

# Catboat Association Bulletin



**No. 160**



**Winter 2013**

## ON THE FRONT COVER

The catboat *Old Sculpin* celebrated her 100th birthday this year. The 24-foot boat is owned and maintained by Bill Mullin of West Barnstable. He, also pictured at the helm, keeps her in Bass River, on Cape Cod. “Old Sculpin” is the nickname that was given to her builder, Manual Swartz Roberts in Edgartown, Martha’s Vineyard. The boat builder is credited with having built 200 wooden cats. There are only four known to still be sailing.

The boat and captain were photographed by Jim O’Connor of West Tisbury, while attending the 4th Annual Townie Hornor Perpetual Sail Around Catboat Rendezvous off Osterville and Cotuit. O’Connor said he watched *Old Sculpin* as she was sailing with a dozen other boats out in Nantucket Sound. He said he was struck by the boat’s movement in the water while the wind blew 10 to 12 knots. There was not a cloud in the sky. “She is a beautiful boat,” O’Connor said. A photograph of the boat ended up being a cover of this year’s Catboat Calendar produced by O’Connor.

# Catboat Association

www.catboats.org



**BULLETIN NO. 160**

**Winter 2013**

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

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

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



## Volunteers Needed

The Catboat Association is in need of some help. Now that the 50th anniversary party is over, it is time to plot our way into the future. We remind members that the success of the association has always been tied to the energy of its members and no one else. And that is the way it will be done in the years ahead.

As you bring out your navigational charts and look ahead, contemplate future sails and future journeys, please include the association in your plans. Volunteer! Bake a cake, carry a line, write an article, take someone who has never been on a catboat out for a sail. There is plenty of room here for your voice, your energy, experience and enthusiasm.

The Catboat Bulletin, the mainsail to the organization, is in need of articles, photographs and tips for stories in this New Year.

Association sailing members and the Bulletin's crew were in dire need of someone to oversee the scheduling of races and rendezvous. But as of the Annual Meeting, we are happy to announce that Gayle Cornish has volunteered to be our editor for this important job.

Gayle and husband, Jack, live in Oak Ridge, New Jersey and sail the Marshall 18, *Kalyra*, on Lake Hopatcong. She looks forward to hearing from Race/Rendezvous reporters after this summer's events.

Gayle can be reached at [gayle.cornish@catboats.org](mailto:gayle.cornish@catboats.org).

## Catboat Merchandise Store

All is well at the Catboat Association merchandise store. Members will remember that Mary Cassidy Crain took over the store a year ago and all is good and getting better. The big news is "more." There are a few changes too.

"We will have two new items," she wrote us. One will keep you a bit warmer on one of those cool summer nights. And the second will be especially liked by the ladies.

"A Navy blue fleece blanket with the CBA logo and a Navy blue silk scarf with a burgee and catboat pattern," she said.

"Our biggest seller is the baseball cap which is available in a range of colors, with the original logo, or the burgee only," she said.

A whole line of goodies is available at the Lands End website [http://ces.landsend.com/the\\_catboat\\_association..](http://ces.landsend.com/the_catboat_association..) Check out one of the back pages to this bulletin to find the web access for the CBA store; plus the current product list. Mary warns all those using order forms, to use a current form. One change, she said: "The burgee is now \$20."

For more information you can also email Mary at [mary.crain@catboats.org](mailto:mary.crain@catboats.org). Or, call her at 508-758-8081.

## You Make Us Feel So Good....

When you help us recognize one of our members by submitting a nomination to the Awards Committee! Take a few minutes; it's never too early to think about who you know that has done something significant this past year. Maybe he or she took a long cruise that was a demonstration of their seamanship, or built or restored a catboat that

was headed for the bonfire or bone yard, or someone who is always out front (not in a race!) by making a significant contribution to the CBA and catboat culture in so many different ways.

These are our fellow CBA members...it's what they do and it's up to us to recognize them for their accomplishments. Details of the awards and past recipients are listed in the back of the CBA membership directory, as are the members of the awards committee. Please send your nominations to: Steve Flesner, Chairman, 2037 Indian Circle, St. Leonard, MD 20685 or at [steve.flesner@catboats.org](mailto:steve.flesner@catboats.org). If we don't get nominations, believe me, you will make us feel so BAD!

## New Exhibit at Cape Cod Maritime Museum

*The Art of the Catboat: A diverse medium expression of the elegant Catboat design.*

The Catboat, an elegant display of craftsmanship and beauty, exemplifies the spirit of the American boat design. Joseph Keveney caught this spirit when he built three Catboat models from 1939-1943. Fortunately, his family has generously loaned his boat models to the Cape Cod Maritime Museum, thus becoming the catalyst for our new rotating exhibit, "The Art of the Catboat."

In an effort to honor the heritage of this magnificent and popular boat design CCMM has invited other Catboat enthusiasts of various artistic mediums to display their creations alongside Joseph Keveney's three large Catboat models. The new exhibit includes half hull models, oil paintings, photography, sculpture, stain glass/mixed media, a sailors' valentine and unique and creative art works which are sure to communicate the inspiration inherent in the great design of the Catboat. The exhibit debuts with our season opening on March 12th in our West Wing Rotating Gallery until July 6th.

Adult Admission \$5, Students & Seniors \$4, Children under 7 FREE, Members FREE.

The Museum is open for its regular season on March 12, Tuesday-Saturday 10 am - 4 pm, Sunday 12 pm - 4 pm and Mondays by appointment only.

The Museum is located at 135 South St, Hyannis, MA 02601. Contact us by calling 508-775-1723 email [jharrington@capecodmaritimemuseum.org](mailto:jharrington@capecodmaritimemuseum.org) or visit our website [www.capecodmaritimemuseum.org](http://www.capecodmaritimemuseum.org)



# New Members

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Dave Calder, Membership Secretary

*WELCOME ABOARD to our new members since April 20, 2012*

Alpert, Michael & Alison Smith  
Allsopp, Dick & Rosemary  
Baumann, Mike & Trish  
Baden, Wes & Laura Arnold  
Bagley, Martha & Bruce Simpson  
Beck, John & Evy Goebel  
Bedell, Laurence & Barbara Ann  
Brown, Janice  
Buhman, Chuck & Deb Murphy  
Cammaroto, Paul  
Clement, Sam & Jenna  
Craig, Cameron & Suscn  
Curtin, George & Sue  
Dam, Mark & Angeles  
Dexheimer, John  
Dranginis, Frank & Carolyn  
Garron, Dave & Elaine  
Gent, Ben  
Gilmore, William & Nancy  
Griswold, Dave & Brenda  
Gryn, Ron & Eileen  
Harper, Tom & Sandy  
Higgins, Andy & Anne  
Hudson, Brian & Tatiana  
Johnson, Ralph & Joanne  
Kenney, Steve  
Levy, Jeff & Lottie  
Ligibel, Craig & Colleen  
Linares, Carlos & Nidia  
Lindsay, Dave  
Livingston, Philip VR  
Long Island Maritime Museum  
McCawley, Chris & Susie  
McCoid, Rich & Janet

McMaster, Philip & Elizabeth  
Meaney, Ed & Sandra  
Murray, Matthew & Deira  
Palmer, Andy & Sharon  
Peterson, George & Genie  
Plumb, Dick & Nancy Porter  
Rapp, Ron & Mary Trigg  
Reynolds, JR & Admiral  
Rowe, Gene & Sandra  
Schiller, Simon & Marge  
Schroeder, Glenn  
Shepard, Andrew  
Sholl, Wayne & D  
Sribnick, Larry & Eileen  
Stanford, Tom  
Stanley, Skip & Teri Favreau  
Stewart, Rusty & Pam  
Stock, Ton & Nancy Keating  
Strothmsn, Wendy & John Bishop  
Syme, Loch & Jane  
Tacoma, Ray & Mary Jane  
Trepod, Scott  
Van Cott, Wes & Mindy  
Van De Vaarst, Marty & Nancy  
Wallace, Suz  
Wardell, John & MJ  
Williams, Ted & Karen  
Wlochowski, Garth & Beth  
Wood, Pete  
Younghans, Jon & Sally  
Zeelander, Jeff  
Zickl, Ray  
Zochowski, Bob



# 50th Anniversary Recap

## Ben Brewster on Catboats and the Catboat Association

*Second in a series of luncheon speakers at the 50<sup>th</sup> Annual Meeting of the CBA, February 3-5, 2012*

Adapted by Lou Abbey from an audio recording of the talk supplied by John Conway

*Editor's Note: In this issue, we present the second speaker from the 50<sup>th</sup> Anniversary Luncheon at the 2012 Annual Meeting of the Catboat Association. Ben Brewster is an icon of the CBA and a delightful storyteller. In the true spirit of yarns, Ben did not write his remarks, nor did he label his photographs. To get the whole picture, "you had to be there." What follows is a summary of the remarks Ben shared with us. His words and delivery are unique and no writing can do it justice. That said, here goes....*

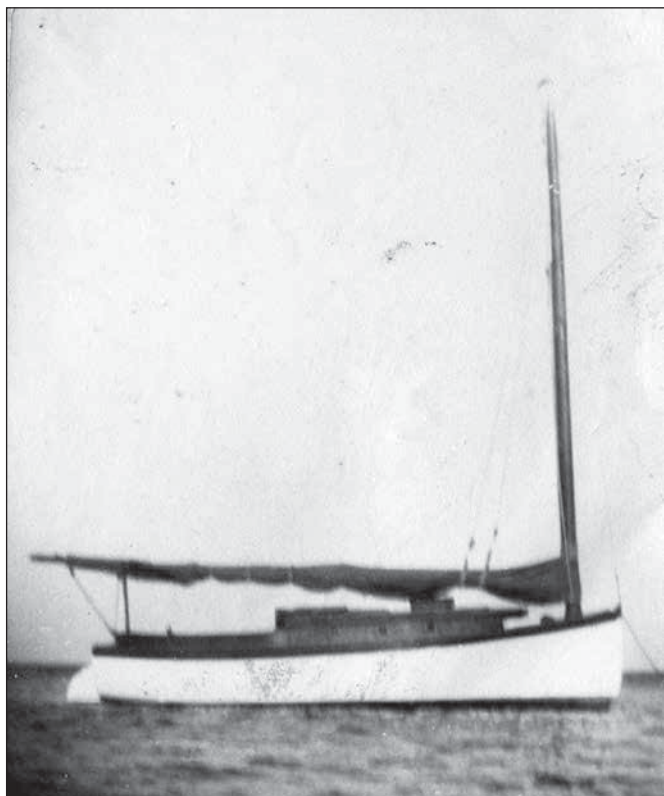


Figure 1

MYSTIC, CT, FEBRUARY 4, 2012: Ben began by saying he wanted to share "...a little of my providence and my association with catboats." He grew up with them. When Ben was small, his father had a 17-ft. George Schiverick Cat that was used as a day sailor (figure 1). Ben's grandfather had a large keel cat (26 or 28 ft.), a very heavy boat named *Catomas* (figure 2). He claims it held his grandmother and ten children comfortably as passengers.



Figure 2

When Ben finally scraped together the funds, he managed to buy his own Schiverick Cat for \$750. The previous owner had put side stays on her mast. That was unusual, Ben said, and he found out why when he painted the boat. It seemed tight as a drum, but lean on the mast and heel to one side and a river ran down the center of the boat between the keel and the rock ballast. He had to let her go — for \$300.00.

Following that escapade, he heard of someone in New Hampshire who was making cats out of "glass," of all things. Ben didn't believe it. Who would want a glass catboat from New Hampshire, any way?

Ben's next stop was Padanaram where he met "a skinny guy in a baseball cap" named Breck Marshall. Breck took Ben sailing on an 18 ft. cat. That seemed more like what Ben had in mind. But when Marshall let him sit down on a 22-footer, the room and comfort blew the 18 ft. idea out the window.



Breck had a friend, Bob Knowles, in Cohasset with a 22 ft. cat for sale. Bob had taken ill, so Ben went to Cohasset to view this boat that was “out in a hayfield.” He had some reservations about what a hayfield might do to the condition of the boat. When he saw this 22-footer, however, Ben was amazed. There might have been some wrinkles in the fabric of the cushions, but otherwise the boat was in Bristol condition, “...never been out of the package.” Ben offered Knowles \$8000.00 for the cat. That was fine, but Breck mentioned a certain commission Ben also had to pay. So, the bottom line was \$8,400.00. Ben kept this boat for 20 years and sold her in 1990 for \$18,000.00, “one of my better investments.”

Ben mentioned that they don't confine their interests to single-masted boats in Plymouth. Here is a picture of a big one that came through in 1954 (figure 3). You might recognize someone from Washington in the middle of this group. They rowed him out to the three-master, but he went down hill from there.



Figure 3

These photos (Figures 4, 5, 6 & 7) are from a series of pictures Ben showed as he made comments about sailing, cruising and the Catboat Association. Most of what we do in our boats is “get together.” We go on cruises, not just “out and in” sails. We encounter heavy wind sometimes and we learn to reduce sail. A couple of these pictures (Figures 5 & 6) show cats in Buzzards Bay and around Point



Figure 4



Figure 5



Figure 7



Figure 6

Judith. Nothing brings people together like sailing. The Catboat Association is all about “the people you meet.” People on catboats become friends and like to get together and enjoy the simple things, like wind and sun and water.



Figure 8



Figure 9

Ben talked about the dinghy races they had in Cape Pogue Bay on Martha’s Vineyard (Figure 8). “We’d sail up and see how close we could get to Ted Kennedy’s bridge, come about and sail back.” Here is Ben in a dinghy and you can see he is not the last one coming in.

Manchester Sails made this sail for Ben’s boat. *Felix*, with the cat logo on the sail (Figure 9). This made his boat easy to identify in a group.



Figure 10

Ben showed us this picture (Figure 10). “You can see the cat on her sail,” he says. “*Felix* is easy to spot—the farthest boat on the right sailing in beside the square-rigger.” All are participants in the Sail Boston 2000 celebration for the Tall Ships. Ben asked us to imagine turning around and finding that square-rigger bearing down on your stern. But his problem was he was catching up to the big boat. This precipitated a lesson from Frank Cassidy. Ben had the engine in full reverse to slow him down. But he continued to catch up and was wondering what to do. Cassidy said, “Just bring in your mainsail, idiot!” So Ben did and let the wind slide by and everything worked out fine. It’s an illustration of how the simplest solutions are sometimes the best.



Figure 11 - Ben at the *Breck Marshall* dedication.

Ben was present at Mystic Seaport when they dedicated the *Breck Marshall*, (Figure 11) the catboat built at Mystic Seaport. He talked about the close association between Mystic Seaport and the Catboat Association. The Steering Committee would meet there and Mystic’s mimeograph and stapling machines played a key role in getting out the Bulletin in those days.



Figure 12- *Island Packet*

After he sold *Felix*, Ben and his wife, Anne, got an *Island Packet* (Figure 12). He described the *Packet* as basically a catboat with a broad beam and big cockpit. He got it to cruise the Intracoastal Waterway and so he could put his pants on standing upright. Ben also bought the powerboat *Anne* (Figure 13) because, he said, nothing could match her performance to windward.



Ben and Anne Brewster

The recurring theme in Ben's presentation was that the Catboat Association was primarily an organization that promoted people getting together and having a good time on the water with friends and family. With that, he passed the mike to Frank Cassidy, the next speaker. We will feature Frank's presentation in Bulletin 161.



Figure 13 – *The Anne*

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## A Cruise to Mystic

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Jay and Di Webster

It all started in July 2011. Tim Lund came aboard our boat *Ishmael* in Squeteague Harbor and asked us if we would consider joining the Steering Committee to “help organize” the volunteers for the 50<sup>th</sup> Catboat Association Celebration at Mystic Seaport, July 6, 7, and 8, 2012.

At the time, we were excited about the upcoming 50<sup>th</sup> celebration and had talked about “helping out” after reading a bulletin request for volunteers. We next checked out the Steering Committee time commitment with some former members and they felt that it was a reasonable amount of time with great catboat friends.

So – we told Tim that we were on board! We then travelled to a favorite destination, Westport, MA, in late October for our first Steering Committee meeting at John Conway's summer home – a real treat. We soon learned that Judy Lund had booked the Seaport for our celebration and we talked about events, activities, a gathering Friday night, and dinner Saturday evening. But, we really needed to plan a full weekend schedule of events, activities, arrival and departure times, docking arrangements, and ports for the cruises to and from Mystic. How do “volunteer coordinators” accomplish a task that was beginning to look a bit daunting?

Well, we decided to review the many 1989 and 1990 articles in the bulletins concerning the planning and coordination of the 1990 celebration in Mystic. Any members who recall that terrific event with almost 100 boats in attendance may remember that

then Catboat Association President Tom Maddigan and wife Sue, and crew had done an outstanding job in planning and coordinating that cruise.

Fortunately, the Steering Committee garnered sufficient information from these articles to plan a schedule of events and activities for our 50<sup>th</sup> celebration with the capable assistance of the Mystic Seaport staff who were dedicated to the success of our 50<sup>th</sup> extravaganza.

The “volunteer coordinators” began to feel like old hands after meetings in Falmouth at Eric and Dawn Peterson’s, in Padanaram at Ned and Judy Lunds’ three or four times, and at Marshall Marine in Padanaram. The dedicated service and leadership of Tim Lund, Ned and Judy Lund, Neil and Carol Titcomb, Eric and Dawn Peterson, Tim and Karen Fallon, Paul and Susan Cook, John Greene and Jane Walsh, and many others, began to make us feel that this 50<sup>th</sup> anniversary celebration would actually happen.

With the hard work and many hours of meetings, planning, and scheduling behind us, the “volunteer coordinators” jumped into receiving applications and checks, making a registration listing, counting for our dinner maximum, and attempting to answer all kinds of different questions which only catboaters could ask.

It was soon late June and time to set sail for the long anticipated cruise to Mystic. We left Wild Harbor in Buzzards Bay on Saturday, June 30<sup>th</sup>, and sailed to the Elizabeth Islands to meet Jim and Kim O’Connor on *Glimmer*. The two cats then set sail for Quissett Harbor for dinner “catboat style” and to spend the night. On Sunday the cats sailed to Kettle Cove for lunch and a swim and then set sail for an overnight in Tarpaulin Cove, Naushon Island, narrowly escaping a strong thunder and lightening storm as we went through Quick’s Hole. A glorious rainbow followed this storm and all was well. (See the month of September in Jim O’Connor’s beautiful 2013 Catboat Calendar)

The next day *Glimmer* headed back to Vineyard Haven and we sailed to Cuttyhunk, and met up with the lower Cape fleet from Bass River, West Dennis, and Brewster. We were also enjoying our 4th day of marvelous sunny weather and great sailing and swimming. Of course, there always needs to be a little drama. As we harbor cruised greeting our catboat friends, we got hung up on the anchor line of *Sea Smoke*; fortunately without any serious problems.

We left Cuttyhunk early Tuesday morning excited to explore various ports on the sail to Mystic. We soon interrupted our motorsail (no wind) when we saw a catboat obviously not moving and went to the aid of Carol Thorsten-Stein and crew on *Jersey Girl* experiencing engine trouble. We towed Carol to a marina in Westport, MA, where she decided to end her cruise, sadly, after inspiring and encouraging so many catboaters to make the trip on her Facebook page “CBA Mystic 50<sup>th</sup>.”

The “volunteers” then headed to Point Judith, RI, and a delightful down harbor raft up with Tim, Karen and Benjamin Fallon aboard *Kathleen*. We enjoyed great fireworks in the night sky onboard *Ishmael*.

Wednesday morning, the Fourth of July, we headed west and south for a long sail to Watch Hill, RI, and a refreshing swim at beautiful Napatree Beach. We anchored overnight inside the harbor amongst many fine yachts in the view of the classic homes and shops around the shore. We enjoyed fireworks from every direction and a sensational display of heat lightning over the sound. We were quite pleased to be aboard our beloved catboat in such spectacular surroundings.

On Thursday we again headed south and west after sailing inside by scenic Stonington, CT, another gorgeous sight. We entered Fishers Island Sound and sailed down the sound (many boats) to West Harbor at Fishers Island, another scenic gem, where we again met the Bass River Fleet and the Lunds aboard *Red Squirrel*. There were several other catboats as well waiting overnight to get an early start across the sound and up the river to Mystic Seaport.

Friday treated the “cats” to another bright, sunny day of fine light wind, sailing across the sound into the river, a short, but hot wait for the bridges to open, and on to the Seaport docks for what turned out to be a classic catboat rendezvous and 50<sup>th</sup> anniversary celebration. Friday’s activities included the thrill of watching more than 50 catboats arrive at the Seaport docks and raft side by side dressed in their finest trappings and colorful regalia. The highlights were the *Silent Maid* smartly tied at the end of the Cruising Club dock and the *Kathleen* arriving under sail, dropping its big sail and anchor line, “backing” downwind to take its place on the dock opposite “*Silent Maid*.” What incredible seamanship and a beautiful sight!



*Silent Maid*

Friday's fun also included Seaport activities and exhibits and a gam at the Boathouse featuring Grey Sail Beer with a nice catboat on the can.



Historic Mystic Seaport waterfront



Centered between the two authors Di and Jay Webster is Karen Fallon and her son Benjamin)

All photographs by Jane Walsh.

Saturday dawned bright and sunny, but hot, hot, hot. Nevertheless, the Seaport shined in the summer sun and catboat rides on the *Breck Marshall* and Dyer Dinghy races were very popular. Saturday evening was the highlight celebration with a terrific happy hour, buffet dinner and entertainment at the Boathouse. Marco Dissera Bragadin from Venice, Italy, and his catboat friends, gave us an engaging talk and slideshow describing the Italian designed and built catboats of Venice. There also was an exchange of burgees with our Dutch members from the Dutch Catboat Club, Jaap Kraayenhof and his friend Charlotte. (See the Fall 2012 Bulletin, Page 4)



John Green and his wife, photographer and Catfood columnist Jane Walsh



Venetian catboat sailors, left to right, Ettore Meneghetti, back Maria Pia Sangiorgi (wife Piero Seidmann), Piero Seidmann, Chiaretta Ernè (wife Ettore Meneghetti), back Morgan Daly, Roberta Baretta (wife Marco Dissera Bragadin), Marco Dissera Bragadin, Rita Daly (wife Morgan).



Dyer dinghy racing under the shadow of tall masts.



Jaap Kraayenhof, winner of the Broad Axe in 2006 from Gronigen, Holland; Paul Cook, representing CBA Cape Cod chapter; Steve Flesner, representing Chesapeake Catboat Assoc and Marco Dissera Bragadin founder and representing the CBA of Venice.)



Authors' *Ishmael* resides for the weekend amid a crowd of cats.

On Sunday the catboats left the Seaport and paraded down the Mystic River with more beautiful weather and many locals watching the parades. As usual, the boats were the stars of the show! Great weather continued for several days to take the cats to their home ports.

The “volunteers” loved every minute of cruising to and from Mystic, meeting fellow catboaters from far and near, the fabulous 50<sup>th</sup> celebration, and visiting many ports along the way. Mystic Seaport was a perfect place to celebrate our 50<sup>th</sup> Anniversary. All of the staff at Mystic could not have been more accommodating and we should be proud that we help support this great maritime museum with close ties to our Catboat heritage.

The talk in catboat circles is for another Catboat Association cruise to Mystic in 5 or 10 years – think about “volunteering” and planning!



