pawcatuck River. He wrote for the "Westerly Sun" until just before his 100th birthday in 2002. He used to sit on his veranda and watch the activity on the river. The poem was written in the late 1980s. Horne relates that he and his father sailed their Marshall 22, *Sourpuss*, and their Beetle Cat, *Matmiran*, in this view frequently. In addition, the late Bob Stowe moored his beautiful 35 ft. Crosby Cat, *Southwind*, in that same view.

## Catboat Memories

Sturdy little catboat swinging,  
On thy mooring, zagging, zinging;  
If thou belong to Horne or Stowe,  
I must confess, I do not know.  
From my home in Avondale  
I view thee and I warmly hail  
Thou sturdy little catboat swinging  
On thy mooring --- bless thy rigging!

I had a catboat as a boy,  
And my heart was filled with joy,  
Every time I took her out  
And learned to Holler: "Comin' about!"  
So from my heart I give thee joy,  
For once I was a catboat boy,  
And all my memories hold respect  
As on catboat days I now reflect!

Howard Burdick  
Avondale, R. I.



Copyright 1932 by The Kalamazoo Co.

A 1234 The Harbor, College City, Miss.

*Went down to the dance  
casino last night. Warm.*