# Compass Connection

Bob Witherill

*Editor's Note: Our author lives in Belfast, Maine and has been a CBA member since 1981. Last year Bob offered on the listserv a detailed discussion of "All you need to know about your compass." We will pass on this good info to you in the next several bulletins. Choosing and locating your compass, adjusting, sticky pivots, fix a bubble, and maintenance; it'll be there for you.*

*Thank you, Bob.*

## *This is the first in our series; "What is the Best Compass for a Catboat?"*

First off, I am still very happy to accept and to respond to readers' questions and comments; it will make for a better discussion and I can include new material in further issues. You may email me at: [sketchrbob@ROADRUNNER.COM](mailto:sketchrbob@ROADRUNNER.COM)

Listening to owners of catboats, there is a lot of variation, boat to boat, and sometimes that makes it hard to mount that new compass. From our listserv discussions, there are a number of different things that affect your purchase decision. You should be asking yourself: Can I see it easily from the helmsman's seat? Will I use it? Is it accurate? Should I give up on compasses and go to GPS completely? Will I have occasion to use a compass in the fog? At night? Is the night lighting of the compass adequate? Is my centerboard fiberglass or metal? Where is my engine located? Before we move on, I must say that you may have your way points all plotted for a cruise but it will be handy to have a reliable compass to check your course along the way. I always set up my GPS but find it much easier to actually steer the courses with the compass. The GPS and the compass also provide a check on each other.

I have seen a pedestal mounted in the cockpit of a Marshall 22 that seemed to be ideal, but most smaller cats do not have enough room for that and even some 22 ft. cat owners might not want to give up the space. I have also seen a wood saddle secured to the centerboard trunk with the compass on top of it. This would seem to work well on Marshall

Sanderlings where the board is fiberglass, but not on the HAs where the board is steel.

Probably the most common mounting spot is on one of the cabin bulkheads on either side of the cabin doors. This would call for a vertical flush mount Ritchie SR2 or a Plastimo Mini-Contest.



Ritchie Plastimo Mini-Contest



Ritchie SR2 with Inclinator

The Ritchie SR2 is listed as a sailboat model with a inclinometer and a back cover. However, the adjusting module is listed as an option with a list price of \$20. The SSPR2 is the same compass intended for powerboats. The Plastimo compensating unit is also an option with a price of about \$20. Both of these compasses are discounted at West Marine with prices under \$200.

Another problem is that the bulkhead on either side of the cabin door is just where everyone wants to sit and lean on the bulkhead. The compass does not feel very good in the middle of your back and it certainly does not do the compass any good. If you mount the compass close to the hatchway there will be room for someone to sit in the corner and not block the compass.

Roger Klein probably has the best solution for the Sanderling with two flush mount compasses on the bulkheads either side of the companionway. I will tell you how to adjust those, Roger, when we get to the adjusting topic. Tom Caro has a good solution with his Sandpiper compass mounted on his centerboard trunk.

Capt. John Wolf raises a valid question about the night lighting of the SR2 compass. That compass has a blue card with white numbers. He indicated that he thought it would impossible to read with a blue light, which is exactly what Ritchie includes with this compass.

I contacted Ritchie about this matter, and I was told that originally the compass was supplied with a green light. However, customer feed back was that the green light was too dim. So they went to the blue light. When I asked if they had tested the compass with the blue light for readability, they said they had and that the compass was readable and the light was brighter. I would be interested to know if any catboat owner has the SR2 with the blue light. If so, how well does it read at night? Some catboats with outboards do not have charging capabilities, which makes a problem for powering the compass light. Two Eveready 6 volt lantern batteries wired in series can be used, as well as a 12v. motorcycle battery which will power your running lights as well.

So it boils down to a couple of choices. If your centerboard is fiberglass, you can mount a compass on the centerboard trunk. I like the idea of a wood "saddle" which straddles the trunk and is removable. Probably the best compass to use on the saddle is a bracket mount such as the Ritchie Voyager B-81 or the surface mount Ritchie Voyager S-87. For

a bulkhead mount, my choices would be the Ritchie SR2 or the Plastimo Mini Contest. Incidentally, Ritchie will supply this compass with a green light if you wish. Of the similar compass with a red dial -- the Plastimo Mini-Contest. Of course if you afford it, a set up like Roger Kleins with a compass on each bulkhead would be even more convenient.

There is another further option which is the bracket model compass mounted on a bulkhead, seat or wherever. This has the advantage of being able to remove the compass for safe keeping. It does leave the bracket, which has a couple of sharp projections, which I do not like with a boat in motion.

A final option may be a Hand Bearing Compass. This may seem like a relic from a by-gone era, but actually it can serve several useful purposes. Since you can hold it any place on the vessel you can usually find a spot that is not affected by other magnetic fields (the exception being a steel vessel). This will allow you to get a quick check on your compass (in addition to your GPS). In adjusting compasses we always tried to check a compass three ways when we were done. Running a bearing or range, check by gyro, and by a hand bearing compass.

If you are in an area of vessel traffic you can check the bearing of any other vessel that is heading toward you or in a crossing situation by a hand bearing compass. If there is a shoal or reef you can quickly plot a danger angle, which can be measured by a Hand Bearing Compass. See your copy of Chapman's "Piloting" for details. Yes I know your Chart Plotter will tell you all that, but most catboats do not carry chart plotters. But do you know that Solar Flares are becoming much more active? One of the things that Solar Flares do is to disrupt electronic signals of all kinds. The chances are that this round of Solar Flares will not take out your GPS. But like earthquakes you never know when the big one will occur. So it is possible that at some future time we will lose our entire GPS systems either temporarily or for a long time. It took over ten years to put up all 24 satellites for our current system. Maybe we could put them back in five years if we had to do it again. But wouldn't it be handy if we knew how to get along without GPS as least on a temporary basis?

If you are sailing with youngsters, this is a great way to teach them Navigation. Let them take the bearings on landmarks, islands, ledges and danger areas. Then let them plot the bearings on paper chart. Let them figure the course necessary to clear the areas.



It is so easy to take a few bearings when you anchor. Then you can check them even in the night if you put a spot light on your bearing points. It sure makes for sounder sleep. Your co pilot may want to have a paper chart and keep a dead reckoning. It makes long trips go a lot faster and kids eat this stuff up. At least mine did.

I am amazed and a little bit proud of the days when all we had for navigation was a paper chart, compass, parallel rules, and a kitchen timer. We cruised the whole Maine coast in thick fog during more than one summer with this simple gear. Yes, I'll admit that I was among the first to acquire Consolan, Loran, and GPS when they became available. But I still brush up on my elementary navigation from time to time.

So what are the best hand bearing compasses? One of the better ones is sold by Weems and Plath (formerly made by Morin) for \$119. It is accurate down to 1 degree and has internal night lighting with no battery necessary. When my

Morin Compass lost part of its fluid, I bought a Plastimo Iris 50. Very similar to the Morin. Price was about \$100. It, to is accurate to 1° and has night lighting. for the Plastimo. The Weems and Path and also the Plastimo are referred to as "Hockey Puck" compasses as they are similarly shaped and protected by a rubber casing.

I had other hand bearing compasses including the inexpensive Davis model and a Ritchie model. The Ritchie model is no longer made, but the Davis Model is. The problem with this compass is that it only measures every 5° which makes it difficult for precise navigation. This compass cannot hold a candle to the Weems and Plath, and the Plastimo. These two come with a cord to hang them around your neck so it is always handy to take a bearing. You can check the web sites of Hamilton Marine or West Marine for details.

Next Issue, we will talk about adjustments to your compass.



# Key Largo Catboat Heaven

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David “Wavy Davy” Adamusko



Key Largo Regatta. Photos by David “Wavy Davy” Adamusko.

Heaven manifests itself for catboaters here in the upper Keys of Florida in the Winter. We can sail here all year long but winter brings many catboaters back “home” from travels north starting mid-October when rains stop, mosquitoes subside, temperatures drop into the high 70s for long stretches of weeks only to dip a short while when northern cold fronts push close to our palm trees and abundant blossoming plants. Winds vary from 8 to 18 and when it blows harder it is usually cooler so we welcome the break and tend to things inside for a while. Sunsets are awesome and days are about an hour longer at 25 degrees latitude than at 43 degrees latitude for an added boost of vitamin D. Manatee also return to the Keys in winter to the warm waters. Groups of them gather in our canals and we sometimes have to nudge them away from the docks so we can safely motor out onto open waters for sailing.

Waters are as much as eight feet deep in Florida Bay but can get to two feet at the edges of the mangrove islands. There is enough water for a catboat almost anywhere. Since all the bottoms here are soft it is just about impossible to touch hard and damage a hull. We use centerboards for depth finders. There are no heavy currents and all waters are clear to the bottom. January water temperature dips to 75

degrees and steadily rises as days lengthen. There are no tides Bayside in the Keys but water levels can vary a few inches for weeks at a time when winds persist from the NW blowing water into the Bay until winds shift and water drops slowly over days back to the norm. This consistent water level is not hard to get used to. There are no rivers in the Keys to bring silt, pollution or debris. Apart from the Intracoastal Waterway running through the Keys, there is no heavy boat traffic and no commercial shipping exists to get in our way. Too good to be true but it gets better! Because the Keys are small scattered islands connected by a single highway, they are lightly populated. Weekends bring out the power boaters but they stay mostly on the ICW that passes through and becomes the southern boundary of the Everglades National Park, which is designated as a wilderness area with no development at all.

Sailing in this wilderness area is ideal for catboats. The protected shallow waters give serene access to vast stretches of pristine waters. There are no jet skis permitted in the Park. A few fishing boats venture into the flats but during the week it is easy to be alone there out of sight of lights and all development. Anchoring out at night tucked in behind a mangrove island allows for the grand

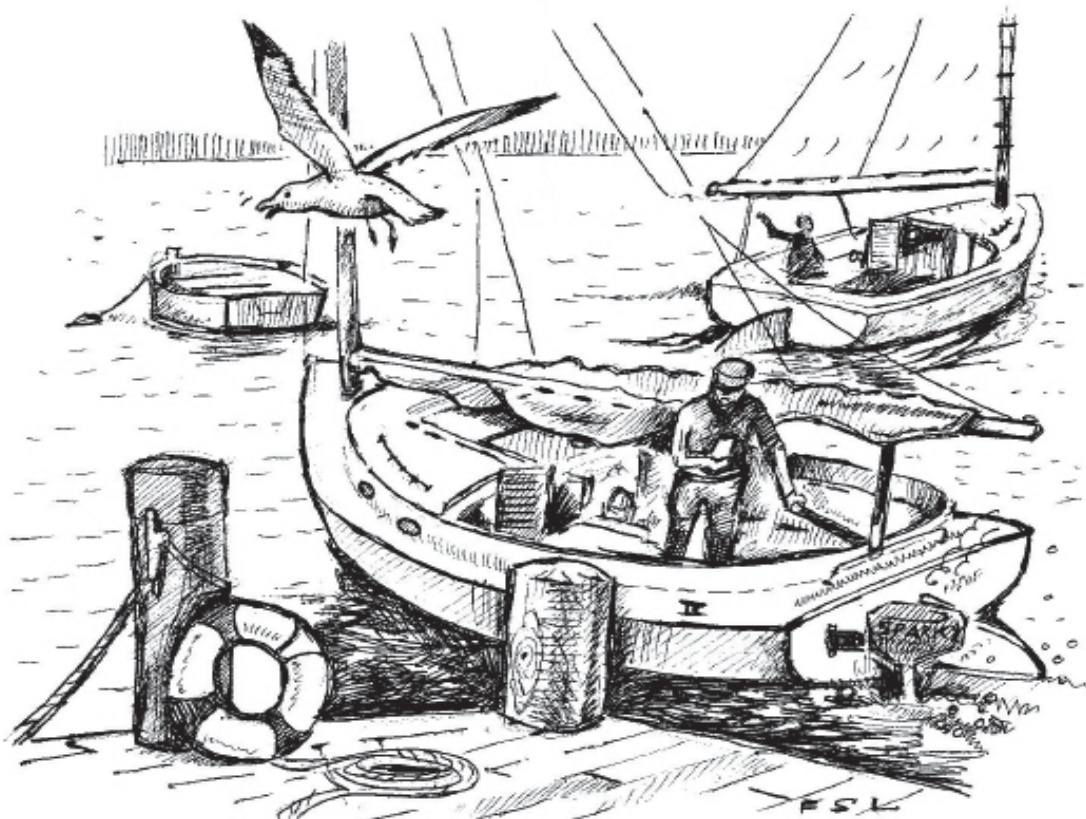
show of the sub tropical star fields in the dark sky. Moonlight is another soft touch of Nature in this Paradise.

Water is a special color in the Everglades of Florida Bay. The sandy white bottom in four feet of water gives it a unique turquoise blue color at mid-day. When winds whip up the same water and there are clouds, it can turn into what can only be described as a surreal froth of a pale greenish white hue that make me think of a milkshake with the vibrant color of a reactor core cooling pond. Fascinating to be on and in. When the dolphins are hunting near us they leave milky trails on the surface. We often see dolphins, manatee, rays, tarpon, frigate birds, egrets, blue and white heron, osprey, kingfishers, pelicans, gulls, terns, ibis, ducks and even a rosette spoonbill or two during a long daysail. The finest sight of all is that of another catboat sail or two nearby.

On the other side of the Keys lies the coral reef and the Atlantic. There are several bridges high enough to sail under to get there. On a calm day, by folding my mast, I can motor under the Adams Cut Bridge on US highway No. 1 at MM 102 and motor through the glorious mangrove creeks and channels out to the Ocean side of Key Largo. In a

couple of hours it is possible to go from one side of the Island to the other and be sailing over the reef in the Pennekamp Underwater State Park 3 1/2 miles off shore where there are plenty of mooring balls and fabulous snorkeling sites to view tropical fish schooling along in the coral beds. The edge of the reef is a sharp drop-off into the deep cobalt blue water with the thrill of deep ocean sailing while still in the sight of land four miles away. Catboats are most at home in the sheltered waters Bayside in the Keys where the small and growing fleet is most likely to sail and sunsets are best enjoyed.

Catboaters don't have to die to get to heaven. It is here waiting for us all year and especially in winter when northern weather stops pleasure sailing for eight months. Sure, it means not being able to show up for work but that is what vacation and retirement is all about. There is never a dull moment and always a warm welcome from the local litter to all visitors who stop by and look us up. Who knows, maybe once you sample the magic Kool-Aid of the Keys you will see the light and heat and turquoise waters too. There is a catboat rendezvous every February on Key Largo and all are welcome.



# Ray Ellis

Mark Alan Lovewell, Editor



The artist at his easel.

Photo by Mark Alan Lovewell.

Artist Ray Ellis of Edgartown has painted watercolors and oils of catboats for a long time. He is a celebrated painter with a knack for capturing moments on the waterfront worth keeping. He has a fondness for painting scenes with old cats. One painting of three catboats moored together, a reprint of a watercolor he did years ago, hangs on the walls of many homes and institutions across the country. It is known to hang in hospitals and nursing homes from Oklahoma to Pennsylvania. Who knows where else?

He'll be 92 years old in April and he continues to turn out one painting after another. One of the most recent paintings he did, is of a cat leaving Edgartown harbor well after sunset, with the full moon rising over Chappaquiddick. Last winter the painting hung in the front window of the North Water Street Gallery in town.

"I had two catboats," Ellis said. "I had *Pooh*" It was a wood Herreshoff 18. He sold it to former secretary of the Navy John Lehman who took it down to Long Island.

Later Ellis got a smaller catboat called *Pooh II*.

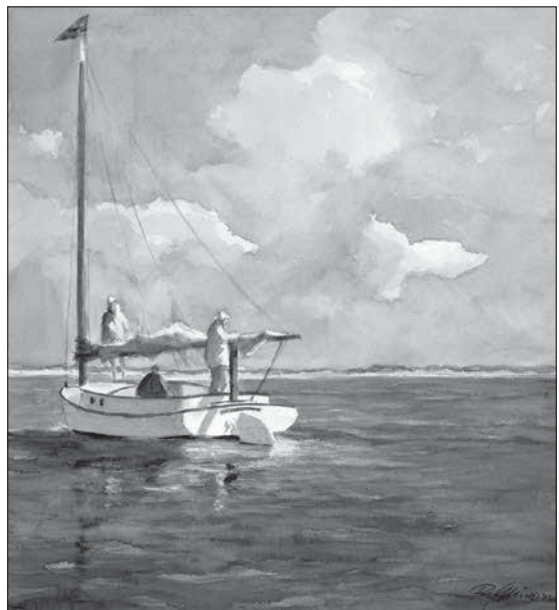
In 1983, Ellis together with Walter Cronkite, another Edgartown summer resident, joined together to share their love for sailing and the waterfront in hardcover. The book, "North By Northeast", is a collection of 100 Ellis paintings together with the words and stories of Cronkite, the sailor, former television news anchorman. The two traveled the seacoast from Cape May to the Canadian border. There is also a book, "Coastal Images of America", with his images. The book was written by Robert

Ballard and published in 1998 and has a couple of cats amid the seascapes.

To learn more about this talented artist, Google him and you'll find a gallery bearing his name in Savannah, Georgia. Ellis has lived year round on Martha's Vineyard since 1991.

There is something that resonates with the artist when he sees that large gaff-rigged sail, that long boom hanging out over the water and an attentive crew. It is all about cats.

"I never want them to disappear. That is what I express when I do a painting of a catboat," Ellis said. "I try to share the feeling we get when we go sail."



Paintings by Ray Ellis



# Yarns & Adventures

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Bill McKay, Editor

*Editor's Note: First you have two more Winslow yarns... and after so many treats, it is time for you to buy his book: "Catboat Tales." Third is an article from occasional international CBA member, Cal Ikoh. It is time for some new blood in this column; I don't want to become another "sinking shipmate." So write down a few of your 2013 adventures and share them with our membership.*

*Thank you very much. Send to: [bill.mckay@catboats.org](mailto:bill.mckay@catboats.org)*

## Why Are We Going Backwards, Dear?

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William Winslow

After 11 years of mostly weekend building, I launched my catboat, *Phoebe Ann Cowdrey*, in 1995. Not having sailed since high school, I spent most of the summer soloing, relearning forgotten skills and discovering how the boat handled under various weather conditions.

September called for a cruise with my wife, Meg, not only to see what living in an 18-footer would be like but also how captain and mate would react to real time sailing. We had together taken several Coast Guard Auxiliary courses. We picked Mystic, Conn., because it is a two-day trip from our home port, Aquebogue, Long Island, and because Mystic Seaport is one of the most popular destinations on the East Coast.

The first night we holed up in Coecles Harbor on Shelter Island, between the North and South forks of eastern Long Island. The following morning we headed for Plum Gut, which separates the tip of Long Island from Plum Island. I didn't know its notorious reputation as a stretch of violent water along with a swift current that sometimes reaches six knots. Wise sailors consult tide tables for the best time to transit. Me? I just saw a narrow channel to sail through. Big mistake.

As there was a good wind that morning, we approached the outer edge of the Gut at a fast clip. At the first rough water, *Phoebe Ann* started to slow down and then to shake violently. I glanced over at the lighthouse to see what progress we were making. We were not. Meg emerged from below decks, took in the scene and asked why we were going backward.

That's when I turned on the engine. What was supposed to be a four-hour trip turned into six.

The route to Mystic Harbor is up the river for about two miles, ending at the swing bridge in the middle of town. The bridge was closed, so I got on my new VHF portable radio and hailed the attendant to open up. No response. A second call. No response. The third time I was a little sharp. "Hey, is somebody asleep at the switch?" That got the rejoinder, "Sir, we open every hour on the half-hour. Don't you have a cruising guide or local chart?" Humbly, we waited our turn.

We anchored just north of the Seaport within smelling distance, unfortunately, of a fried fish emporium. I think we had beef that night. The following day we toured the Seaport and then went back to the boat to motor to the public landing on the other side of the swing bridge to pick up a couple for an afternoon sail. I cranked up the engine and put her in reverse. Then I shifted to go forward, but the boat kept going backward. Worse, we were close by a massive stone wall at the Seaport. Frantic that we would hit it and be mortified in front of all those tourists, I cut the engine while Meg fended off the wall with the boat hook. She then raced to the bow and dropped the hook. We had just enough room to swing clear of the pier.

I didn't have the faintest idea what was wrong, but I knew we weren't going to get to a marina/repair station on our own. So I called a commercial towing service, which, for an outrageous fee, deposited us half a mile away at a marina. Of course, we were highly embarrassed to go by the public dock where our friends Allen and Ann were waiting. They looked a little dubious about joining us. I shouted the name of the marina and pointed in its general direction. It was a miracle they found us in half an hour.

Now Allen is a good detail man. He came aboard, opened up the engine housing, poked around for a minute and announced "The bolt holding the choke to the reversing lever on the engine has come off."

The next morning I went to the ships' store and spent 50 cents for a replacement and returned to the boat in a foul mood, remembering how much that tow had cost. My nose suddenly inhaled the most divine aroma coming from the cabin. Meg had just cooked the perfect French omelet for me.

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## Smell of a Summer Sail

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William C. Winslow

You could smell him a mile away, and maybe that was his problem.

I was returning home one warm September day, under sail about a quarter of a mile off the entrance to the creek that leads to my marina. Soon off my port bow I spied a fishing boat bobbing in the water, not under power but not fishing either.

"Hey captain," bawled the owner across the water, "can you give me a tow?" I stared hard at the craft, a decrepit looking cabin cruiser whose superstructure was so heavily patched with weather beaten sheets of plywood, it looked like a floating junkyard. The skipper didn't look much better, a rough-hewn character right out of central casting with somewhat wild hair and scraggly gray beard. He, or the boat, or both smelled strongly of fish.

As we were both headed for the same port, I said why not, not quite sure whether a 19 foot catboat with an 8 horse power engine was even up to the tow. I did a quick jibe, dropped the sail and came up along side and tossed him a towrope.

He told me his engine had malfunctioned and that he had been drifting for an hour while he hailed, unsuccessfully, over a dozen powerboats, and in his words, "No son of a bitch even bothered to slow down."

Becoming a little agitated, he decided, what the hell, I'll try a sailboat. I happened to be the first that came along.

The tower and the towed proceeded grandly into our harbor at about two knots. Twenty feet from his dock I cut him loose and motored another 100 yards to my marina. As I was putting the boat to bed for the night, my newfound fisherman friend strode down the dock, lofting on his shoulder a huge burlap bag. "Thanks," he muttered and stalked off.

That night I opened 162 of the freshest, most succulent oysters I have ever tasted.

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## 100<sup>th</sup> Anniversary - CBA

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Cal Ikoh

GRAFTON, MA. JULY 6-8, 2062: The setting was beautiful: warm salt-water waves lapping the sandy shores of Grafton Harbor. 125 catboats arrived from northeast and southwest...all eager to celebrate the 100th birthday of the Catboat Association.

Until the great '38 earthquake, Mystic, CT had often hosted this fleet of historic working boats. Shortly after that, the resulting ocean effects of the "slump" in the continental shelf covered Cape Cod, RI, and Eastern CT. Until that, the hope was to do the 100<sup>th</sup> at the most famous of catboat yards, Crosbys in Osterville.

As the tides increased and lands shifted, their operation had to move off-Cape and eventually to the



foothills of Worcester, MA; now known as Crosby Yachts, Grafton.

And so, in July, many of these cats arrived in Grafton Harbor. Many sailed from the shores of CT – roughly the west side of the Connecticut River. Eastern CT and all of RI were underwater from about the 2040s. Because of the higher elevations in NH and Maine, those states were relatively unchanged; so many other cats arrived from Boston, Portland and other traditional harbors in Maine. And just as in 2012, the 50<sup>th</sup> birthday, fleets grew larger as the cats picked up many others along the new coast of MA.

Presently, the global problem of delivering oil has done away with cars and the main form of transportation is by sail. 40 ft. catboat/freighters are traveling the communities of So. Mass., delivering food staples and wood for heat. New industry has now been developed and shallow draft, wide beamed catboats are again the vehicles of choice.

Energy Utilities are presently doing OK. The 2014 Windfarm on Cape Cod, good for 20 years, has turned into something even better. The elevation of Worcester is 600 ft. So the windmills have 400 ft. of water above their bases. They are now 200 ft. below sea level. The old Nantucket Sound currents of 1 to 2 kn. are up to 10 to 15 kn. and are doing wonders underwater to the mills. Spinning 24 hours a day at max speed, the generators are putting out four times the amount of energy expected... and there is NO Cape Cod to supply. So MA is flush with free electricity.

The rendezvous hosted 125 cats... all there to share stories – none to race. Since the demise of TV, the competitive spirit of communities has disappeared. No Patriots, No Bruins, No Red Sox, No intra-town rivalries; competition has disappeared. This Birthday Party was a rest for the weary as catboats are now again workboats and their captains are working men on a brief vacation.

At the first gam, this reporter heard the following conversation:

“Yes, I was there at Mystic or so my parents have told me; I was under one year old then, but loved being on that old boat. How about you, Sam?”

“No, I was born a few months after that and never got to a race until my father hosted one in Hyannis. I am the skipper of *Felix III* and we sure, I sure miss Hyannis and Mystic. You have a great cat there, Benjamin.”

“Thank you. She is *Kathleen 2*. We just got in from a run to N.Y. City carrying cordwood and bringing back in tow a few smaller cats to sell, if we are lucky.”

“There’s a market for those little craft up near us, from Stow to the NH border. We are Lavoie Industries and we buy and sell when we aren’t producing our own boats. We are trying out an electric engine in *Felix III* due to all the spare energy in MA. The winds are so strange along this new coast that we hardly dare to sail; it’s too dangerous. Our sail at 2600 s.f. is totally unpredictable and when the wind swirls out of the Worcester Hills, we can’t control this 60 ft. hull.”

“Electric, eh? I’d like to see that. We come from a family, who had NO motors on their cats, but now time is money and we are losing the battle. *Kathleen 2* is 45 ft. and is yawl rigged to spread out the rig and to balance the sail area of 1800 s.f.. So maybe you might buy these small cats to take north? We need some money to buy an engine.”

“We could make some money off them if say they could be had for under \$78,000 each?”

“Well, maybe, but my father was hoping to get 100K each, but he’d listen if the deal was for both boats? He’s back at the home office, Fallon Freight in Springfield, MA. I should get an answer for you in a few hours. Say, you wouldn’t want to see which of our cats is the faster? I was reading some old magazines in my Dad’s office and in the early 21<sup>st</sup> century, all the catboaters got together to see who was the fastest?”

“That’s really strange, Ben; why would anyone care which boat was the fastest of the slowest means of transportation ever invented by man?”

“Well, our fathers thought it was a good idea; if my Dad didn’t have to work so much, he’d still be racing. But at 80, he still has 5 years til he can retire on Social Security.”

“My Dad will do three more years and then take his retirement. Good thing the government distributes those Longus Livingest pills for total health; right up to Medicare at 90. He’ll finally be able to sail for pleasure then; and maybe even race your Dad again?”

“Well, old stories about old fogies are good, but if we aren’t going to race our catboats then let’s hit the buffet table together? I want to try some of that barbecued seal. That has replaced the striped bass that the Monomoy seals exterminated in the 2050s.”

I know... well, I may as well try some of the char-broiled great white shark, once a protected species but now a staple food-fish off the shores of Grafton Harbor.”

A good time was had by all; like to see even more catboats next summer.



# 2012 Race Rendezvous Results

Bill McKay, Editor

*Editor's Note: 2012 was THE year for rendezvous. Florida, The Chesapeake, Mystic Seaport hosted catboats and crews who cruised from as far south as MD and as far north as Maine. Marshall Marine, Padanaram, MA almost doubled their "50<sup>th</sup> Birthday" gathering to near 60 cats. Others had two times their normal attendance. There were new rendezvous: Hyannis hosted 12 cats. Townie Hornor's Sail Around in Osterville brought in a dozen. And Tony Davis of Arey's Pond in So. Orleans, MA had a record number of cats, 96, and is awaiting certification from the Guinness Book of World Records. All in all, the charter members and their families who conceived and established the CBA must to be proud to see the numbers to which their membership has grown and thus how many catboats and crews are sailing each year.*

*A big thank you to the contributors for this large number of reports from the summer. Temporarily, I have taken Jim Walther's spot, organizing these accounts, but am happy to introduce Gayle Cornish who has volunteered to be the new editor. Thank you, Gayle. Questions, comments, and final reports should go directly to her at [gayle.cornish@catboats.org](mailto:gayle.cornish@catboats.org) or (201) 317-2225.*



## Paxtuxent River Shootout

Butler Smythe

The Chesapeake Catboat Association's Patuxent River Shootout was held over the Memorial Day Weekend this year as a result of some venue conflicts - but as it turned out we had the best wind for the event in many years. The new date resulted in this being our first event of the season. It was held at the J. C. Lore Oyster House (on Solomons Island), which is owned by the Calvert Marine Museum. Adjacent to Stoney's Kingfisher restaurant, the Oyster House's history can be found on the Museum's Web Site at <http://www.calvertmarinemuseum.com/exhibits/lore-oyster-house.php>.

There was plenty of dock space with deep water for catboats and a pot-luck was held right after the race. The 27 May Race was around a 3.3 mile triangular course off Solomons Island in the Patuxent River and saw six catboats ranging in size from a 14 ft. Compass Classic to a 25 ft. Wittholz. The weather was just about perfect with a bright sunny day and 10-15 knots of wind from the South off the Solomons Boardwalk. Two races were planned and sailed (combined times for the final result) using the Portsmouth Handicap to equalize the racers (or



attempted to do so). Most of the boats had guest crew aboard, which gave them a great look at how a catboat sails in a good wind. Both races had that, the second especially, so as Marc Cruder on his 25 ft. Wittholz, *Wanderer*, took line honors for the two race series.

Ken Spring provided his wooden MacKenzie Cuttyhunk 26, *Carole Anne*, as the committee boat with Al Suydam on board calling the races and providing the results to Butler Smythe who crunched the numbers from home as he recovered from recent surgery. Passing the results by cell phone and crunching the numbers using an automated Excel file saved time and allowed Ken and Al to concentrate on the boat and those around them as well as feast without having to worry about the results. Once safely ashore for the pot luck, the trophies for the first three positions were awarded as identified below.

Place	Skipper	Boat	Design
1	Marc Cruder	<i>Wanderer</i>	Wittholz 25
2	Dave Bleil	<i>Gull</i>	Mystic 20
3	Brenda Clark	<i>Scotty</i>	Marshall 15
4	Butch Garren	<i>Whiskers</i>	Nonsuch 22
5	Butch Miller	<i>Dusty</i>	Marshall 18
6	Tom Jones	<i>Tom Cat</i>	Classic Cat 14




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## Catboat Comedy at Corsica

Dave Bleil

JULY 28, 29: This year's event seemed to have the same excessive heat pattern as last year. Several boats and crew stopped Friday night at the Rock Hall Yacht Club as guests of Richard McLaughlin where they enjoyed showers, air-conditioning, Dark & Stormys and dinner at the bar. Don Dunn came by to wish us well and to hoist a few. *Wanderer*, *Dusty* and *Gull* spent the night at the pier while *Shoveller* and

*Tenacity* spent the night on a mooring. Next morning the fleet sailed across the Chester to the Corsica River and anchored off the Corsica River Yacht Club (CRYC) property. The landing was not as accessible as Conquest Beach, but there was launch service frequently available to transport sailors without dinghies to and from shore. At the registration and skippers meeting, the course for the two days of racing was handed out and some explaining was needed for those of us in the catboat class. The CRYC Annual Regatta consists of races for many classes of boats, from kids in Optimist prams and Lasers to adults in Beach Catamarans, Comets, Penguins and others. All of these are smaller, lighter and more maneuverable than Catboats which presents a serious challenge to those setting up the race courses to create those that are safe and relatively interference free for competing classes. The youngsters and the smallest boats had courses inside the Corsica River while the larger boats raced in the Chester River at the intersection of several substantial tributaries. The course sailed by the catboats had a windward start, a reach across a stretch of two buoys, a downwind run and a windward return to the finish line. Between each set of races the distance between the marks was adjusted to compensate for changes in the wind speed. Just because you had sailed the course did not necessarily mean you knew where to look for the buoys the next time around.

The start was a bit more complex than we are used to. The class flag was run up to show which class was next to start. Then a blue "P" flag was hoisted on a stick. When that was dropped there was one minute to the start. When the class flag dropped we started. The one minute interval seemed to vary by as much as 20 seconds by my watch. On the first race *Gull* was so confused that we had to sail by the committee boat and ask if we had started (we had). Over the course of several races we got better at this 2-flag start. Approaching the finish line in hot pursuit of *Dusty*, *Gull* was thrown off by a series of wakes (in the calm air) and spent three frustrating tacks to get back to the line and across it. A later race saw *Dusty* heading for where the turning buoy used to be - before it had been moved - but Butch and Denise made a fast recovery, rounded the mark and finished first again. *Dusty* finished first every race and no one else could come close. The Cal 25s raced from Baltimore to Corsica Saturday and back again on Sunday. They arrived in time for the traditional barbecued chicken dinner, beer truck, and bluegrass music by a local band whose new name has deserted

# The Great Whitehall Bay Catboat Race & Rendezvous

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Butch Miller

The twenty-second annual Great Whitehall Bay Catboat Race & Rendezvous was held Sunday September 2, 2012 at the Providence Yacht Club in Annapolis Md. Begun by the late Capt. Bill Hoover on his home waters in Annapolis MD, this event is traditionally the CCBA's most popular of the season. Caroline, Bill's first mate has strived to continue the tradition by graciously hosting the event since his passing in 2005.

Paul Cammaroto and Andrea sailing *Bubbly* made their first appearance this year. Returning after a few years off to raise the kids were Dave Morrow and first mate Kim with *Anna*. Rounding out the fleet were Craig Ligibel and his Florida ringers on *Mystic Wind*, Dave Park in *Sarah K*, Butch Miller with crew, Wavy Davy Adamusko sailing *Dusty*, Richard Rogers and ringer daughter Jessica aboard *Paws*, Arey's Pond 14; and Marc Cruder with seaman John Brown in, *Wanderer*. Unfortunately, *Caerulean III* and *Gull* dropped out on short notice with reasonable excuses but there are suspicions that the impending thunderstorms predicted for the sail home may have had an influence. As it turns out, predictions were on target and *Dusty* and *Sarah K*. were stirred but not shaken en-route.

The weather on race day was nowhere to be found. After a short delay, the drifter was started. All but *Dusty* and *Wanderer* managed to cross the line crawl for a hundred yards or so before the real drift began. For nearly an hour all attempted in vain to move forward but managed only to slow their progress backward toward the starting line. After fifty-eight minutes, *Dusty* crossed the line and *Anna* was well past the first mark with a few others in loose pursuit. And so it went. With an average speed of about a knot and a half over the short course, *Anna* crossed the line after lapping every contender in the fleet at least once and once again we needed the glasses to read her stern. However, the handicap took its toll and much to *Anna's* dismay and everyone's surprise, little *Paws* won the day with *Anna* taking second and *Bubbly* third.

Overheard from the committee board around the start line:

"Did you put the date on the trophies?" Reply: "Yup. The wind will come."

my memory. The Cal sailors are a partying crowd and rafted up six boats across near the club pier with a light anchor out from the boats at each end of the raft. A lot of boat-to-boat visiting was occurring when the cloudy sky to the south opened up with a serious display of lightning. Those of us in the anchorage area adjusted our scope or set out more anchors. The wind arrived and the Cal raft traversed the anchorage in a spectacular drag. Others were out fending them off and trying to untangle fouled anchors. When the storm finally abated, the Cals were a lot closer to Centerville, with their anchors apparently well set. On the last race Sunday it looked like the fleet finally had the start sequence figured out, except for *Gull*. Three boats in parallel on starboard tack approached the line closely packed when *Wanderer* approached on port tack and luffed the rest of the line so high that *Dusty* lost steerage and was carried by the current broadside into *Shoveller's* bow. Fortunately none of the damage was serious and each boat, once untangled, continued on with the race. *Wanderer* parlayed her advantage at the start into a second place finish, but *Dusty*, in spite of everything, was over first. *Gull* being out of position for the start was able to avoid the traffic jam on the line and went on to finish third.

The overall standings after two days of racing were:

Place	Skipper	Boat	Design
1st	Butch Miller	<i>Dusty</i>	Marshall 18
2nd	Dave Bleil	<i>Gull</i>	Mystic 20
3rd	Marc Cruder	<i>Wanderer</i>	Wittholz 25
4th	Mike Crawford	<i>Traveller</i>	Fenwick Williams 25
5th	Rich McLaughlin	<i>Tenacity</i>	Marshall 22

The awards ceremony took place about 2 p.m. Marc Cruder with John Brown as crew had farther to travel so they headed home directly from the finish line of the last race. Mike Crawford accepted *Wanderer's* trophy for transfer later. The rest of the fleet took advantage of the beer and lunch at the ceremony before heading home. We thanked the CRYC for allowing us to participate in this fun event and one of our burgees was presented to the Commodore to add to their collection. If you missed it, you missed a good time.

The sound of a pop top then: “It’s noon, Dark and Stormy anyone?”

To a sullen, over focused skipper: “Can we talk now?”

“Damn, the beer’s gone and we haven’t crossed the line.”

“I’m done.”

“Pull up the board, we’re aground.”

On the cell from shore side:

“What &\*\$ are you guys doing out there? The food’s getting cold.”

Caroline’s Mars and Tonic Bar was opened following the race setting the mood for the award ceremony where the Capt. Bill Hoover Perpetual Trophy, a mounted Mystic 20 half-hull donated by Peter Legnos was presented to Richard Rogers and crew Jessica for first place. Cups were presented to the *Anna’s* Dave Morrow and first mate Kim for second place and to the *Bubbly’s*, Paul Cammoroto and Andrea for third.

Many thanks to Caroline Hoover putting the event together once again and for the dedication and hard work she has put forth to continue the tradition of this special event. Also, thanks to the Millers for co-hosting and special thanks to Roger and Jill Compton for their fine work and never ending patience manning the committee boat.

#### THE RESULTS:

Place	Skipper	Boat	Design
1	Richard Rodgers	<i>Paws</i>	Arey’s Pond 14
2	Dave Morrow	<i>Anna</i>	Marshall 18
3	Paul Cammoroto	<i>Bubbly</i>	Mystic 20
4	Craig Ligibel	<i>Mystic Wind</i>	Mystic 20
5	Butch Miller	<i>Dusty</i>	Marshall 18
6	Marc Cruder	<i>Wanderer</i>	Wittholz 25
DNS	Dave Park	<i>Sarah K</i>	Herreshoff 18

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## Sprite Island Rendezvous

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Mary Ellen Lachowicz

NORWALK, CT, JULY 14, 2012: Race Chairman, Al Stauderman, wanted everyone to know up front that this would be a significant day. His first order of business at the captains’ meeting was to announce that this would be the twentieth Sprite Island Yacht Club Catboat Rendezvous. Five cats would set sail for what the veteran RC would later call one of the fastest of such events, with an

unusually consistent breeze averaging thirteen to fourteen knots throughout the race.

The only hiccup of the day was a start delay. The cats scooted about off Cockenoe Island while the mark boat dealt with a fuel issue. That remedied, the Committee set a tight starting line, and at 1:15 p.m., the cats were off on the 6-mile course.



*Malö* sailing under a new captain, Mark Dam, who was ably assisted by serial winner Mats Josefsson, took an early lead at the start, followed closely by David Earle on *Swallowdale* and “JR” Refner on *Sally E*. Jockeying to get around the pack was Roger Klein’s *Owl*, with Mark Williams on *Blew By You* just behind.

Within ten or fifteen minutes, the fleet had made a first tack, with the exception of the big AC cat, *Sally E*., with Reffner taking a longer run to take advantage of her greater speed in the stiff breeze. But three quarters of an hour into the race, the die was cast: *Owl* had out-manuevered the big cat, and although *Sally E*. gave her a run for second on the downwind leg, *Owl* would not cede her advantage.



*Sally E.* had to be content with third, less than a minute behind *Owl*. *Malö* retained the lead throughout the race, despite *Owl*'s challenges.

RC Stauderman announced the results and doled out the silver accordingly.

<i>Malö</i>	Mark Dam with Mats Josefsson	1:35
<i>Owl</i>	Roger Klein with Margaret Lee	1:37
<i>Sally E.</i>	JR Reffner, John and Elaine Teeters, M. E. Lachowicz	1:38
<i>Swallowdale</i>	David and Susan Earle	1:52
<i>Blew By You</i>	Mark Williams, Marlena Galizi, Maureen Johnson, Joe Hliva	1:58

The day was thoroughly enjoyed by all. Thanks to the hospitality of longtime Sprite Islanders, Robin and Betsy Varian, themselves former catboaters, the gam went long into the evening. With the breeze caressing the island as the sun lowered, it was hard to leave the idyllic setting. There could not have been a better day for this twentieth Sprite Island race. We look forward to number twenty-one!

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## Cats and Gaffers Regatta

Rick Batchelder

ESSEX, CT. AUG. 11: Well, it didn't look good. The forecast was for scattered thunderstorms, possibly severe, and right at 11:00 a.m., when the captains' meeting was scheduled. A large black cloud came up the river and proceeded to dump about half an inch of rain in about 10 minutes. All the crews scurried into the CT River Museum's boathouse (Except for Joe Stoltz, who was in the middle of rigging his Beetle and got soaked.) After the cloud passed, things seemed a little brighter, so we decided to proceed with the race, provided a storm didn't pop up.



At 1:00 p.m. start time, the weather had improved some, though the wind was a bit strong and gusty. Some of us reefed, some didn't. *Pounce* had a rigging issue and was late to the start. Sandy Sanstrom, our long-suffering committee boat captain, had set a triangular course off the North end of Nott Island. The Beetle sailed a shortened course, going directly from the jibe mark to the finish line. This was the maiden voyage of *Loki*, the Beetle having just been beautifully restored by Joe Stoltz. After the first couple of races, when Joe got the feel of his new boat, he beat us to the finish line every time. *Loki* was supposed to have a rival, *Calico*, but the nasty weather kept her from getting to Essex.

Among the other boats there were five Sanderlings and a Sandpiper. The race was mainly between *Sea Fever* and *Ouzel*, both sailed by very competitive crews. *Encore*, a recent purchase by Lochlin and Jane Syme, will no doubt do better once they learn the ropes of the new boat. *Catling* was crewed, as usual, by several generations of the Pool family. That's what it's really all about.

We sailed six races, the weather improving slowly for each race. Towards the end, the sun was peeking out, the wind settled to a nice breeze. The lousy forecast had discouraged a lot of boaters, so we didn't have the usual traffic problems.



After the race we had one problem to deal with. The weather forecast had forced the CT River Museum to cancel its family day event. This meant no bartender and the horrible possibility of a dry party. Fortunately, Sandy was able to call the Pettipaug Yacht Club, of which he is a member, and got permission for us to take the party there. This is a beautiful little spot on the river at the north end of Essex with views into Hamburg Cove and huge rocky cliffs on the far side of the river. Burgers, brews, and dogs were consumed in large quantity, followed by a brief award ceremony.

Thanks to the CT River Museum and the Pettipaug Yacht Club for hosting our regatta and to the Maritime Education Network for once again allowing the use of their boat for the race committee.

Race results (Highest score eliminated)

Boat	Design	Captain	Scores
<i>Loki</i>	Beetle Cat	Joe Stoltz	9
<i>Sea Fever</i>	Sanderling	Bill Stubenbord	10
<i>Ouzel</i>	Sanderling	Lieberman/Saunders	13
<i>Stray</i>	Sanderling	Rick Batchelder	19
<i>Catling</i>	Sandpiper	Peter Pool	20
<i>Pounce</i>	Sanderling	Craig Elliott	25
<i>Encore</i>	Sanderling	Lochlin Syme	34

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## A Dozen Cats on the Line

Frank Kemp

NOROTON, CT. JUNE 23, 2012: Twelve Catboats on a beautiful June day. As June's record breaking heat-wave broke, our race looked like it would be just a drifter. However, once the signal boat took its position off-shore, south of Darien, the breeze filled in from the north-west, and provided the basis for three once-around races.

This multi-mini-race format allows for some fine-tuning of starting technique - the "do-overs" that we often want to have, when things do not go well. I often think, "If Only I Could Do That Over Again?" and on this afternoon, I could. Some captains learned from their experiences, others made the same mistakes again. With the field of twelve, there were plenty of mini-races within the mini-races ... with hot contests among the leaders, the middlers, and the loyal "following." Yes, the lead changed, from race to race in all segments of the fleet - and there was a lot to talk about at the gam (thank you, Judy).

First, the results, then a note about the Committee, and finally some notes on the boats.

Place	Captain	Boat	Design
1	Roger Klein	<i>Owl</i>	Marshall 18
2	Jay Fallon	<i>Kismet</i>	Marshall 18
3	David Earle	<i>Swallowdale</i>	Herreshoff 18
4	Mats Josefsson	<i>Grace</i>	Stur-dee Cat 15
5	Mike Madigan	<i>Limin</i>	Marshall 18
6	John Reffner	<i>Sally E</i>	Atlantic City Cat 24
7	Frank Kemp	<i>Lovinde</i>	Marshall 18
8	Mark Engel	<i>Katie</i>	Herreshoff 18
9	Chris Walker	<i>Queet</i>	Crosby Fast Cat 15
10	Pat Linskey	<i>Felix</i>	Herreshoff 18
11	Ken Wollen	<i>Annaleah</i>	Herreshoff 18
12	Mark Williams	<i>BlewByYou</i>	Marshall 18

Race Committee Chair, Sam Bridges, was assisted by his parents, Bill and Jane Bridges of Marion Mass, Mary Ellen Lachowicz, Ken Coventry, Charlie England, Fred Elliott, and Judy Kemp (on deck!). Bill and Jane Bridges once owned *Memory*, then named *Janie B.*, the beautiful 1935 Erford W. Burt Catboat now owned by Peter Arguimbau under the name *Molly Rose*.

All of the Committee are serial volunteers. Their dedicated support makes this rendezvous a pleasure to sail in, and to administer. The signal boat's flags and course-boards were supplemented with clear and reassuring radio instructions that helped the newcomers, and provided assurance that things were indeed on track. With a steady hand on the timer, the wind gauge and the radio - Sam was able to execute three windward-leeward races - and compile the consolidated results for the awards. A "Bravo Zulu" to the Committee - with a request they "come back" next year!

Another note about *Queet*, the Crosby Fast Cat Hull No. 1, built by Chris Walker's uncle, Fred Schaefer. The boat, dating from the early 70's was constructed with close support from Crosby Yacht Yard in Osterville. Always "in the family," *Queet* has taken up residence in Rowayton, and we hope to see her many more times this season and next.

And finally: "Good News, Bad News." Fleet Magician, Mats Josefsson, has sold *Malo* (bad news) - but the buyer turns out to be local MD Mark Dam, and the boat will stay local (really good news). Further, Tom Ranges, owner of Stur-dee Cat, *Grace*, arranged for Mats to sail *Grace* in his stead, and, wouldn't you know, Mats and *Grace* were knocking at

the door of the 1-2-3 positions. Its great when boats sell (the old “Saddest-Day-Happiest-Day” tale) and it’s even better when boats sell and don’t leave the neighborhood: *Swallowdale*, (Faurot to Earle), and *Limin* (Wells to Madigan), and, we keep an active Captain as well. Congratulations to all.

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## Around the Norwalk Islands Race

Frank Kemp

SATURDAY, AUGUST 18, 2012: Race day started out cloudy with a forecast for rain showers and possible thunderstorms, but with info from modern technological magic and the internet, it was decided to give it a go anyway. Six catboats showed up at the Norwalk Yacht Club for a quick briefing. Soon thereafter, Sam Bridges from the Noroton Yacht Club gave us a punctual start into a 7 knot breeze from the southeast, now under partly cloudy skies. First off the line, and no surprise, was *Malö* with her new owner/skipper, Mark Dam, at the helm, followed by *Owl*, *Lovinde*, *Sally E* with her crew of foreign students, *Kismet* with a boatload of Fallons as crew, and Ken Wollen’s *Annaleah*.

The first leg to the east threaded through the rocks, islets and shoals of Sheffield Harbor toward Peck’s Ledge Light. All the crews were trying their best to find the most advantageous route through the obstacles while dealing with ebbing currents and the shifty southeast wind coming over and between the larger of the islands. The lead changed several times on that first leg between *Malö* and *Owl*, as did the third place position between *Kismet* and *Lovinde* a minute or so behind. Rounding Peck’s Ledge and out into Long Island Sound with clearing skies but fading wind, it was *Malö* out front and pulling away, never to be challenged again. In the meantime, the battle for third place continued between *Kismet* and *Lovinde* down the long, slow reach on the south side of Goose, Cops, Chimon, Shea and Sheffield Islands. In the dying breeze at the Green’s Ledge bell, to the west of the island chain, *Kismet* was ahead. *Lovinde*, however, was not far behind and would have her day. As the pair headed back the short leg to the finish, she managed to overtake the Fallon family in an exciting bout to take third place.

Beleaguered by the light air, *Sally E* made it around finishing in fifth, while *Annaleah*, with the smartest move of all, headed for home.

Back on shore, snacks and beverages were enjoyed on the Norwalk Yacht Club deck as we relished the day’s events. It was a day well spent. We extended our thanks to Sam Bridges for helping us with an excellent start sequence this year and hope he will be joining us in the races next year in his own Marshall 22. Our thanks too, go to Scott Clingenpeel and the Norwalk Yacht Club for their continued kind hospitality.

Place	Captain	Boat	Design
1	Dam	<i>Malo</i>	Marshall 18
2	Klein	<i>Owl</i>	Marshall 18
3	Kemp	<i>Lovinde</i>	Marshall 18
4	Fallon	<i>Kismet</i>	Marshall 18
5	Reffner	<i>Sally E</i>	Atlantic City 24
6	Wolen	<i>Annaleah</i>	Herreshoff 18

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## Indian Harbor Yacht Club – Go Your Own Way Race

Frank Kemp

CAPTAIN ISLANDS, AUGUST 25, 2012: For the second year now, Indian Harbor Yacht Club has invited the Catboat fleet to join their delightful afternoon of sailing around their Captain Islands, in Greenwich CT. The format of the race, as given in its name, allows captains to consider the effects of wind and current and local knowledge about the islands just offshore. There is one start line, the same line for finish, and the contestants may go “clockwise” or “counter-clockwise,” and win the day.

This year, however, there was no choice to be made – with stiff winds out of the south-west, the initial route needed to be south-east out of the harbor, for the “clockwise” course.

The breeze was well above 15 kn., approaching 20 kn. at the start, and it was an advantage to have put in a reef. If you didn’t have a reef – then you needed a whole bunch of crew as ballast – and the results showed it.

From the start, *Malo* was able to point higher than *Lovinde*, and was first to the turning mark. However at the second mark, turning for home, *Lovinde* was

able to get inside *Owl* with a well-controlled jibe, and then kept the lead for the gun. *Sally E*, *Kittyhawk* and *Owl* duked it out in the second flight, with *Kittyhawk* and *Owl* alternating in the lead: *Owl* jibed first for the final run, but local knowledge on *Kittyhawk* got her to the finish line more directly. *Sally E*, thriving in the high winds, let the two Marshalls duke it out, and just kept on moving to secure third place.

Our contact at Indian Harbor was Deborah Wressell – who made us feel right at home, and invited us back for next year. It doesn't get any better: Thank You Deborah.

Place	Captain	Boat	Design
1	Kemp	<i>Lovinde</i>	Marshall 18
2	Dam	<i>Malo</i>	Marshall 18
3	Reffner	<i>Sally E</i>	Atlantic City 24
4	Sterne	<i>Kitty Hawk</i>	Marshall 18
5	Klein	<i>Owl</i>	Marshall 18
dns	Linskey	<i>Felix</i>	Herreshoff 18
dhs	Adams	<i>Tigger</i>	Marshall 18

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## Indian Harbor Classic Regatta Series and WoodenBoat Series

Frank Kemp

SEPTEMBER 15, 2012: The 72ft. ketch, *Ticonderoga*, the 1913 built New York 50, *Spartan* and the 1026 Q-Class *Nor'easter*... in the same sentence with: *Sally E*, *Owl*, *Malo* and *Lovinde*.

What's wrong with this picture? Nothing.

In fact – it was a dream weekend as the Catboats of Western Long Island Sound were invited to join the Long Island Sound Classic Regatta Series and the WoodenBoat Series at Greenwich's Indian Harbor Yacht Club.

Through the generosity, imagination, and sense of humor, of Shelia and Ted Graves, the Catboat fleet was made to feel very much at home among the majestic classic fleet. We participated in the welcoming receptions, pageantry, and the excitement of the event – receiving our own start, and customized course – starting in Captain's Harbor and continuing to a turning mark in mid-sound.

Again the event at Indian Harbor had an excess of wind, blowing from the north-west in the high teens, gusting to 20+kn. The big boats were in

their element – and off to a long course – while the Catboats had to wrestle with the issue of reefing, and going slow, or not reefing and going on the wild-side.

The big Atlantic City 24, *Sally E*, was in her element – with *Owl* nipping at her heels. *Lovinde* and *Malo* had a good bout on the beat, but then the un-reefed *Malo* flew away, leaving *Lovinde* to finish among the large yachts, returning from their longer course.

Catboat colleagues, Peter Arguimbau and Joe Hilva, sailed *Molly Rose* and *Natanya* in the Classic Yachts Division and the Spirit of Tradition Division – and brought credit to Catboats in each, and partied with all.

Awards were presented, the sponsors' rum was consumed, dinner was enjoyed, and the little Catboats enjoyed their day in the shadows of their gigantic gaff-rigged cousins.

Place	Captain	Boat	Design
1	Reffner	<i>Sally E</i>	Atlantic City 24
2	Klein	<i>Owl</i>	Marshall 18
3	Dam	<i>Malo</i>	Marshall 18
4	Kemp	<i>Lovinde</i>	Marshall 18
dns	Sterne	<i>Kitty Hawk</i>	Marshall 18
dns	Arguimbau	<i>Molly Rose</i>	Classic Yachts Division
dns	Hilva	<i>Natanya</i>	Spirit of Tradition

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## Norwalk Yacht Club Catboat Rendezvous

Frank Kemp

SEPTEMBER 22, 2012: This year's end of the season catboat get-together and race was postponed a week to accommodate the Indian Harbor Yacht Club Classic Yacht Regatta to which our catboat fleet was cordially invited. Although inconvenient for a few who couldn't change plans on short notice, all who participated in both events were well rewarded with good racing and great parties.

This Saturday, we were blessed with some wind, a welcome change here on western Long Island Sound. Actually, it was approaching reefing quality wind, 12 to 17 kn. with higher gusts, just short of 20 kn. as recorded by the UConn weather buoy a few miles away.

# The Western Long Island Sound Champion for 2013 is *Owl*

Frank Kemp

Our official start was provided by Mike Smith aboard the Norwalk Yacht Club committee boat *Edgar Raymond* just south of Green's Ledge Light off the Rowayton shore. The course took us on a beat into the southeast breeze to the Cable and Anchor bell, R28C, in mid-sound, then a run back to Green's Ledge lighthouse, jibing around for a short reach in protected water into Sheffield Harbor to the finish line close to the yacht club.

We had plans for 7 boats, but due to rough seas and a long journey from the west, only 6 cats were out there for the race with *Owl* and *Sally E* off the line with good starts, close hauled, into a steep chop. *Limin* was not far behind and was able to pass both leaders by the middle of the first leg. But the lead changed again before the windward mark and it was *Owl* to round first. *Limin* rounded next and *Malö*, through shrewd tactics tacked in front *Sally E* to round the bell third and start her downwind pursuit of the others toward Green's Ledge. All boats had an exciting downwind ride with a lot of action on the helms to keep us going fast. Occasionally, we were all able to surf down the larger waves with speeds of just shy of 8 knots seen on our GPS devices now and then. Although the current was with us, it was thrilling to experience that kind of speed on an 18 foot catboat. On the downwind leg *Sally E* came on strong and was able to pass *Malö* and arrived at the lighthouse jibe in close quarters with *Limin* and a battle between the big Atlantic cat and the Sanderling ensued to the finish. At the finish it was *Limin* who prevailed at the last minute to take second with *Sally E* just a few feet behind. A "few feet" – after two hours!

With all boats safely tied up to the yacht club docks, the gam and awards continued into the early evening with thanks to our absentee host, Jay Fallon, and the Norwalk Yacht Club.

Place	Captain	Boat	Design
1	Klein	<i>Owl</i>	Marshall 18
2	Madigan	<i>Limin</i>	Marshall 18
3	Reffner	<i>Sally E</i>	Atlantic City 24
4	Dam	<i>Malo</i>	Marshall 18
5	Kemp	<i>Lovinde</i>	Marshall 18
6	Wolen	<i>Annaleah</i>	Herreshoff 18
dns	Williams	<i>Blew By You</i>	Marshall 18

The "Peter Wells Western Long Island Season Championship" for 2013 was awarded to *Owl*, captained by Roger Klein. This award is presented to the most accomplished craft in the fleet - as determined by overall performance in the full number of rendezvous for the season.

The Cox-Sprague scoring system is used to determine the award, based on points weighted by the number of boats attending each event. The careful calculation is obtained by a specialized spreadsheet maintained by John Reffner, Jr. - so that the results are immediately available at the final rendezvous of the season. This year was especially competitive among the top contestants - but *Owl* was the clear winner with two firsts, and three seconds, among the seven events.

*Owl*, an 18 ft. Marshall Sanderling, is a fast boat, a beautifully maintained boat, and a well traveled boat. *Owl* made the trip to the Mystic 50th Anniversary in three days, and returned in two - not bad at all for the 80-mile trek, the full length of Long Island Sound. Bravo to *Owl* and her Captain, Roger Klein.

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## Bass River August 11, 2012

YARMOUTH, MA – Winds of 10 to 20 kn. were funneling down Bass River at the 9:30 morning captains' meeting on Saturday August 11. Overhead there were overcast skies and off and on drizzle.

Sailors equipped with mobile wireless devices sat around sipping coffee. They were huddled looking at each other's apps. The big decision was whose radar display was the most useful. Recognizing trouble in the skies, the sailors decided to regroup at noon and make a decision then, again, too much technology.

Race committee chair Jim Carter made the suggestion to keep the thinking ahead, that someone get in the Whaler and check the conditions out on the sound. What they found was a flat sea and a steady 10 – 15 kn. wind.

The race was on! The committee decided on a once around triangle, as technology kept showing windows of threatening weather moving our way.



## Hyannis August 6, 2012

By 2:30 p.m. the race began with a nice clean start. As usual lately, *Shell Belle* jumped into the lead followed by *Pumpkin*. *At Ease* ran right on *Pumpkin's* tail. Around the first mark it was *Shell Belle*. *Pumpkin* tacked a little later around the mark and the captain mishandled his main sheet giving Brian Smith at the wheel of *At Ease* a chance to round smoothly and move into second.

The next mark kept everyone in their same positions, but it was the finish that got interesting. Cheryl Wildermuth, in *Shell Belle* was coming to the line as, *At Ease* was overtaking her towards the committee boat. She moved to port to try and fend him off.

But *At Ease* proved to be too much on the downwind leg and finished first. Meanwhile Paul Cook in *Pumpkin* worked hard to secure a third as *Sea Smoke* with Bill Gately and Jay Webster at the helm, was barreling down on her. *Pumpkin* did manage to take third.

We'll never know what would have happened if the race was the usual two trips around, as sailors usually race.

### THE RESULTS:

Place	Captain	Boat	Design
1	Brian Smith	<i>At Ease</i>	Marshall 22
2	Cheryl Wildermuth	<i>Shell Belle</i>	Marshall 18
3	Paul Cook	<i>Pumpkin</i>	Marshall 22
4	Bill Gately	<i>Sea Smoke</i>	Marshall 22
5	Jane Chase	<i>Zephyr</i>	Marshall 22
6	Bob Betts	<i>Salina</i>	Marshall 22 sloop
7	Bill Holden	<i>Caper</i>	Marshall 18
8	Ian McColgin	<i>Marmalade</i>	Chappy 25
9	Doug Hill	<i>Brig O' Doon</i>	Marshall 22
DNS	Rick Farrenkopf	<i>Cait's Cat II</i>	Marshall 22
DNS	Shep Williams	<i>Saltine Warrior</i>	Marshall 22
DNS	Mark Alan Lovewell	<i>Cat's Meow</i>	Marshall 18
DNS	Bill Mullin	<i>Old Sculpin</i>	M.S.Roberts 24
DNS	Chris Ehring	<i>Lucky Stars</i>	Howard Boat 12

HYANNIS, MA – Fair weather and a beautiful weekend colored the first Hyannis Catboat Rendezvous, the first weekend of August (August 5 and 6). With a continuing collaboration between the Cape Cod Catboat Association and the Cape Cod Maritime Museum, Skip Hall, organizer, pulled a rabbit out of a hat. He brought the event out of the thin air and before it was over, it was clear to everyone involved: this has to happen again. This is an annual event.

At least ten boats showed up for a weekend centered on good fellowship and a good time in Lewis Bay.

Hall is a familiar face on the Cape Cod waterfront. For a long time he was the captain of the Cape Cod Maritime Museum's historic and beloved catboat *Sarah*. At 78 years young, he has spent his time on the water. He ran a boatyard, Chatham Yacht Basin from the 1960s until he sold the business in 1986.

The jewel of an idea arose at the first CCCBA Fall Presentation at the CCMM between Paul Cook and Janet Preston (Museum Director) on November 12, 2011. The museum had long been a friend to catboat sailors. So why not bring a merger of kindred spirits for one weekend.

Sailors started showing up Friday afternoon, sailing in amid the incoming and outgoing ferryboat traffic. They came from across Nantucket Sound, they came from neighboring towns..

A small fleet of boats anchored at a little-known anchorage at Pine Island, the southeastern most island in Lewis Bay. Mr. Hall, using his 24-foot classic powerboat provided transportation between the museum and the anchorage. Jonathan Wood, another well regarded waterfront sage, also provided service with his 18-foot center console powerboat.

A Saturday morning captain's meeting was held at 9:30 a.m. sharp at the museum. Susan Cook, a celebrated catboat event chef from Bass River, was there with her blueberry muffins. She along with Linda Mullin checked all the participants to make sure they had the right gear: entry forms, cards, plaques and hats or t-shirts.

Race rules were reviewed. No surprises, organizers set the race course and rules following the usual association guidelines and state safe boating rules.



*Shell Belle* is ahead of *Pandora* at the start.

Photo by Skip Hall.



Two winners: Cheryl Wildermuth receives the top award from Skip Hall, organizer of the rendezvous and race.

Photo provided by Skip Hall.



Shep Williams in *Saltine Warrior* starts the race with a reef.

Photo by Skip Hall.



Ken DeLong in *Pearl* out paces Cheryl and Peter Wildermuth in *Shell Belle* for a time.

Photo by Skip Hall.

The race course was set to a perfect triangular SW wind; twice around.

At 12:55 p.m., the starting gun went off. *Shell Belle* had the perfect start followed by *Pandora*. As we all know the start is where most races are won, however *Pearl* was back in the pack. First mark at the SW, *Pearl* was in the lead followed by *Shell Belle* and then *Pandora* and *Pumpkin*. *Shell Belle* kicked in with “after burners” and took the lead before the next mark.

*Pearl* was not happy and made some tactical moves and regained first before the next mark. Meanwhile *Pandora* was still close by followed by *Pumpkin*. On the second time around *Shell Belle* took a different tack from *Pearl* and history was made. The sacred rule was broken, cover your contender. *Shell Belle's* tactic paid great dividends as she left every one behind.

After the race everyone returned to the Museum for a raw bar and cookout. It was amazing the food that appeared on the table and the deserts that wives brought. Awards were presented to *Shell Belle* skippered by Cheryl Wildermuth for 1st and *Pearl* 2nd skippered by Ken DeLong. For the Wooden boat class 1st went to *Marmalade* skippered by Ian McColgin.

Entertainment was provided by Mark Alan Lovewell from Martha's Vineyard. Jonathan Woods even tried his talents on the guitar. Great day.

**THE RESULTS:**

Place	Captain	Boat	Design
1	Cheryl/Peter Wildermuth	<i>Shell Belle</i>	Marshall 18
2	Ken DeLong	<i>Pearl</i>	Marshall 22
3	Drew/Jill Staniar	<i>Pandora</i>	Huddleston 20
4	Paul Cook	<i>Pumpkin</i>	Marshall 22
5	Douglas Hill	<i>Brig O' Dune</i>	Marshall 22
6	Shep Williams	<i>Saltine Warrior</i>	Marshall 22
7	Mark Lovewell	<i>Cat's Meow</i>	Marshall 18
8	Robert Betts	<i>Salina</i>	Marshall 18
1	Ian McColgin	<i>Marmalade</i>	Wood, Chappaquiddick 25

# Martha's Vineyard Catboat Rendezvous

Mark Alan Lovewell



Many of the sailors gathered for refreshments in the backyard of the home of the writer.



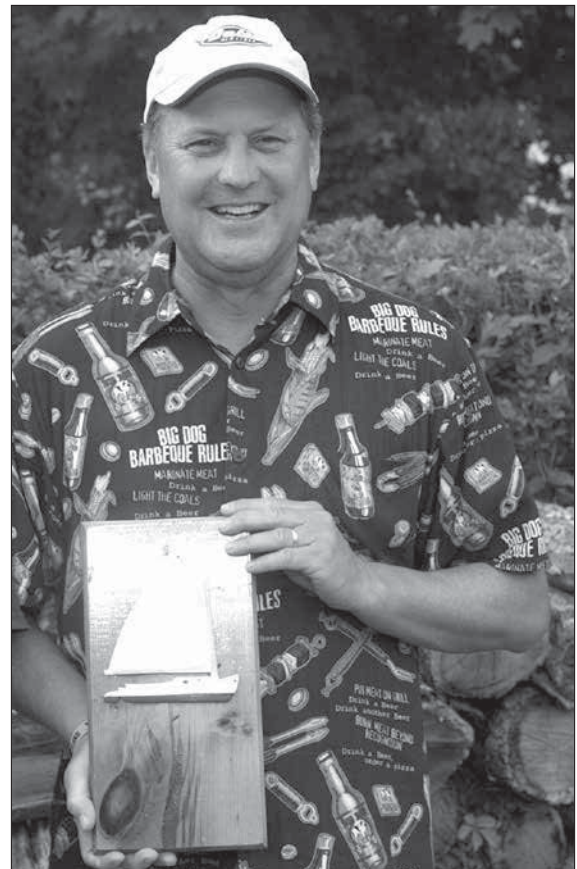
The wooden catboats *Marmalade* and *Old Sculpin*, together with other fiberglass fleet moored at Pine Island.

Photo by Mark Alan Lovewell



Jonathan Wood, of Bass River, long-time catboat enthusiast, provided much needed shuttle service in his powerboat. Paul Cook is next to him.

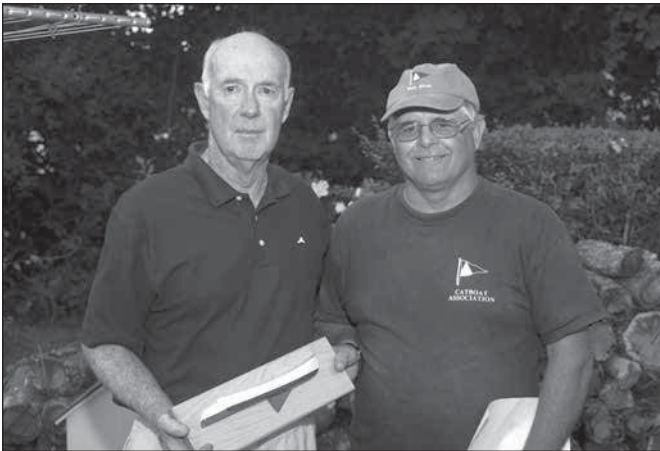
Photo by Mark Alan Lovewell



Jon Agne of *Surprise* won The Manuel Swartz Roberts Trophy. For him it was a pleasant surprise.



Cheryl Wildermuth of *Shell Belle* with Rick Farrenkopf, presenter. She received top awards. She went on to win big at other rendezvous held during the summer.



Jay Webster of *Ishmael* was the first 22-foot fiberglass catboat to cross the finish. Next to him is Rick Farrenkopf, presenter.

VINEYARD HAVEN, MA: The Martha's Vineyard Catboat Rendezvous was held with Vineyard Cup, again this year. Vineyard Cup, is a sailor's weekend of racing and it ran from Friday through Sunday, July 13 through 15. While there are dozens of sailboats of various sizes and shapes, there were 21 catboats on the scratch sheet, for the Saturday morning race.

A highlight of the weekend event was a parade of sail that began at 9 a.m. The fleet met in the vicinity of the Vineyard Haven Yacht Club and followed each other.

Jay Wilbur, harbormaster for Vineyard Haven, began the procession in his new patrol boat. Using a high-powered firefighting hose, Mr. Wilbur shot water into the air ahead of the procession. He began his trip into the inner harbor, passing by the

Steamship Authority ferry, *Island Home*, the beloved topsail schooner, *Shenandoah*, and schooner, *Alabama*. Martha's Vineyard Shipyard fired a starter cannon as the sailboats moved along.

The sailors then followed Mr. Wilbur out of the harbor for an early morning start off East Chop. The boats raced to Cow Bay, a shallow area of water just off Edgartown, east of the Joseph Sylvia Beach. First the boats rounded East Chop and then headed towards Edgartown. Anyone sitting in their beach chairs or swimming in the water at State Beach saw the lineup of all the boats.

After rounding the mark and then to Bell R "2", the boats headed back to the finish, the same location as the start.

*Shell Belle*, captained by Cheryl Wildermuth, lead the race all the way and won the first over-the-line fiberglass award: Cape Pogue Award. The boat also received The Hermon E. Howes Award, for the first 18 ft. catboat across the line. She and Peter, her husband and mate went on to win other races around Cape Cod.

For the second year in a row *Moon Shadow* was the first Vineyard catboat to cross the line. This meant that Tad Crawford got to keep the wonderful Ray Ellis painting of a catboat for another year.

Jon Agne of *Surprise* won The Manuel Swartz Roberts Trophy, for being the first wooden boat to cross the line and boy was he excited, if not surprised, to learn of his great success and the trophy he gets to borrow for a year.

Vineyard Cup is run by Sail Martha's Vineyard, an organization committed to offering free sailing instruction to young Island children. The weekend of races included sailboats of almost every description. They provided the race course, the race and the start and finish tabulating.

There was a significant difference this year to the past three years. The backyard of this writer's house was used for both a reception and awards ceremony. The reception site was only two blocks from the waterfront. This proved a nice alternative to the Vineyard Cup tent, next to the Black Dog Tavern. Fire and Ice gatherings were held on both Friday and Saturday nights. The Bass River catboat sailors, mostly lead by Rick Farrenkopf, were instrumental in assisting in the organizing of the gatherings.

By Sunday morning, nearly all of the catboat captains had begun sailing home.

Next year's Martha's Vineyard Catboat Rendezvous will be back in Edgartown as it was for

many decades. Take note it will be the weekend of Saturday, June 8, 2013 in Edgartown. It will include a race and a special captain's luncheon. The Old Sculpin Gallery, where close to 200 catboats were

built, will be opened specially for visiting catboaters. Stay tuned.

For those wishing to compete in Vineyard Cup, it will take place on the weekend of July 12-14, 2013.

**THE RESULTS:**

Place	Captain	Boat	Design
1	Cheryl/Peter Wildermuth	<i>Shell Belle</i>	Marshall 18
2	Jay/Dianne Webster	<i>Ishmael</i>	Marshall 22 (first 22)
3	Eric/Dawn Peterson	<i>Loose Cannon</i>	Marshall 22 (second 22)
4	Tad Crawford & Mait Edey Jr.	<i>Moon Shadow</i>	Marshall 18 (first Vineyard boat)
5	Jim O'Connor	<i>Glimmer</i>	Marshall 22 (third 22)
6	Doug Hill & Skip Hall	<i>Brig o' doon</i>	Marshall 22 (fourth 22)
6	George Peterson	<i>Genie</i>	Marshall 22 (fourth 22)
7	Jon Agne	<i>Surprise</i>	First Wood Boat, 25 ft. Crosby
8	Peter Owens	<i>Dark Star</i>	Marshall 22
9	Rick Farrenkopf	<i>Cait's Cat</i>	Marshall 22
10	Bob Betts	<i>Salina</i>	Marshall 22
11	Robert Luckraft	<i>Genevieve</i>	Wood, 25 ft. Crosby
12	Woody Bowman	<i>Julia Lee</i>	Wood, 22 ft, Stimson
13	Bill Holden	<i>Caperoon</i>	Marshall 18
14	Steve Leland	<i>Merry Grace</i>	Herreshoff America
DNF	Bill McKay	<i>Calico</i>	Wood, 24 ft. Catboat Yawl
DNC	Gordon Litwin	<i>Catfish</i>	Marshall 22
DNF	Mark Alan Lovewell	<i>Edwina B.</i>	Wood, Manuel Swartz Roberts
DNC	Andrew Staniar	<i>Pandora</i>	Wood composite
DNC	Bill Sayle	<i>Pinkletink</i>	Wood, 22 ft. Crosby
DNC	Skip Hall	<i>Scootin</i>	Aries Pond 16



Bill McKay and his wife Maureen (Moe), in *Calico*



Nantucket Outer Harbor

Photos by Mark Alan Lovewell



Host Bill Sayle in *Pinkletink* checks out the visiting fleet of cats in a Saturday morning sail.

## Nantucket Rendezvous September 15, 2012

NANTUCKET, MA – Two weekends after Labor Day weekend, a group of spirited catboaters gathered in Nantucket Harbor for a quiet but delightful rendezvous and race. The sailors came across Nantucket Sound from Bass River, Mashpee, Martha's Vineyard Waquoit Bay and Canada to moor together for the weekend.

The gathering was hosted by Bill and Judy Sayle. It was “impromptu” informal in that island's way. Plus being at the end of summer, the harbor was particularly serene and accommodating.

The sailors began arriving Friday. By evening, when the lights had faded around the harbor they gathered for Bill's hot chowder, hors 'd oeuvres and dinner at Bill and Judy's shore-side home. There was plenty to talk about with a summer in the rear view mirror and the gam went on for hours.

On Saturday, under mostly sunny skies, there was an unofficial race without a committee boat. The 10-plus-boat race was orchestrated the old fashioned way. Someone aboard kept score.

They raced to the Head of the Harbor and back. The race was over the world's most fertile bay scallop shellfish grounds. The water was smooth and there was plenty of air. The winds from the north brought a cool autumn breeze. A forecasted approaching cold front waited in the west for the race to conclude before sharing its chilly rain drops.

By the time everyone was back in the mooring field, the rain stopped and the front had passed.

Everyone considered themselves a winner to be a part of the race.

Winners were as follows:

Bill Sayle, in his 22-foot wood catboat *Pinkletink*, was the overall winner of the day, beating all the 18 and 22 fiberglass boats. Bob Luckraft of Waquoit Bay in 24-foot *Genevieve* was second in the wood class.

Steve Siegler in his 18-foot fiberglass cat *Cleo* was first in his class with Bob Betts in the Marshall 22 *Salina* second. Eric Haberkellner and Michael Freeman, both of Toronto, sail Rick Farrenkopf's Marshall 22 *Cait's Cat II* finished third.

Among those having a good time, there was Terry Whyte of Markham, Canada, crewing aboard and helping Bill Gately of Bass River in his Marshall 22 *Sea Smoke*. There was also Wes Van Cott and his wife Mindy Levin of Nantucket in their Marshall 22 catboat *Clara*. The two are among Nantucket's newest members of the Catboat Association.

After the race, everyone gathered again at Bill and Judy's home for more chowder, pizza, salad and the giving out of awards and the sharing of more stories. On Sunday morning, the visiting sailors departed and had a pleasant trip home under clear blue skies, a light northwest breeze and light seas.

**THE RESULTS:**

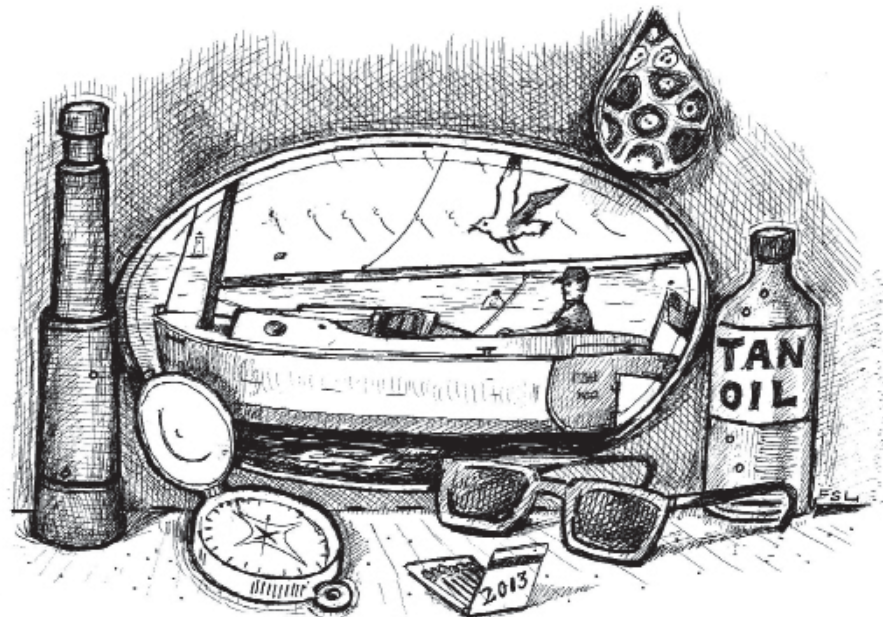
Place	Captain	Boat	Design
1	Bill Sayles	<i>Pinkletink</i>	Wood, 22 ft. Crosby
2	Bob Luckraft	<i>Genevieve</i>	Wood, 25 ft. Crosby
1	Steve Siegler	<i>Cleo</i>	Marshall 18
2	Bob Betts	<i>Salina</i>	Marshall 22
3	Eric Haberfellner	<i>Cait's Cat II</i>	Marshall 22



Morning coffee in Nantucket Harbor.



The race, as seen from the deck of *Pumpkin*.



# 2013 Race Rendezvous Schedule

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Gayle Cornish, Editor

***Editor's Note:** OAK RIDGE, NJ: I am very happy to be your new Race/Rendezvous Editor and look forward to sharing your news with our readers. Members of the Catboat Association and other local groups have scheduled races and rendezvous for 2013. If there are other regional catboat races, cruises and gatherings planned by groups or individuals, we would like to know about them. You are encouraged to attend any of the scheduled events; write, e-mail or call the race chair listed here. Also, please remember to notify the contact person should your plans change. We look forward to publishing the results of your get-togethers and races. Hosts: please send any changes to info below (e-mail, phone numbers, etc., (gayle.cornish@catboats.org)) so we can keep the list current.*

*Thank you, Gayle.*

## **Feb. 15-17, 2013**

Key Largo Catboat Rendezvous  
AhoyDavy@gmail.com  
(703) 850-6654

## **June 7-9, 2013**

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

## **July 12-13, 2013**

North of the Cape, Duxbury, MA  
Shauna Stone, Michael W Thornton  
21 Landing Road Kingston, MA  
21sestone@comcast.net (for any Publications)  
(781) 585-5641

## **July 12-13, 2013**

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

## **July 13, 2013**

Wickford Rendezvous, Wickford, RI  
Jim Findley  
123 Valley St., N. Kingstown, RI 02852  
jim@findleyassociates.com

## **July 12-14, 2013**

Vineyard Cup  
Brock and Hope Callen  
110 Main Street, Vineyard Haven 02568  
sail\_mv@verizon.net  
(508) 6967644

## **July 20, 2013**

Nantucket Race and Rendezvous, Nantucket, MA  
Duffy Ross  
5 Pollard Street  
Marshfield, MA 02050  
duffyross5@gmail.com  
(617) 653-2670

## **July 20, 2013**

Squeteague Harbor, Cataumet, MA  
John Greene,  
4 Anne Circle, Sandwich, MA 02563  
JohnGreene4@comcast.net  
Fritz Casselman, Fritz.casselmann@gmail.com  
(508) 944-0465, (508) 5636337

## **July 26-28, 2013**

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

## **August 3-4, 2013**

Hyannis Rendezvous, MA  
Skip Hall  
P.O. Box 1059, So. Orleans, MA 02662  
skipperdo@comcast.net  
(508) 255-2266

## **August 3-4, 2013**

Leo J. Telesmanick Beetle Cat Championships,  
Barnstable Yacht Club, Hyannis, MA  
Scott Bearse: sbearse@deloitte.com



**August 3-4, 2013**

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

**August 9-10, 2013**

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

**August 10, 2013**

Cats & Gaffers Race, Essex, CT  
 Rick Batchelder  
 204 Middlesex Ave., Chester, CT 06412  
 rick@chesteraf.com  
 (860) 526-4637

**August 16-18, 2013**

Bass River Race and Rendezvous, Bass River, MA  
 Paul\_K\_Cook, Rick Farrenkopf  
 25 Woronoco Rd., Weymouth, MA 02191  
 Paul\_K\_Cook@Raytheon.com  
 rickscatboat@aol.com  
 (617) 365-1952, (508) 776-1074

**August 23-25, 2013**

Herreshoff Classic Regatta, Bristol, RI  
 Maggie Church  
 One Burnside Street, Bristol, Rhode Island 02809  
 (401) 253-5000

**August 23-25, 2013**

5th Annual Townie Hornor  
 Perpetual Sail Around Catboat Rendezvous,  
 Osterville, MA  
 Paul and Karin White  
 295 Route 6A, East Sandwich MA 02537  
 pwcарving@comcast.net,  
 (508) 888-1394 / (508) 284-7773

**September 2-6, 2013**

Provincetown Schooner Regatta, Provincetown, MA  
 (Catboat race: September TBA)  
 info@provincetownschoonerrace.com  
 nedhitchcock@comcast.net

**September 2, 2013**

Harvey Cedars Labor Day Race, NJ  
 Robert Rue, Pooch Thomas, Bill Clarke  
 383 Green Street, Tuckerton, NJ 08087  
 reruelaw@verizon.net, lbipooch@comcast.net  
 bclarke179@aol.com  
 (609) 296-4549

**September 7, 2013**

Great South Bay Catboat Invitational/Rendezvous  
 Sayville Yacht Club  
 Mark Seal, Phil Linker, Karla Schnase  
 11 Browns River Road, Bayport, NY 11705  
 markseal@optonline.net, burrlink@aol.com  
 (631) 669-3581

**Sundays, September/October, 2013**

Hog Island Beetle Cat Series, West Falmouth, MA  
 Becky Kirk  
 57 Shady Lane, East Falmouth MA 02536  
 kirkj101@yahoo.com

**WESTERN LONG ISLAND SOUND**

The Catboats of Western Long Island Sound welcome all who sail or trailer their catboats in the area to attend any of these events. Please contact the event coordinators listed below for further information and encouragement to join this active fleet.

**June 9, 2013 (Sunday)**

Mayor's Cup Race, Stamford, CT  
 John Reffner  
 97 Ocean Drive East, Stamford, CT 06902  
 jareffner@cs.com  
 (203) 348-8098

**June 22, 2013**

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

**July 13, 2013**

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

**August 10, 2013**

Norwalk Islands 'Round the Islands Race',  
Norwalk, CT  
Roger Klein  
48 1/2 Roton Ave, Rowayton, CT 06853  
rogerklein@optonline.net  
(203) 899-0402

**August 24, 2013**

Indian Harbor Yacht Club "Go Your Own Way"  
Regatta  
Roger Klein  
48 1/2 Roton Ave, Rowayton, CT 06853  
rogerklein@optonline.net  
(203) 899-0402

**August 31, 2013 (Raft up)**

Huntington Music Fest  
Hank Bungart  
13 Cortland Court, S. Huntington, NY 11746  
us51311@verizon.net  
(631) 423-4345

**September 14, 2013**

Indian Harbor Yacht Club Classic Yacht Regatta  
Roger Klein  
48 1/2 Roton Ave, Rowayton, CT 06853  
rogerklein@optonline.net  
(203) 899-0402

**September 21, 2013**

Norwalk Yacht Club End of Season Regatta  
Jay Fallon  
2 Bryan Road, Rowayton, CT 06853  
jtfallonmd@me.com  
(203) 857 4770

ANNAPOLIS, MD: Members of the Chesapeake Catboat Association ([www.Chesapeakecatboats.org](http://www.Chesapeakecatboats.org)) have scheduled these races, rendezvous, cruises and gatherings for 2013. Catboat skippers who sail or trailer to the Chesapeake area are welcome to take part. Please write, e-mail or call the chair of the event you will attend for the many details not included here.

**March 9, 2013**

Annual Planning Meeting, Rock Hall YC, MD  
Rock Hall Yacht Club, 22759 McKinleyville Road,  
Rock Hall, MD 21661  
Rich McLaughlin  
richardmcl@comcast.net  
(610) 268-3780

**May 26, 2013**

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

**June 16-23, 2013 (Little Choptank)**

Long Cruise, MD  
Marc Cruder  
514 Heavittree Garth, Severna Park, MD 21146  
heavittree@comcast.net  
(410) 987-9616

**July 27-28, 2013**

Corsica River Races, MD  
Rich McLaughlin  
116 Pine Valley Drive, Avondale, PA 19311  
richardmcl@comcast.net  
(610) 268-3780

**September 1, 2013 (Labor Day Weekend)**

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

**September 9, 2013**

CTSA/Old Salt Race, MD  
Van Nield  
1682 Fairfax Rd, Annapolis, MD 21401  
vnmnield@verizon.com  
(410) 268-6008

**September 14, 2013**

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

**October 5, 2013**

St. Michael's Small Craft Festival, MD  
David Park  
319 Wye Road, Queenstown, MD 21658  
parkwye@atlanticbb.net  
(410) 827-4168

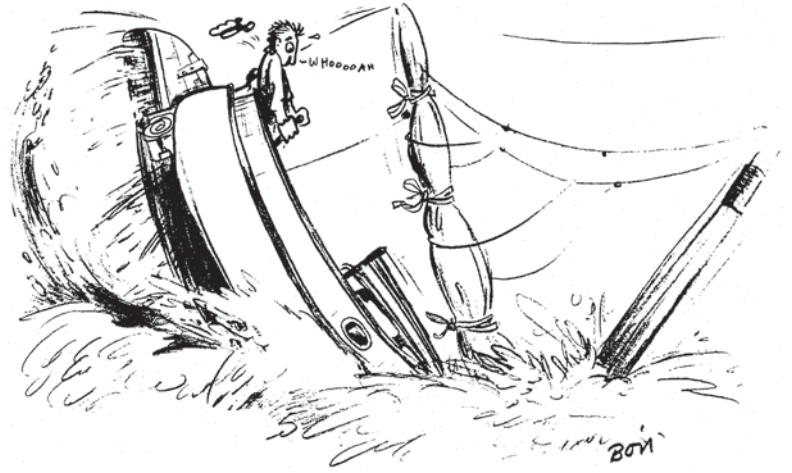
**October 19, 2013**

Dean Worcester Memorial Race  
Chris White  
chriswhitedesign@cs.com  
(410) 923-4424



# Boat Building and Maintenance

Bob Reddington, Editor



**Editor's Note:** I must beg the forgiveness of all of you good catboaters who have sent me material for Boat Building and Maintenance. It all went out the door with all of my taxpapers, deeds, insurance papers, birth certificates. You name it, it went floating out sometime in the wee hours of the night. Hurricane Sandy did a good job of destroying my life and many of my neighbors at the Jersey shore. So if you haven't seen what you sent me please re-submit it. Thank you in advance.

I must please have forgiveness from John Orlando who has sent four or five things, which I had misplaced I had made up a six page letter answering his questions but all is gone. Thank you Sandy.

Life's no fun right now. It will probably be a year before we get cleaned up around here. I hope to see you all in February, at our annual meeting. Yeah, you're right. I am crying but hope to survive enough; you don't need my problems. You've heard the cupboard was bare. The cupboard isn't bare, it is gone. Nothing. So send me your stuff at Bob Reddington, 235 Lake Ave, Bay Head, N.J. 08742.

Your sunk shipmate,  
Bob Reddington

**LEAD EDITOR'S NOTE:** And in this extreme circumstance of NY and NJ being engulfed by Sandy, we have decided to bring you in detail the current "Re-building & Maintenance" situation in Bay Head, NJ (aka Bob Reddington's home base).

## Early conversations after Sandy moved on – November:

After the storm, we talked to Bob, and in his usual "matter of fact" manner, he described his neighborhood during and right after the storm.

The surge is what got them. Google Map 235 Lake Ave. Bay head, NJ and look at the map of Bob's neighborhood, sitting right there between the Atlantic and a salt-water lake. His home is 150 ft. from the Atlantic and 80 ft. from the Lake. Bob was in his home for the duration of the storm and reports afterwards were that one of the surge waves was 37 ft. out over the outer Atlantic. Once water started to rise, it continued for 1.5 hrs and was very slow to recede. Bob had raised his home several years ago – up 5.5 ft. He said he wished he'd done 6 as the half-foot would have never gotten in. Of course this means that the water level above ground was over 5 ft. so lower lying houses were doomed. Some parts of them were found one mile inland. Two floated into Bob's yard and ended up leaning on his house.

Sand was everywhere... the highway was totally covered with 5 ft.. Bob's driveway had 3 ft. Both of his vehicles were filled with sand up to the seats.

This section of NJ lost electricity for 3 weeks. Rebuilding, cleaning, maintenance, travel for staples; all these are very difficult with no power. Who of us could live on our catboat for three weeks, with a dead battery? No one was allowed into the area for weeks except homeowners; government workers found the going very rough for the first week. Yet, Bob said that the good side of all people came out. That kept him going strong.

## Annual Meeting, February 1-3

Bill McKay

In his backyard, four out-buildings were totally gone. His eight file cabinets were gone – all his personal info. ALL tools – gone. He said that was the worst of it all, because you couldn't fix anything. Trying to sift through contents of neighbors and the marine contents from his buildings was impossible. So all was a total loss.

We direct you to research the many sites dedicated to showing the public the results of Hurricane Sandy:

Bay Head:

<http://www.youtube.com/watch?v=mnG8OdLTKqU>

Mantoloking:

<http://www.youtube.com/watch?v=mnG8OdLTKqU>

### **Xmas week: Almost two months after the hurricane:**

How do you spell SURVIVOR? Bob reports to us this info matter of factly... just another blip on the screen... some other things to get done. Bob is a model of "The tough get going..." During this two months with no refrigerator, he has put a bag of ice in the freezer each day and it works just fine. He is healthy and making slow progress; many around him have even lost their homes and he has much sadness for them. Their progress is way behind his. Yesterday, in the middle of December, "Do Me," his beloved camper van was towed away. We shall miss his white "Home away from Home" parked in the lots of Mystic, Padanaram and other rendezvous ports. And Bob's only other means of travel, the Buick, will go tomorrow.

Down the street on the beach, there are piles of sand 20 ft. tall – what has been dozed out of the neighborhoods. "Boats are not that important right now," Bob said. Many are inland. Many are still hung in the air, spiked by pilings. Beaton Boats lost 90% of the boats stored there. Most people are not concerned about them; they are dealing with homes and utilities as winter sets in.

A town one mile south of Bob, Mantoloken, is only there in name now. No homes; No businesses survived.

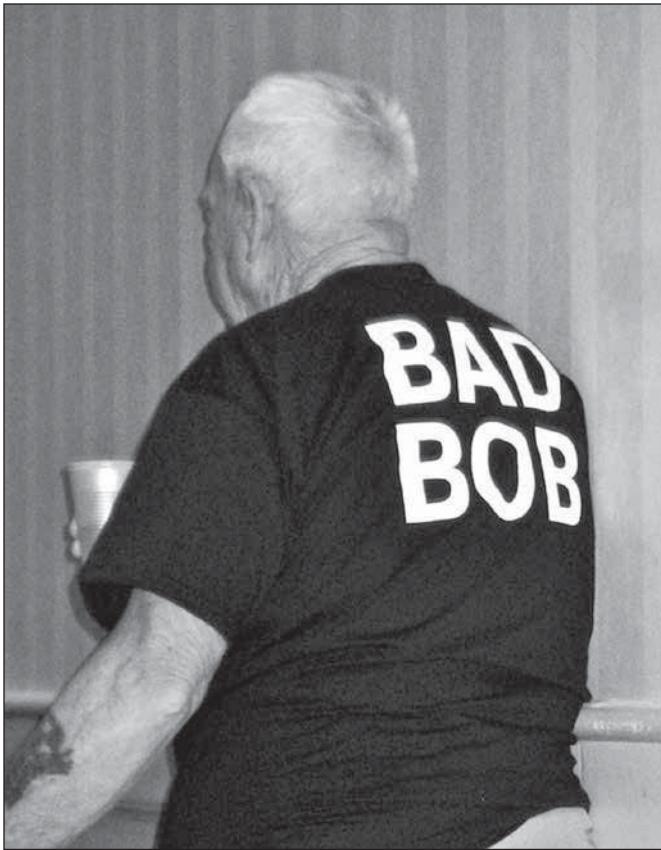
How about the Annual Meeting? Bob will be there. He is buying a Ford Transit Connect and can't wait to transfer the "Do Me" plate, which he of course saved. He'll be rigging this little van as a sleeper; it'll be his escape from NJ. He looks forward to seeing everyone and hopefully continuing this tale with news of progress.

As promised, Bob made the trek east to spend a few days of rest with fellow CBA members. He was first spotted by this reporter in the exhibit hall, no doubt wheeling and dealing. For several years we have enjoyed his large table of bronze fittings and other maritime treasures; he was a fine salesman and no doubt helped out folks who were looking for that special piece needed on an old catboat. This year, Bob was a shopper; maybe here thinking about a new sweatshirt???



In the dinner meeting, Bob was introduced as the only person present who has been to all 50 Annual Meetings. In a later conversation, Bob corrected that. "There really have been only 49 since there was none the first year. And in the second year, it was not much of a meeting: soup and a sandwich on a dirt floor. And once, there was a big snowstorm and only six people showed up, including Betty and I." This year, whether it is 49th or 50th, Tim Lund awarded him a special t-shirt, sporting the name he has earned so thoroughly over the years.



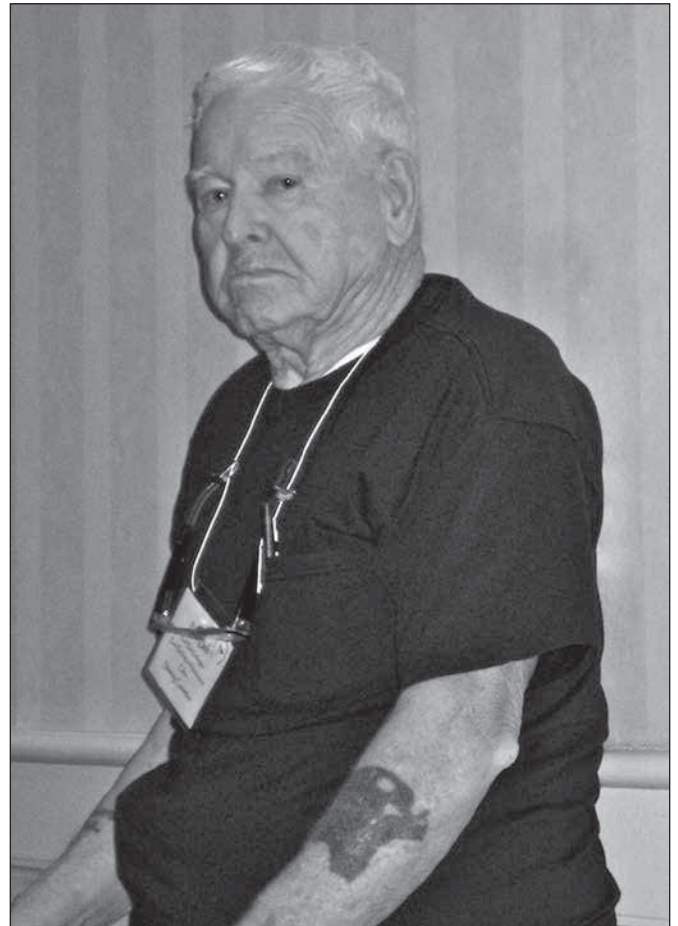


Someone needs to write a story about how Bob got this name?

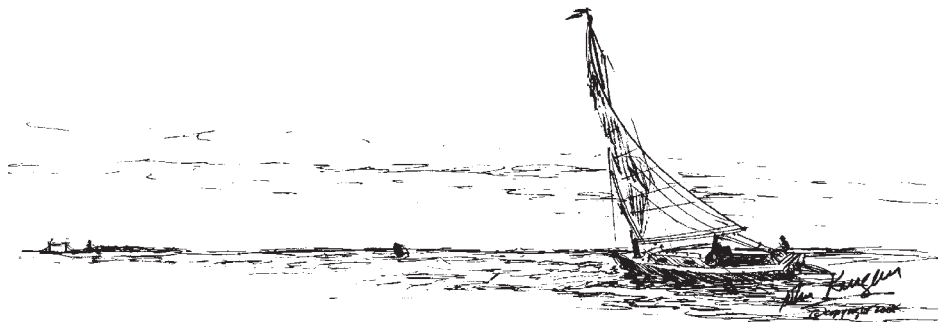
At the final session, Sunday morning's Ben Brewster and Friends presentation, Bob was there to hear the old stories that his dear friend Max Fife used to tell at rendezvous. Standing up for the duration, he laughed, told one himself, and sang a bit with Mark Lovewell. At one point he said, "This crowd looks like it can handle some of Max's "Spicy" stories, Ben. So let's have some?" Ben took the higher road but you can understand why Bob has been deemed the "Instigator" on occasion.

Checking on Bob's progress back home, we report that the work is going slowly. He spends a lot of time shoveling sand with his son. A week before the conference, they finally got rid of the 5<sup>th</sup> mysterious fridge, which Sandy deposited in his

yard three months ago. He expects that it will take the better part of a year to get back to anything near normal living. Yet he changed the subject to the Bulletin and a few things he'd like to see in there. Finally he talked about the early days of the Bulletin when he, Betty, John Leavens and Pinkie used to reproduce 60 copies a few times a year while consuming large amounts of mac-n-cheeze to keep them going. Indeed, Bob is our link to the beginnings of the CBA; we are so lucky to have him working for us in so many ways. Thank you Bob, and best of luck as you recover down there in Bay Head. You are a terrific example for the CBA members.



87 years young!!!! Bad Bob, the Instigator, the Survivor



# CBA Discussion Group

C. Henry Depew, Editor

**Q:** *Has anyone seen a boom vang on a catboat? Is there some reason they aren't used?*

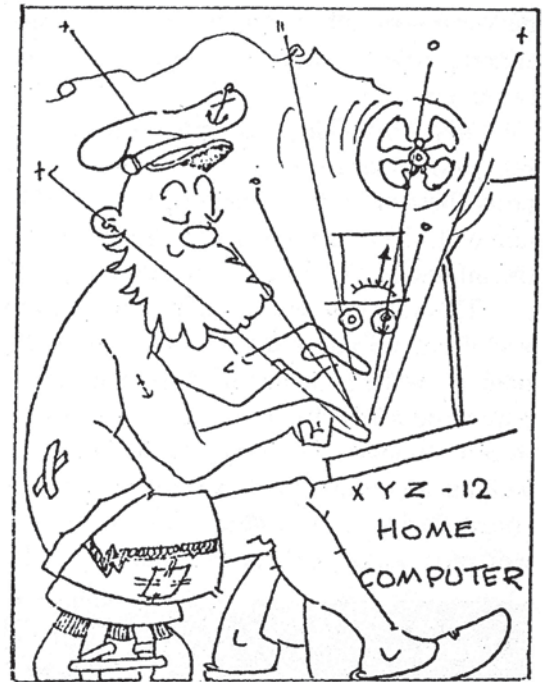
**A:** The gaff vang was not considered very useful on modern cats because we run a high aspect ratio (peaked up quite high) rig. For old style cats with the gaff peaked at a very low angle it could be quite helpful in getting to weather, since it keeps the gaff from sagging off to leeward.

Probably not many have used a peak vang. Roger C. Taylor (of the "Good Boats" and "The Elements of Seamanship" books) was a big proponent of them, and I believe that Tom Cunliffe has some stuff on them in his book on sailing gaffers, "Hand Reef and Steer." The late Phil Bolger also drew them on some of his gaff and sprit rigged designs.

As I understand them, (never having used one) they're not really for sailing to windward so much, but become useful as you come off the wind and especially when running, to keep the gaff from going ahead of the mast and to help keep it under control when the boat is rolling, etc. If when running, you can keep the top of the sail more or less in line with the bottom, or even a little back, then the airflow across the sail doesn't produce quite so much of a heeling force.

It may be that a gaff vang would help to windward some if the top of the sail were able to be trimmed a little closer, but I think that there would need to be a vang on the boom pulling down to insure that the sail doesn't bag up in the middle due to the part of the force on the peak vang that would be pulling down.

The reason most catboats don't have boom vang is that there is insufficient space for them to work properly. I had a boom vang on my 17 ft. Marconi-rigged Hermann Cat. It was a 5-part tackle running from a bail just above the mast coat on the mast to a bail about 3 feet aft of the gooseneck on the boom. Its sole purpose was to preserve sail shape by keeping the boom from lifting when running downwind. On other points of sailing it served no useful purpose. The Marconi rig allowed the gooseneck to be placed higher on the mast than is acceptable with a gaff rig. My current catboat, a 17 ft. gaff-rigged CCC (same hull as a Hermann) has no boom vang and no



room to rig one. The gooseneck is too close to the foredeck, as it is in almost all other catboats with the classic gaff rig. Sloops are different. Typically the boom is much shorter and lighter than on a catboat and the gooseneck is 3 feet or more above the cabin-top, giving ample room for a vang with sufficient mechanical advantage to be useful on all points of sailing in tightening the leach.

**Q:** *I need to repair some dings in my 2002 Menger 19, does anyone know the specific colors (white and tan/nonskid) that Menger used? (even a different brand would be helpful in trying to make a good match.)*

**A:** I have a 2001 Menger 19. So I assume we are talking about the same sort of production runs with gelcoat color. It has proven very difficult to track down this information. To my best knowledge, the tan was a custom color used by Menger. Probably supplied by his son in the fiberglass business in Long Island. The tan is a particularly difficult one. It has also changed once or twice at least during the course of the boat' production.

The only luck I have had in matching the white hull color since Menger went out of business is using gelcoat from Mini-Craft Florida Inc.

I use the white that they supplied me for my Dyer 9 ft. Dingy, on my Menger 19, and it was an absolute perfect match! Its a very clean bright white. I have been using it for 4 years and you cannot see any color difference in the repairs I made on the hull and rudder. The tan color once more, is a real tough one as it fades considerably to a much lighter

color. Your best practice is to match the color of the non-faded color that you will find underneath the first layer. Wet sand it lightly to find the true color, and eventually the repair will fade back in to match everything. I have found its far from perfect but don't know that there is any alternative to doing it this way. I still have some of the old color from Menger and Jerry T., but now it has dried. I am planning on using this as a sample to send away to Mini-Craft this Fall or Winter, in hopes of getting something similar, so just email me from the directory I can keep in touch with you about any success I have had, and we could even spilt a can if you like? Good luck.

**Q:** *I need a recommendation for a new alternator and regulator for Cranberry's Palmer 60. For those of you who have been following Cranberry's refit, I've completed the rewiring. The engine turned, but wouldn't start, and in the process of troubleshooting, I discovered that the alternator is bad (appears to be the brushes, according to the tests). It was rebuilt six years ago when we got her, but while I'm thinking another rebuild, Rebecca suggested new since everything else has been replaced. So, I could use some advice. The existing alternator is a Motorola 55 Amp. Balmar seems to be the predominant brand available, albeit pricey. Anyone ever replace a Motorola with a Balmar? If I were to rebuild, would it work with a new regulator? Again, the existing is a Motorola, and Balmar appears to be the new option.*

**A:** I used a double set up of Balmars when I was living aboard. Good Quality alternators... They are high output and if you so need that amount of power go ahead.. if you sail only during a short season don't bother...For a long time I use to go to auto parts and get a high alternator output like those used for v 8 engines in old American cars.... They were like \$60 and any one ca fix it or you could easily exchange it..... Before installing a new alternator measure the electrical needs of your vessel and work it from there... also it depends what type of batteries you are using.

On my Palmer, I use a Xantrex Multi-Stage Alternator Regulator. The regulator can be set to whatever type of battery you have, and will charge it properly for that battery. This regulator allows time for the engine to warm up before it asks the alternator to engage, and then it "ramps up" slowly. I have deep cycle batteries (DCB), and they therefore get a good charge in a short time and then drop down to trickle charging.

This is recommended for DCB. Nevertheless,

we have sailboats, and typically run the engine just long enough to clear the mooring field, and then shut it down. This is generally not long enough to trickle charge a battery that may have not have been used for a couple of weeks -- or more? If you want a deep cycle battery to last for many years you want to keep them fully charged. I therefore have two Ganz GSP-6 Semi-Flexible Solar Panels hooked directly to my two batteries. They work as trickle chargers and do not need to have a charge controller, which is recommended on larger output panels to prevent overcharging. I luv them! --Perfectly charged batteries all the time!

Last fall I was out cruising and had to hole-up for a couple of days to allow a NE-gale to pass. I used a lot of battery power, and when I started my engine to leave, I noted that the batteries were low, and the alternator was not working! I needed the engine to get through some difficult waters the next morning. So, I shut off all the electrical. As I sailed, I charged the batteries with the solar panels. They are not fixed so I can move them around the cockpit and aim them at the sun.

FYI: Once started, a gas engine needs batteries to keep running --unlike non-electronic diesel engines, which do not. The solar panels saved the day as they brought the batteries up enough for what I needed the next morning. Upon arriving at home port I noted that the engines coil was arcing or shorting out. I isolated the arcing, and the alternator began charging again. Hmmmm? A replacement of the coil, and everything has been A-OK ever since. It was a lucky chance that I happened to see the arcing.

I love these solar panels for their small size, the fact that one can step on them (-though I avoid doing so) low cost and quality. With the high cost of batteries I think I'm going to get an extra couple of years out of them. Another thing to note on the subject of battery charging and life. I have read that if you have 2-batteries you should charge them individually.

Supposedly if your battery switch is turned to "both" and one of the batteries is compromised it will demand the charge. The good battery won't get charged and eventually it too will become compromised. Incidentally, I'm still using the old Motorola alternator as I don't yet have a very big demand. In the future (getting older) I expect to install an electric winch to raise *Genevieve's* 536 sq. ft. sail. I'll most likely need either a dedicated battery or up-size the existing Rolls Batteries.

**Q:** *I need a point of reference on something. How long should it take a so-called “expert” on a single cylinder Yanmar engines to perform a compression test. This would be a second test after already testing a few days earlier where the rusted bolts were replaced and the engine was already removed from the vessel.*

**A:** And don't be alarmed by a compression reading that is “below factory spec”. The spec reading assumes an engine at running heat and RPMs, neither likely achievable on the bench. I'd look at the factory spec (maybe 23:1) and multiply by atmosphere (15 psi) and get a spec pressure of 345 psi. If you're anywhere close . . . (my standard when I was a shade tree mechanic)

**Q:** *I have acquired an ancient 2-hp. Seagull. The instructions in the manual call for leaded fuel. Given today's market, can I get by with what is now available? Some of the local gas stations are offering “marine fuel” but I believe they are all un-leaded. Advice from those with one of these old, but reliable, engines is sought.*

**A:** I've been running my 1974 vintage 2-stroke Evinrude on unleaded without any ill effects (so far, anyway).

If I remember correctly (ah, VeeDub, where art thou??) you can buy lead as a fuel additive. Go to your local auto parts store.

Mine works fine with regular as long as it is fresh and has the 10:1 gas to TCW3 oil mix. Did I mention FRESH?

**Q:** *“Can my Seagull run safely on unleaded?”*

**A:** Yes, it should be on unleaded. When seagulls were first designed in the very late 1920's, there was very little lead in fuel at all. Lead was added for performance and lubrication. British Seagulls do not have high compressions so don't want it for performance! As for lubrication there is enough with good two-stroke oil.

**Q:** *Can I use any two-stroke oil?*

**A:** No. Use oil for outboards. TCW3 grade is best TCW2 will do. The reason for the difference between oil for mowers, motorcycles and the like, is the operating temperatures.

You won't have any problems with unleaded; just follow the instructions for proper fuel/oil mixture. However, the fact that our gas now has ethanol in it means that you need to keep an eye on any plastic or other non-metallic fuel system components; some

older engines experience problems with the ethanol eating up these components. Also, the ethanol makes it even more imperative that you use an additive like Stor-n-Start®, Stabil®, or StarBrite® to prevent fuel deterioration and water absorption.

Also, make sure your oil is specifically intended for outboard use.

Many folks, myself included, recommend using Marvel Mystery Oil

**Q:** *I have some rusted nails (the heads came off) in a very hard wood (I think teak). Any suggestions on how to remove the nails without them breaking off in the wood?*

**A:** You could try drilling a couple of holes on either side of the nail. Grab onto the nail using needle-nosed vice grips. Then use a claw hammer to grip onto the vice grips and yank it out with authority. Place a flat bar or steel plate on the wood to prevent marring the wood with the hammer. With a Forstner bit, drill a ½ in. bung hole and bung with the same wood.

Results: The suggestion on drilling around the nails worked. Since all I had was a hand held drill, things were not quite as clean as one would like but the rusted nails are out and I can saw the wood, when needed, without worrying about the saw blade hitting a nail. I find it interesting that no one sells a “core” drill (or bung hole drill) for a 1/8-inch hole. Such a device would have been perfect for the job.

**Q:** *A fellow sailor has a busted piece of cast aluminum that is part of a boom preventer. Does anyone know if cast aluminum can be “welded” so it can be used again or does this person need to try and find the part as the manufacturer will only sell complete “kits”.*

**A:** I would either get a new part, have a new part machined, or make one out of aluminum or maybe epoxy and carbon either repair or (you have a mold with the old part)

Cast metal in general is very hard to repair back to its original strength unless new supporting parts are added. Aluminum is especially hard. If you can hold it together using bolts and nuts, that might work. If not, I would recommend a new part.

Or, use epoxy or some other high strength adhesive. As porous as cast aluminum is, there is sure to be an adhesive that will result in a repair as strong or stronger than the original metal. I'd email the technical support folks at WEST System and ask them what they suggest, and do some online research.



I broke a cast piece on the gooseneck for my AC 24. I had it welded and was assured it would hold. It failed on a windless day. Replace it.

The sailor decided to get a replacement piece. Since the original manufacturer would not sell the part, he had a local specialty shop make a duplicate out of a block aluminum. The machining was excellent and the price reasonable. It nice to know people who build specialty equipment and have the tools and expertise.

**Q:** *I have to replace an hatch cover on the sheltered part of the cockpit sole that is two pieces of 1/2 inch plywood bonded together in some fashion (I have not separated the pieces so I am not sure how it was done in 1985). The question for the group is: "Do I glue the two pieces together using clamps, concrete blocks, and the like for the pressure, or do I simply screw the two pieces together (with a number of stainless steel screws, or do I do both? The only load on the wood hatch is a person standing on it from time to time. The hatch is to allow access to the forward part of the diesel engine.*

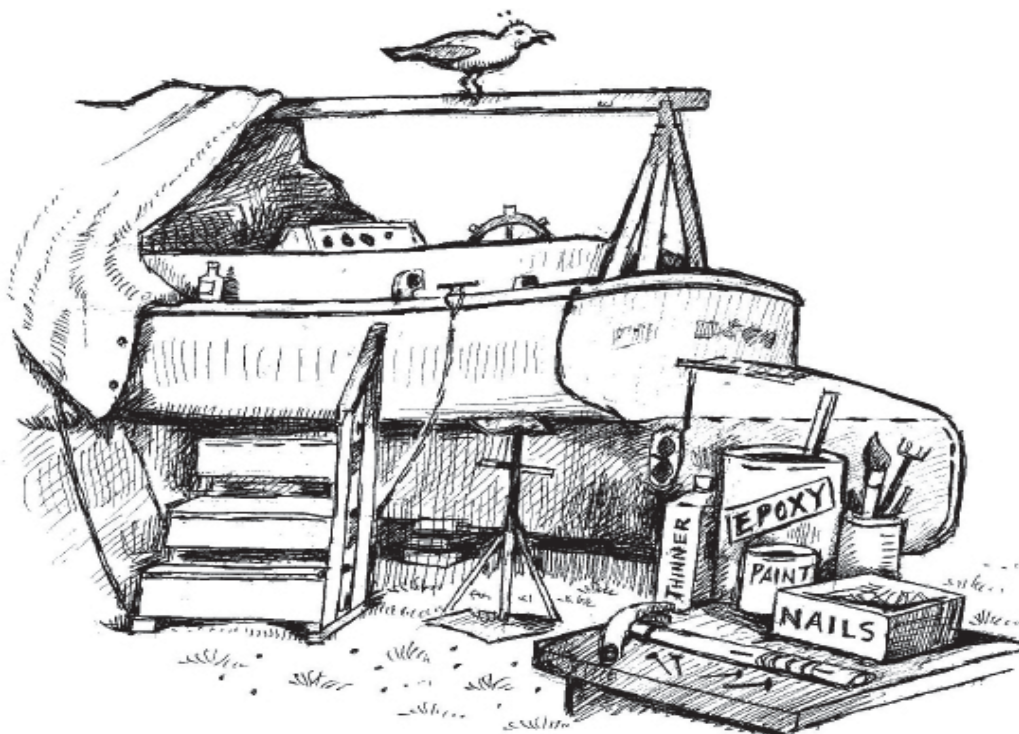
**A:** I would coat one of the surfaces with West System epoxy (or at the least, Titebond III wood glue) and throw about 20-30 lbs. of weight on them. Evenly distribute the weight. Make sure the entire surface is

coated with no voids. The problem with just screwing the pieces together is that water can (and will) find its way between the boards and wreak havoc over time. Gluing them will seal them. Make sure you put some wax paper or something underneath so you don't end up gluing a couple sheets of ply to your workbench.

I am not sure I understand your dilemma but here are some options:

- 1) Why don't you purchase 1 piece of thicker plywood, instead of trying to laminate?
- 2) Why not make it out of fiberglass, (maybe cored and vacuumed) lighter and stronger?  
If it is laminated on the end-grains
- 3) Why not make it out of some of the "super" deck woods (teak or Ipe or??)
- 4) Why not make it out of TREX or other synthetic decking

I think Lowes can sell you a 1/2 sheet of 31/32 which is plenty for the hatch for strength and probably about \$35. You can use the leftovers as backing plates for cleats. Or you could buy 1 in. x 8 in. x 10 ft. cedar board and rip it into three pieces and laminate them together, edge to edge and then glass over for strength and water resistance. It would also be light weight. You can probably get at a good lumberyard or supply house (ask for 4/4ths) this will give you a full inch.



# Cruising

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Steve Flesner, Editor

## High Adventure in Low Water

*Old friends journey by catboat into the heart of the Everglades*

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Craig Ligibel

Reprinted from the June, 2010 issue of "Sailing Magazine" by permission.

A lot can happen when a band of geriatric sailors try to defy the elements and logic by sailing their 15-foot Marshall catboats from one Florida coast to the other in water so shallow they could have walked most of the way. Our first clue came a year earlier on a sail in the shallow body of water known as Florida Bay.

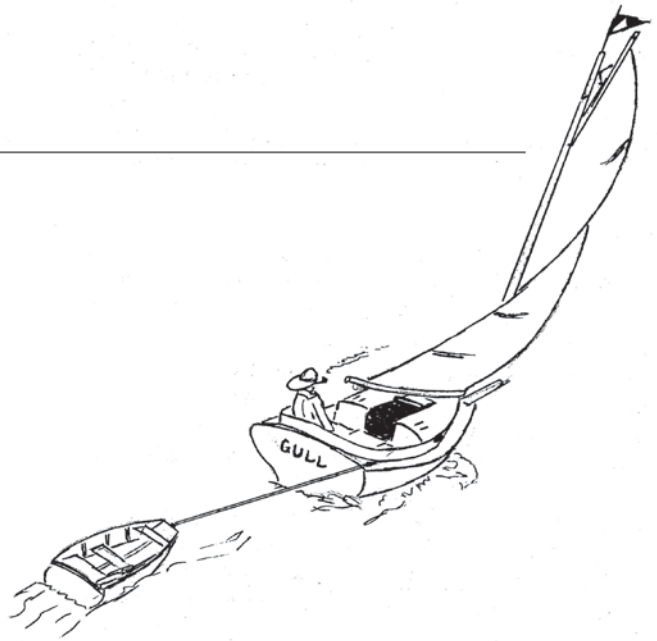
We were just outside the channel leading to the aptly named Dump Key, about 20 miles due west of Key Largo, Florida. Our trusty catboat *Catsup* was hard aground, with the wind pushing us farther onto the mud flats. Our cantankerous outboard motor had long since given up the ghost. As the youngest member of our crew at the tender age of 61, I was delegated to go over the side and lend muscle to the extraction process.

Glomp. I sank up to my waist in the quicksand-like muck. As I had come to find out, this marine quagmire has been 4,000 years in the making, as various strains of calcium-containing algae formed a unique blend of primordial ooze. I didn't want to add my own bones to this slurpy soup.

I hung onto *Catsup's* bow with all my strength, and inch by painstaking inch, I nudged our craft into the channel.

"We've got one shot at this, boys," I told my friends. "If you raise the sails and leave me here, I'll sink like a rock and you'll never see me again."

While some onboard thought this a stellar idea, *Catsup's* owner John Silver tightened the sheet just as I clambered aboard and we began crabbing our way through the narrow cut. All we could see was dirt ahead for the next 200 yards. The guidebooks tell you that when you see mangrove seedlings, you are looking at water less than six inches deep. In actuality, Florida Bay is a series of relatively deep three- to four-foot-deep lakes connected by zig-



zagging channels that can be as shallow as 12 inches. If you're lucky, PVC pipes mark the approaches, but more often, tiny shore birds wading on the sides of the mud flats are your only guideposts.

We continued to sail a little, push a little and pray a lot. Eventually, we found ourselves in a comfortable piece of water that, while still skinny, at least let us make headway under a full sail and a retracted centerboard. Our jaunt across Florida Bay whetted our appetites to spend more time in this unspoiled part of our home state. And so we planned to return the following year with the full resources of the Useppa Yacht Club's Expeditionary Force pressed into action.

Our group's credo is to take our little catboats where few sailors have gone before and to have as much fun as a bunch of 60- to 70-somethings can. Over the past four years, we have sailed our trailerable craft up the 110-mile-long north-flowing Ocklawaha River, where the resident alligators were larger than our boats, and down the Sewanee River, where 100-pound sturgeon threatened to jump into our cockpits.

As with all Useppa Y.C. endeavors, this trip was long on planning and short on common sense. When we queried Everglades National Park rangers about the likelihood of taking our boats from Everglades City to Flamingo, we were greeted with blank stares and admonitions. "Good luck, boys. There's not much water down there." Not to be deterred, we loaded up on Google Earth Images, NOAA charts, rum, vodka and beer (both as scurvy preventatives as well as snake bite remedies), and headed south one crisp day in early April.

Marshall Sandpipers are the ideal shoal-water voyaging craft with a 15.6-foot-long LOA and a beam that is about half as wide as their length. Their gaff-rigged sails sport 166 square feet of sail. There is ample stowage area in the cuddy cabin forward. When their centerboards are up, they draw 16 inches. The best part is the hinged mast, which makes rigging simple. Our Useppa Island home boasts the Southeast's largest catboat fleet. Around 20 cats grace our palm-lined shores.

Our hearty band of adventurers included John Coyle, a longtime Useppa resident who, along with his wife Gretchen, is credited with introducing catboats to Useppa almost 25 years ago; John Silver, the unflappable owner of *Catsup* and a practicing Cape Coral architect; Walt Corbin—Useppa's Forrest Gump, he's either been everywhere and done everything, or he knows someone who has; Paul Swigert, who swore last year not to shave until he had won a catboat race; and Jim Doherty, Useppa Y.C. Commodore and a former Navy captain with the war stories and dress uniform to prove it.

Corbin and Silver were in charge of routing. Coyle was our logistics officer. Doherty was our safety officer. Swigert was our communications officer. I served as seagoing chef. We staged our adventure at Everglades City's Rod and Gun Club, a century-old facility that has played host to five presidents and a flock of luminaries, including John Wayne, Gypsy Rose Lee, Ernest Hemingway and Mick Jagger.

We had more gear than Eisenhower on D-Day. Four tents, camp chairs, tables and sleeping equipment for six were just the start. Two camp stoves, four food coolers, two beer coolers, GPS chartplotters, outboard motors with fuel, 20 gallons of water, medical kits, a satellite phone, cameras, and oars with oarlocks also were crammed on board. And of course we needed a machete. The catboats howled in protest.

The Everglades National Park encompasses 2,354 square miles of diverse ecosystems, from the sandy beaches of the Gulf of Mexico, to the mangrove-filled spits of land that comprise the Ten Thousand Islands, to the endless "river of grass" that stretches as far as the eye can see, to the backwater rivers and bays that are home to the nation's largest population of alligators. This is airboat country. Larger powerboats and sailboats sometimes frequent the deeper Shark River anchorage. Few sailboats attempt the 100-mile-plus trip from Everglades City to Flamingo. We soon learned why.

Our first day was to be an easy one. A lazy jaunt down the Barron River, across Chokoloskee Bay, out Chokoloskee Pass, past unnamed mangrove islands and out into the Gulf for a four-mile sail to Pavilion Key. It sounded good on paper, until the wind picked up to 20 knots, stirring up the gulf. Soon we found ourselves with more sail than prudent surfing down two-foot seas as our little over-loaded boats ran with the wind.

"This may not sound like much of a challenge, but let me assure you that sailing cats in this much wind can best be described as a controlled crash," John Coyle said. "Once the boom starts to seesaw from the tops of the waves to a couple of feet above the deck, we call it a 'death roll.' Jibing, dismasting or worse are possible consequence if you lose concentration for even an instant."



Out into the Gulf.

Although we could have taken a reef as we scudded down the gulf, we decided that the intricacies of that maneuver could cause more problems than they would solve.

We sailed about a mile offshore, afraid to stay too close for fear of running aground while traveling as fast as we were. The north wind made our destination of Pavilion Key untenable, but as luck would have it we were only a mile from the entrance

to the Chatham River, a wide and deep body of water with a nefarious past. It was on the river's banks that Edwin Watson ran a 40-acre sugarcane plantation in the early 1900s. Rumor has it that many of his employees met a watery grave before they could collect their paychecks. Watson met his own demise in a hail of bullets as the residents of nearby Chokoloskee opened fire on the outlaw as he came ashore one day in early 1910. Watson's life was popularized by novelist Peter Matthiesson's trilogy of books, the most famous of which is "Killing Mr. Watson."

We pulled into the Watson Place campground, tied our boats up to the well-maintained dock, unloaded our gear and explored the area. Not much remains of Watson's sugarcane empire. We ventured a little ways into the overgrown brush, almost expecting to see the ghost of Big Hanna, a 300-pound lady friend of Watson's who was found floating in the river with some rocks sewn into the hem of her dress.



Camping at Watson Place.

Night fell early, and while the embers of our small fire burned low, the sky above was ablaze with hundreds of thousands of brilliant stars. We had anticipated being visited by the raccoons that frequent the area, and had secured our food to prevent them from becoming a midnight snack. Maybe it was our perfectly-pitched snoring that kept these nocturnal visitors away. Or maybe it was too cold for them to venture out.

After a hearty breakfast of bacon, eggs and coffee, we repacked the catboats for the 10-mile sail to Lost Man's Key River. Guided by our chartplotter,

we made our way back out to the mouth of the river, and in 15-knot winds, let out our mainsheets for the run down the coast to our next destination. The seas were building, and the overloaded boats struggled as they once again surfed down waves with a scant few inches of freeboard above the waterline.



John Coyle, Paul Swigert and Walt Corbin navigate a narrow channel.

We continued on to Lostman's River and picked our way across a group of sandbars that guarded the entrance to the river. After we offloaded our gear, we raised the American flag in a scene reminiscent of Iwo Jima. We spent two glorious days at Lostman's River campground, fishing, kayaking, reading and swimming. We ate like kings—my wife Colleen had prepared a number of frozen meals that heated with no muss or fuss over the fire—feasting on pasta bolognaise, smoked pork tenderloin, and jalapeño and cheddar cheese spicy sausage from Cooper's BBQ in Llano, Texas.



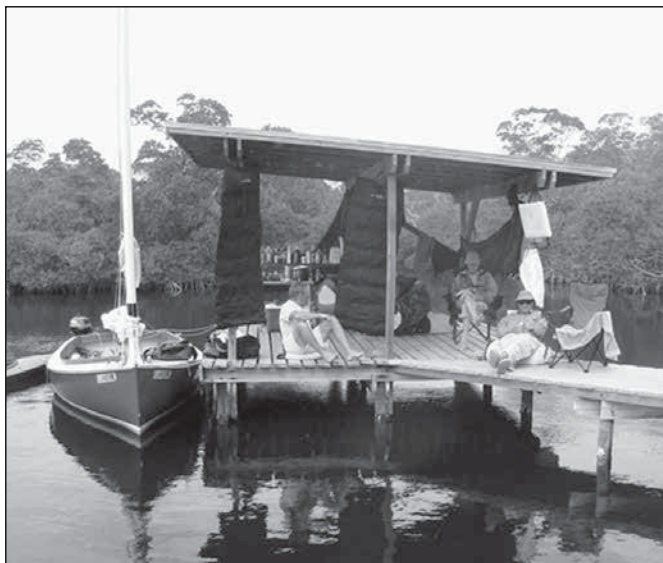
The boys pull the boats ashore at Lost Man's Key.

Because of low tide, we moved our catboats around to the gulf side to facilitate an early morning departure. The wind had quieted while we were at Lostman's, but it threatened to kick up again once we headed out. Discretion prevailed, and we took a single reef to make the downwind passage more manageable.

Our trip to the Shark River was unforgettable. True to form, the wind picked up to more 15 knots right over our transom. We left a trail of mud as we plowed out of the Lostman's River entrance as the catboats' rudders carved grooves across the sandbars. But once out in the gulf, the little boats flew as they ran ahead of the wind.

The Shark River is a deep and wide body of water that is a popular anchorage for larger boats making their way north or south. In the summer, hordes of mosquitoes make the anchorage untenable. We, on the other hand, were enjoying a relatively insect-free trip. It was at Shark River that we were to meet up with friends of ours, Joe and Sue, who had offered to host us for the night in the comfort of their classic 50-foot Hatteras *Christina*.

The next two days we pushed deeper into the Everglades. The first day, we had to motor six miles down an unnamed mangrove river to reach the Joe River chickee. The park service maintains a number of these raised platforms, and the Joe River chickee was one of the larger. Two covered platforms, each 15 feet square, with a walkway to a clean porta potty, greeted us at the edge of the mangroves. Corbin and I tried in vain to coax some fish onto our artificial lures, while Doherty and Silver explored Oyster Bay.



All snuggled up at a chickee in the "Glades."

The next day dawned clear and still, and we headed out into Whitewater Bay toward our next stop at South Joe River chickee, a scant 10 miles distant. We had not planned to stay at this shelter, and thus had called Colleen on the satellite phone so she could make suitable arrangements with the park service. Whitewater Bay is aptly named. It is a 50-square-mile body of water that averages only four feet deep. The Wilderness Waterway is a marked channel that cuts the bay in half, and any kind of breeze produces a frothy chop. For once the wind was off our bow, and we routinely took spray over the side as we beat our way southeast through the maze of mangrove islands that dotted the bay. John Silver kept a steady hand on the tiller while we navigated without aid of the GPS just to prove we could do it. We glided into the wide mouth of the Joe River just as the wind picked up once again.

The South Joe River chickee was tucked in a little mangrove-lined bay, and it was quite exposed to the gusting southeast wind. We off-loaded our gear, quickly set up a windbreak and settled in for a blustery night.

Just then, a canoe we had passed some time ago appeared on the horizon, and made its way to "our" chickee.

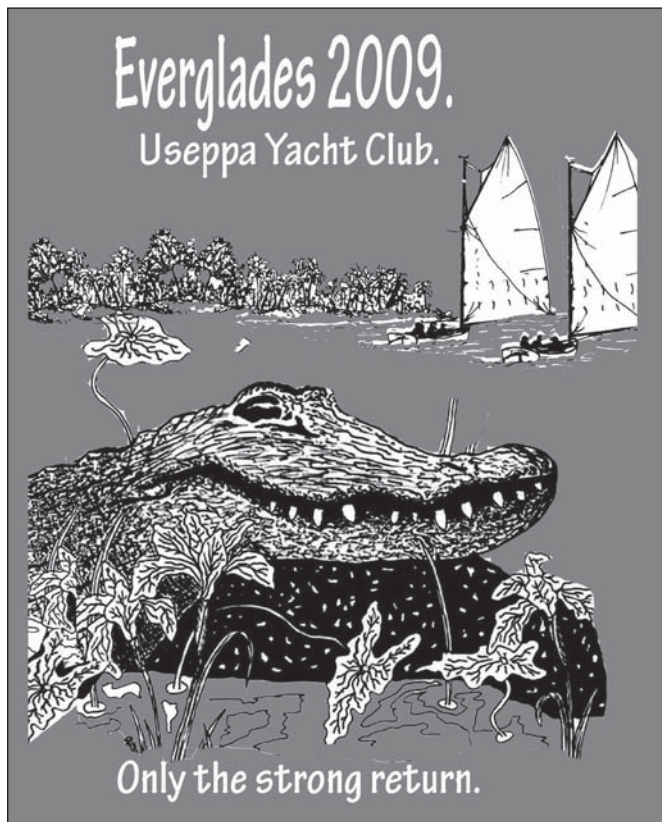
"Bonjour. C'est Chickee Joe?" asked a couple. "Oui, Oui," we replied. And we busied ourselves helping the French couple hoist their canoe onto their side of the chickee to provide them with relief from the howling wind.

Around sundown the park rangers paid us a social call, with a canoeist and his son in tow. It seems that the "reservation" for our half of the chickee had gotten lost somewhere between Colleen's call to Everglades City and the ranger station at Flamingo. If it had been earlier, the rangers said they would have asked us to make our way down to Flamingo, leaving the chickee to its rightful occupants. Since it was dark, with a hefty wind blowing, they took pity on us and made arrangements for the French couple and the father and son to share one half of the chickee while we were allowed to stay on our half.

To make up for the inconvenience, we fed both groups dinner, a meal that turned into one of the highlights of the trip as we traded stories with an international flavor all the while feasting on the leftovers and plenty of red wine. That night, I squeezed into the sole of the catboat and enjoyed my best sleep of the trip pressed like a sardine between the centerboard and the seat in a space no more than 18 inches in width.

On the final day we headed out under power to the man-made canal that connects Coot Bay to the Gulf of Mexico. Soon we were at the dock in Flamingo. After a short ride back to Everglades City, we had a great lunch of stone crabs, gator bites, fried oysters and fresh grouper. It should be noted that these deep-fried gator strips were the only reptiles we encountered during our seven days in the Everglades.

All told, we had sailed more than 100 miles. We had both wine and water left over, but no food. We hadn't seen much wildlife, but we had met some great people. We vowed to convene the Useppa Yacht Club's Expeditionary Force the coming year to add to our dubious portfolio of "going places where catboats haven't gone before." Apalachicola Bay, anyone?



Everglades 2009 UYC.



**Editor's Note:** Peter McCrary is a member of the Chesapeake Catboat Association, a retired engineer/attorney approaching 80. A few years ago he downsized from his Wittholz 17 and built Tattoo, a PocketShip 14 designed by John Harris. The kit is sold by Chesapeake Light Craft. Peter says that every inch is used, with none to spare, although he does look pretty comfortable in that beach chair in the cockpit! His email is [pkmccrary@verizon.net](mailto:pkmccrary@verizon.net) if you have any questions.

Steve Flesner

## Tattoo's Early Fall 2012 Cruise

Peter McCrary

Remembering the good times on the SWS (Shallow Water Sailors) 2012 Spring Cruise on the Chesapeake Bay's Chester River, I planned a 3 to 4 day cruise from the Centreville, Maryland ramp to Davis Creek and then up to Chestertown and return. That would be about 32 NM total. My plan was to overnight on Davis Creek, then on to the town wharf or a marina in Chestertown the night of Thursday, October 11. I was looking forward to dinner ashore and a cozy bar to watch the vice presidential debate. Not needing a "designated driver," I was sure to have an enjoyable evening. The weather was predicted to be pretty good with just a few showers from Wednesday thru Saturday and Sunday with daytime temperatures in the 70s and 50s at night.

Leaving Manassas, Virginia, on Wednesday, October 10 at 5 a.m., I missed the morning commuter traffic and stopped for breakfast at the McDonald's on US 50 just west of the Bay Bridge. I launched *Tattoo* from the Centreville ramp, leaving my "float plan" on the dashboard of my pickup. There was a nice breeze from the west and after many tacks, arrived on the south side of Spanish Peninsula at the Corsica River Yacht Club's dock at just after noon and tied up for a little lunch.

After lunch the wind had picked up a bit, so I tucked in a reef, and set out for Davis Creek. When the wind let up some, I shook out the reef and made good time until the outhaul came loose! It was my fault. When putting in the reef, the outhaul line was somehow looped on another cleat when securing the reefing cringle on the leech. She sailed fine when reefed, but when shaken out, the outhaul was a bit

slack (I didn't notice it) and after a few minutes, the line (no longer taught when coming about) shook itself loose from its cleat. *Tattoo's* mainsail is loose footed. That left me trying to sail with just a big trapezoidal flag flapping in the breeze.

Sailing solo required that I start the engine, find an anchorage and set things shipshape. By the time I got it all right, I decided to motor on up to Davis Creek. I found a beautiful and quiet anchorage and deployed *Tattoo's* canopy and side panels. (*Tattoo's* inside cabin is very tight for sleeping and I usually sleep in the cockpit.) That job done, I took a break, enjoyed the onset of a quiet evening with a beer and chips. I was looking forward to a hot dinner and a quiet evening.



*Tattoo*, buttoned up, snug as a bug in a rug!

But it was not to be. A hardboiled egg and bottle of Rush's Two-if-by-Tea would have to do. Contrary to the weather reports, the wind came up very quickly and strong from the north. Checking my VHF marine weather (for the first time), they gave "small craft warnings" until the next morning and predicted nighttime winds of 20 knots, gusts to 35! *Tattoo* was swinging on her anchor wildly in almost a 180 degree arc. The canopy was fluttering like mad making lots of noise. And the temperature was dropping fast. I noted my position by the parallax between far shore lights and the closer tree-line silhouette. The wave action, while not gentle, was also not alarming. The anchor held tight throughout the night. The wind remained strong and didn't let up until past 3 a.m. By early morning twilight the wind was light at my anchorage.

I had a good sleeping bag and had brought an old army blanket as reserve. It was needed as the temperature dropped into the 50s. I kept warm except for my head. I finally tied on my floppy hat with its

chin strap. I have to admit that, if not frightened, I was very concerned during the night. Waking frequently to check *Tattoo's* position and the weather, I was relieved each time that the anchor was holding fast and, at least, the wind wasn't getting any worse. And though the wind and canopy were making a lot of noise, the canopy held fast. Also, it was a beautiful night: very clear, and I've never seen stars so bright. And the moon! It rose at about 2 a.m. as a waning crescent. At first I thought it was a head light of a car on shore. The VHF weather report was still predicting strong winds through Sunday night. During the night I decided to end my cruise as soon as possible.



*Tattoo* and Peter McCrary, Sassafras River, June 2012.

My Davis Creek anchorage was peaceful at first light. I prepared a first class breakfast: coffee, bacon, pancakes (with butter and maple syrup), and 2 sunny side up eggs. The pancakes were "left over's" stowed in a zip-lock bag. Feeling much better, I considered stowing the canopy and sailing off the anchor, but decided to see what it was like "on the outside" of protected Davis Creek. Good thing! Although it wasn't "wild," the wind (from the north) was very strong and as *Tattoo* came out of the entrance to Langford Creek, the waves began to build up. Giving up any thought of continuing my cruise, I proceeded by motor directly to Centreville with the wind behind *Tattoo*. Making better than 5 knots, we were almost surfing down some of the waves.

I arrived at the Centreville ramp by about 10 a.m. Recovered *Tattoo* on the trailer and was on the road in time for lunch. Home by about 4 p.m. Slept to supper time and endured the vice presidential food fight safely at home.

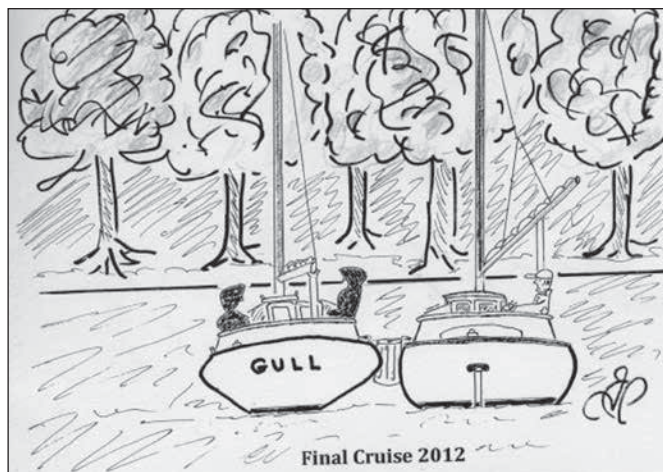
Lesson learned: check the VHF Marine Weather and don't rely on regular weather reports.

Pete McCrary, builder and skipper of *Tattoo*.

# Gull and Sarah K's Last Fall Cruise

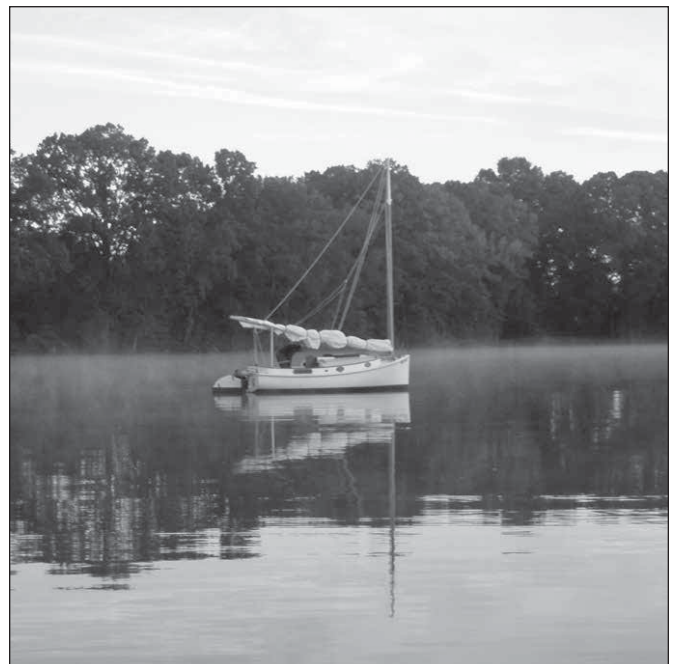
David Bleil

One last Fall cruise on the Wye, October 16 & 17, in memory of the Wye Wild Goose Chase drew participants David Bleil & Jim Ohlmacher in *Gull* and David Park in *Sarah K* to watch the birds and Fall colors. The day started with small craft advisories on the main bay when *Gull* set sail from Greenwood Shoals on a cold boisterous northern wind but with two reefs in, a quite uneventful run up the Miles. Rounding up to enter the Wye from the Miles River the wind was on the nose and because of the trees, episodic. *Sarah K* was waiting for us at anchor adjacent to Shaw Bay. Dave had run down the West branch of the Wye and was lurking in the relative calm in the lee of Wye Island. Heading up the East Branch of the Wye, we met an unknown catboat headed downstream. The occupants waved but did not stop. *Sarah K* and *Gull* headed up to Pickering Creek under power to explore for a secluded anchorage which would be protected from the north wind. After experimentally determining that Pickering was too shallow in too many places and too exposed, we eventually we rafted up in Dividing Creek with the island to windward. A trawler was at anchor near the mouth but we headed up to the shallower upper portion of the creek where the wind was blocked by the trees. The trees soon blocked the Fall sunlight as well but that brought out the russets and golds of the leaves.



Two cats, two monks and Dave!

The night started cool and was working on being cold, but we had packed for that. Dark & Stormies all around restored the circulation and produced a pleasant attitude. From the galley of *Sarah K* Dave Park produced hot barbeque sandwiches for all. The night was clear with phosphorescence in the water and bright stars overhead. Flights of waterfowl were splashing down at irregular intervals with the earlier arrivals greeting the newcomers with lots of friendly honking. Jim and I were snuggled in our IBM hoodies which Dave Park described as looking like a cluster of old monks. The water was warm enough to serve as a cabin heater which made for pleasant sleeping. In the morning the water was “smoking” into the cool air and the boats floated in a fog bank about three feet high. We made hot oatmeal and hot coffee for breakfast before stowing the sleeping bags and hauling anchor. In the distance were the sounds of shotguns but nothing close to the creek. A pair of northern loons fished the creek but kept quiet. They apparently recognized the sounds of the hunters. It was pure tranquility, exactly the sort of overnight experience we go cruising to find.



Sara K in the mist.

*Sarah K* then continued up the Wye to her ancestral home on Skipton Creek while *Gull* hoisted sail and ran down the Wye. The wind was light and we shook out the reefs before reaching the Miles River where, naturally, the wind died.





# Short Tacks

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Catboat *Romance* was moved 900 feet inland. Photo by Tom Hyland

## The Storm

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Tom Hyland

Hurricane Sandy, the storm of October 29, 2012, devastated the Staten island waterfront along the east and south shores. Great Kills harbor, where I usually keep my 22 Marshall Catboat *Romance*, lies about half way between the Narrows Verrazano Bridge and Tottenville, to the far southwest, which forms the southernmost tip of New York State. Great Kills harbor faces the open ocean.

From the Atlantic Ocean past the Narrows to the north and Sandy Hook, New Jersey to the south, lies an open area seven miles wide, funnel shaped and ending at Perth Amboy, New Jersey and Tottenville, New York. barely half a mile from each other.

The hurricane came right down this slot from east to west. It came on the full moon and brought massive tides and one wave said to be between twelve and fourteen feet high, hitting all of the east and south shores of Staten Island and nearby New Jersey.

This wave wiped out Old Orchard Shoal lighthouse, which guarded Raritan Bay for over one hundred twenty five years.

Great Kills has a natural and manmade harbor, horse-shoe shaped, opened only to the south southwest.

At the time of the storm, most boats were pulled, high and dry and on jack stands. *Romance*, a 39 year old cat, was one of 65 boats that was at the Great Kills Yacht Club grounds. Prior to the storm, I thought she'd be okay, the boat was about 40 feet from the bulkhead, about five feet above the high watermark. She also had two anchors extending from her.

## Hurricane Sandy

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Mark Alan Lovewell, Editor

**Editor's Note:** *Hurricane Sandy was a terrible storm. A lot of people lost homes, boats and the cost of human suffering won't be known for months to come. Among catboat friends, if you weren't touched, everyone knows someone who was impacted.*

*We offer two views. We all feel somewhere in-between these extremes.*

When the storm hit, a wave lifted my boat off the jack stands and deposited her on a bed of rocks and broken concrete, 900 feet inland. She was hurt. The boat rails were badly damaged on the sides from the bow aft to about eight feet. She was pock marked with hundreds of small holes thru the gel coat. The hull took on very little water and remained sound.

Adjoining boatyards, like the yacht club, had about 300 boats relocated by the storm surge. All were lifted off their stands and deposited helter skelter to various points south west. The streets were piled with boats twenty five to sixty feet long like cord wood.

Other area houses were lifted off their foundations and all in all twenty four people were killed.

Boat US, my insurance company, totaled the boat. I've owned that boat for ten years. Not to be dissuaded from continuing to care for this lovely boat I am spending this winter restoring her. Geoff Marshall at Marshall Marine has stepped in to help too.

We will sail again in 2013.

Tom Hyland

Skipper, owner, worker and bill payer.



Catboat *Romance* without her jack stands.

## Hurricane Preparation on the Chesapeake Bay

Steve Flesner

With the forecasters calling for Sandy's land fall on the Eastern Shore, those of us with boats got nervous. Most boats had already been pulled or were in the process, sails off, mast pulled, winterizing

begun. What was unusual was that only a few boats sought refuge on our creek, a known hurricane hole in the area. My fleet was in the driveway on trailers, covered and tied down.

We have been through it before in Southern MD so the generator was ready, chain saw handy, 12 gallons of gas, cars gassed up, hot tub full (so you can flush!) and the assortment of lanterns, gas stoves and box wine (they don't sell box rum!) in case we had to go into the survival mode. Power went out right after dinner so we turned in early sleeping on the couches downstairs since we have a towering oak near the house.

The wind howled most of the night, but in the morning it had passed by us, no trees down on my driveway for a change. Reports from the CCBA folks indicated for the most part that our area had dodged a bullet unlike our friends to the North. Marc Cruder spent the night on his 25 foot catboat *Wanderer* at the dock in anticipation of the surge that was much less than anticipated. He said he got some reading in, cooked supper and had a few night caps between checking dock lines!! From what I have read, many local organizations from churches, fire departments, Federal agencies, even animal shelters responded by shipping needed supplies to the areas that were devastated. We hope that helped.



Extreme high tide.



The fleet is high and dry.

## Books on My Shelf

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C. Henry Depew

*C. Henry Depew, 70, a long-time contributor to the Catboat Association Bulletin, sails the waters of Shell Point, south of Tallahassee Florida. Since youth he has always been an avid sailor and reader. For 20 years he is the editor of the Apalachee Bay Yacht Club publication The Mark. Here he shares a list of books he thinks will be of interest. Many of them are in his library.*

“Wooden Ship” by Jan Adkins shows what was involved to build a ship in the 1870’s (WoodenBoat Publications, 2004, 47 pages)

“Scrimshaw Techniques” by Jim Stevens is a do-it-yourself (DIY) book for those interested in this art form (Schiffer Publications, 2008, 160 pages)

“Building Classic Small Craft” by John Gardner has plans, off-sets, and instructions for building 47 different boats (McGraw-Hill, 2003, 536 pages)

“How To Build Boat Trailers” by Glen L. Witt is accurately described by its title (Glen-L Marine Design, 1996, 109 pages)

“Old Marine Engines: The World of One-Lungers” by Stan Grayson includes the plans for building a one-lunger (McGraw-Hill, 1982, 276 pages)

“Electric Propulsion for Boats” by Charles Mathys, although dated, gives the basic information of this form of power (Bristol Fashion Publications, 2000, 290 pages)

“Secrets of Ships in Bottles” by Peter Thorne tells you how to build a ship in a bottle (as opposed to cutting off the end of the bottle, inserting ship, and gluing the end back on) (Nexus Special Interests, 1985, 132 pages)

“The Rudder Treasury” edited by Tom Davin is a compilation of articles from “The Rudder” (Sheridan House, 2003, 352 pages)

“Designs to Inspire” edited by Anne & Maynard Bray is also a collection from “The Rudder” with a time frame of articles printed between 1897 and 1942 (WoodenBoat Publications, 2001, 184 pages)

“The Quotable Sailor” edited by Christopher Caswell gives you a nautical quotation for almost any occasion (Lyons Press, 2004, 242 pages)

“The Storm Gourmet” by Daphne Nikolopoulos is a very helpful publication to have when the electric power is not available (Pineapple Press, 2005, 125

## Reflections

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Judy Lund

When Jerry Smith (*Puddle Duck*) lost his battle with cancer earlier this year, catboaters lost a good friend. We knew him for his freely given advice on maintaining boats and his willingness to co-host the Padanaram Rendezvous. What most of us did not know that he was the grandson of a catboat builder, Captain Charlton Smith of Marblehead.

Jerry’s daughter Anne gave his bulletins to the Catboat Association, and as I went through sorting the copies, I came across some correspondence of Jerry’s father Lyman with “WoodenBoat Magazine” and clippings about the class of catboats known as Brutal Beasts.

A quick check of the index to the “Catboat Bulletin” showed me I had something to learn. In “Bulletin No. 62” June 1980, page 28, Fenwick Williams recalls the Brutal Beasts. He notes that these 14 foot open cats, named after the family dog, were designed by William Starling Burgess for his children to learn to sail. They quickly became popular trainers. As it turned out many of Marblehead’s best sailors would have their first sailing and racing experiences in these sturdy craft. In an article from “The Rudder” in August 1944, Captain Smith wrote that these little boats were nearly the oldest one-design class of racing sailboats. By 1944, he noted, over 250 had been built.

Attached to the correspondence was also a short article from “Marblehead Reporter” written in 1980 recalling Captain Smith. This article notes that former square-rigger sailor built hundreds of these boats in his shop at 1 Water Street in Marblehead located next to his residence. With the article is a picture of Smith in front of his shop, standing below a sign that reads “Home of the Brutal Beast.” In addition to his other accolades, he was an author, writing two sea novels in the 1920s. Charlton L. Smith died in 1944.



# One Last Project – The HANDY CAT Pages *Field Find*

Marc Cruder

My first introduction to catboats was a 14 ft. Cape Dory Handy Cat brought home to the family in the early 1980s. I raced in the First Annual Cat Boat Race sponsored by the “Barnegat Bay Catboaters” as reported by the Long Beach Island Beachcomber in 1984, being the only open boat to finish in a field of seven. After the Handy Cat, Dad moved up to a Marshall 22 for over 10 years then finally out of catboats to a Westerly 26 sloop, which has been gone at least as long. His only catboating in recent times has been here on the Chesapeake whenever he visits, but he always had a soft spot for the Handy Cat.

Several years ago, while enroute for a visit, he came across a Handy Cat on Kent Island and gave me instructions to find out about it. By the time I did, it was gone. In 2010, we were at the Small Boat Festival at St. Michaels talking to Capt. Ed Farley of the Skipjack *H. M. Krentz*. We were chatting about catboats, when Capt. Ed said he had a Cape Dory Handy Cat. A little deeper into the discussion and we found out it was the one originally sighted on Kent Island. Dad made an overture to Capt. Ed and offered a WWII Hamilton time piece in trade. Capt. Ed was interested in the time piece, but claimed he was going to restore the little catboat and sail with his wife.



Handy Cat *Field Find*.

Somewhere in 2011, Capt Ed called and said: “If your Dad is still interested in the Handy Cat, I’m ready.” Now Dad had the green light, but hesitated.

Although still a spry 82 years of age, he wondered if he really needed to get involved in a boat again. I of course, was tasked to check the boat out in Rock Hall. Sending pictures of its condition, in the end I was informed he needed just one more project. My mother was thrilled, because he had been spending too much time keeping track of her in recent years. Dad came down for the 2012 CCBA Planning Meeting and closed the deal on the Handy Cat before lunch.

The next few months had me in trailer search, with a budget of \$500. I eventually found an open channel, galvanized, tilting trailer from a Compac 16. After some maintenance and few new parts, it was road ready within budget. When I arranged for pick-up, Capt. Ed was ready - “Eastern Shore Style.” He had a few slings and a tractor, which I learned was all you need on the shore to load a boat on a trailer and so I was on my way.



Loading “Eastern Shore Style.”

After an uneventful trip to NJ, we located the little cat in Dad’s suburban back yard. Capt. Ed had planed some Angelique or as he called it “fake teak” for missing seats and Dad got busy prioritizing his work. With due consideration to his circumstances, he decided on functional workboat instead of yacht finish. To date he has restored the wood trim and is currently working on fabricating gudgeons. Then there will be a centerboard keeper to make and of course the rig. After several ideas on mast construction (including a discussion on “where do telephone poles come from”), we ended up walking thru a property on the eastern shore last month, because Dad was offered his pick of Red Cedars. With a 20 plus footer picked and headed for the saw mill to be squared up to four inches, it should be heading for NJ soon.

Some pick Christmas Trees this time of the year, but the next tree headed to NJ will be laid out to air dry for about a year before being shaped into a mast. Whether the boat ever gets finished, remains to be seen. It may even make it back to the Chesapeake, but for now it's just one last project.



Mario Cruder with his Handy Cat project.



Rome to Utica, the hardway.



Off to New York

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## Addendum - Cruise of the Owl

William B. Hickman, N.A

*Editor's Note: In the last issue of the Catboat Bulletin we included a story about the Cruise of the Owl. We in advertently left out the final paragraph and photographs.*



In the Erie Canal

On the following day Steve picked up a berth as crew on *Kawamee*, a large steel motor-sailer which was going on the annual New York Yacht Club cruise, and I went to work at the shipyard. At the end of the summer I sold *Owl* for a pittance (she was leaking pretty badly. Those drinking water boat builders use steel and brass screws interchangeably) and returned to the University. I heard later that she had been broken up as a derelict. I got more use out of that boat, and learned more, than from any of the many boats I have owned since. I received my degree and went into Submarine Service, where my experience sleeping aboard *Owl* was very helpful.

Cat-schooner *Brillig*  
27<sup>th</sup> June 2012



# 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.*

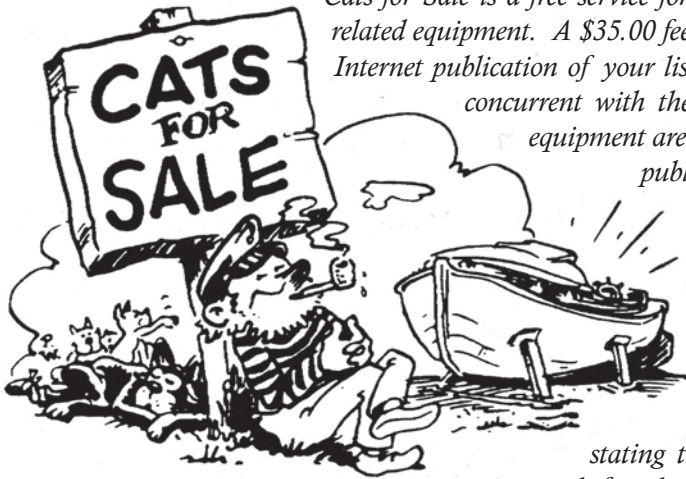
*Internet publication of your listing on the Catboat Association's website, [catboats.org](http://catboats.org), will run concurrent with the printed Bulletin. Good quality photos of your cat or related equipment are encouraged and are a great way to help sell your cat. They will be published on the 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](mailto:cats4sale@catboats.org)*



160-1. For Sale: 1991 Marshall Sandpiper 15' catboat. Open cockpit, 4hp Johnson outboard, Harken blocks, 4 lifting rings, sail cover, boom tent, winter cover, 4 life preservers, 2 throw cushions, anchor and rode, dock lines, boat hook/pole, bilge pump, 2 paddles, horn, compass, battery, running lights, tiller extension. Location New Jersey. Asking \$10,600. Call Bob Reddington 732-295-1590 or cell 732.814.1737, after dark please.

160-2. For Sale: 2001 Marshall Sanderling 18' catboat. Included are: Loadrite trailer, 6hp 4-stroke 2006 Tohatsu long shaft outboard and bracket, Garelic motor stand, solar vent, depth finder, Dacron sail and sail cover, running lights and battery, teak trim, shelves, cushions, springline cleats, double bow cleats, bow eye, mast hinge, lazy jacks, transom and rudder steps, portable toilet, bumpers, Selteck towing dolly. Also includes 2001 gray Achilles LSI-112 inflatable dinghy with 2009 5hp 4-stroke Tohatsu and motor stand. Dinghy holds 5 passengers; minor wear and tear. Located in Niantic, CT. \$21,990. John Mulligan 860.739.9748 or try [j.mulligan@att.net](mailto:j.mulligan@att.net)



160-3. For Sale: Eastport pinky sloop "Mary Blaine" - 26' X 8'4" x 4'6" Displacement 11,500 lbs. Built by Penobscot Boat Works, Rockport Me. 1977. Strip plank construction, sheathed in polypropylene cloth set in epoxy, inside & out, Dynel over plywood decks. Sleeps 2, Skippy wood/coal stove. 25hp Izuzu diesel. Survey in 2009 - "good condition - well maintained". Very seaworthy & dry, ocean capable. Currently stored in Marblehead, MA. For full listing, more photos & specs see this link. Asking \$25,000. Or, would consider trading for a wooden catboat of comparable condition & value. Mark Sutherland 978-371-2088 or email [domihs@netzero.net](mailto:domihs@netzero.net)



160-5. For Sale: 1973 Herreshoff America 18' Sailboat, motor and trailer. Berth & cockpit cushions, 3rd owner, sailcover, newer centerboard, mast hoist system, 5HP Honda 4 stroke, safety equipment. Trailer fair, boat overall good. Motor very reliable. Zown Mou has been sailed regularly in 2012 - photo from late 2011. Located Indian Lake, Ohio \$4,900. Can arrange delivery. Roger File [rfile@columbus.rr.com](mailto:rfile@columbus.rr.com) 614-459-9091.



160-7. For Sale: 17'5" Bob Cat by Winthrop Warner. This is the boat written about in Stan Grayson's book, Cape Cod Catboats. She is shown on pages 160 and 161. She has a Cold molded hull, gaff rigged. The boat is in good shape but needs cosmetic work. Stored indoors she is complete: sails, spars, hardware, mooring cover, cockpit cushions, with a 5 hp 4cycle outboard. Asking \$3900. MUST SELL. She is located in the Northern Neck of Virginia. Would love to speak to anyone interested in her. Steve Smith. 804-580-4449. [Fairweather40@gmail.com](mailto:Fairweather40@gmail.com)



160-8. FOR SALE 1998 ALERION EXPRESS CAT 19. Hull #6 of 32, this high quality constructed cat boat designed by Gary Hoyt of Providence Rhode Island featuring the Hoyt footless boom, has a free standing carbon fibre furling mast ( that allows for ease of opening sail and reefing sail) and boom, high aspect ratio rudder with fin that lowers to reduce pressure on rudder when sailing up wind and foil shaped center board with minimum draft of 1' 2" which allows for sailing in shallow waters and ease for launching. Includes 81/2 Yamaha electric start engine with generator with in cockpit controls, lighting for night sailing, stereo sound system, auto bilge and other extras. Asking \$24,900 Call 631 324 2657 or 917 842 3431 David Weinstein

160-9. For Sale: 1974 VintageCat 22. Rare catboat that features stand-up headroom, 2 cabin layout, enclosed head, and excellent sailing characteristics. Boat is tired of current owner and wants new home. Needs some work to be beautiful, but much has already been done. Can sail or motor away from my dock today. Don't let the price scare you; probably worth much more than the asking price; let my loss could be your gain. \$6500. Contact David Blakey [dblakey@cox.net](mailto:dblakey@cox.net). Lying Norfolk, VA.



good condition, won its division the last three years at the Great South Bay Cat Boat Rendezvous, \$7500 obo. Charlie Huberman. Call 631-563-4856, or email [spudsailor@aol.com](mailto:spudsailor@aol.com)

160-14. FOR SALE 1999 Marshall 18' Sanderling cabin model cat boat with road trailer and new Torqeedo Travel 1003 electric outboard motor with spare battery. This boat is in good condition with new cockpit cushions and deck cover. Located in St. Petersburg, Florida. \$22,500. Call or email Craig at [cstarns@verizon.net](mailto:cstarns@verizon.net) (813) 340-0227.

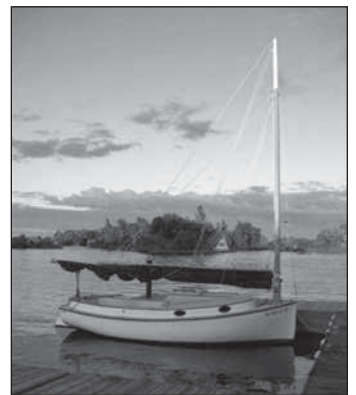


160-10. For Sale: 2002 Barnstable Cat. Model Year: 2002, Condition: New Description: For those who require a truly classic small boat without the hassles of a wooden hull. This gaff rigged classic rendition of a Beetle Cat, interpreted in glass, is to furniture quality standard. Fully legal for most Beetle Cat events. These boats have taught generations of New England's finest families to sail. They become cherished heirlooms to be passed from generation to generation. Boat has only been in the water twice. Comes with everything needed to enjoy the simple thrill of this beautiful, easy sailing classic. Back problems prevent further use. Must sell. Please contact me if interested for more details. Don't miss this investment in your family's fun. New replacement cost would exceed 17k. Package includes EZ Load trailer. Located Richmond, VA. Price \$11,000 OBO Contact: Bob Graham (804) 282-7407 or [rdgraham17@comcast.net](mailto:rdgraham17@comcast.net)



160-15. Items For Sale: Honda 2hp 4-cycle OB motor, run less than 5 hours. Perfect for M-15 or other small catboat. \$500. Can bring to Mystic CBA 2013 Meeting. Also have a Herreshoff 20 lb folding stock anchor \$75. Both located in Maryland. Call Dave Park 410-827-4168 or [parkwye@atlanticbb.net](mailto:parkwye@atlanticbb.net)

160-16. FOR SALE: 2004 Menger 19 Catboat. Tabernacle mast, tanbark sail w/cover, lazy jacks, jiffy reef, trailering-winter cover of nylon cordura, cockpit tent/sunshade, bronze steps on rudder and transom, 4" Ritchie compass, depth finder, fixed head w/17 gal. holding tank (Y-valve and pump-out at deck plate), electric and automatic bilge pumps, slide out galley unit (w/ sink, brass pump, ice chest, and collapsible water tank), inboard diesel 9 H.P. Yanmar IGM10 (less than 200 hours), running lights, 2 brass cabin lights, masthead light, bunk cushions plus double bunk filler cushion, 12V receptacle in cabin, 12V deep cycle battery in case, Danforth anchor with deck pipe, anchor chocks on deck, varnished ash drop leaf table on centerboard trunk in cabin, ash trimmed shelf on forward and aft bulkhead, seven lockers under bunks, laminated ash and mahogany tiller, two net hammocks in cabin, bronze cat's eye ports, varnished ash wainscoting on cabin sides, teak and holly sole, molded cockpit with two lockable hatches, cetol on teak, inside winter storage, freshwater use only, Load-rite 3200# cap. trailer (w/galv. rollers and bunks, 3 keel rollers, jack stand, surge brakes, and spare tire). Additional photos available. Location central PA. Asking \$38,500. Call 570-966-3535 or email, [catboat19@dejazzd.com](mailto:catboat19@dejazzd.com)



160-11. 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 \$17,500. [adam.albino@verizon.net](mailto:adam.albino@verizon.net) or 617-504-0706.



160-17. FOR SALE: 1972 Hermann Wittholtz 17'2" catboat. Fiberglass, gaff rigged. Many upgrades over the 14 years we have owned "Scat", including; new rudder, new running rigging w/lazy jacks, West epoxy barrier below waterline, new Squeteague sail w/double reefing 2008, new sail cover 2012. Suzuki 6hp with less than 60 hours, 2008 custom cockpit and berth cushions. Topsides and all brightwork refinished 2011, centerboard pin and forestay replaced 2011. Asking \$11,500. Located Cape Cod. Bill Cavanagh 508-963-3377 or [billc@cclowell.com](mailto:billc@cclowell.com)



160-12. For Sale: Beetle Cat, rebuilt in 2012. Bronze fastened, new ribs, stem, deck/deck canvas, centerboard, centerboard trunk, floors, cockpit boards, rub rails, coamings, 2012 Doyle sail with new sail, cockpit cover and running rigging. Rigged with stand-up Harken block and cam in cockpit for easy single handed sailing. 2011 trailer with paperwork. Boat was originally built by Concordia Yachts. \$6500 Call 860-441-3165 or 860-395-0752 or email Joe Stoltz



160-13. 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



160-18. WANTED: A dodger (with frame) and cockpit cushions for a Marshall 22, both items in good condition. Contact Cal Perkins (508) 758-4740 or [catboatcal@aol.com](mailto:catboatcal@aol.com)

160-19. For Sale: 1903 Daniel Crosby Cat 20'x10'x30"/48" "Storm King." Recently brought into near-perfect condition by a Master boat builder: refastened, recaulked, decks glassed, painted, interior refurbished, new rudder.



Wooden spars, Dacron sail by Manchester. 22hp Palmer engine. \$15,500. Located in Westport Point, MA 215-984-8781; DRWads90@comcast.net

160-20. 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. The Puffin dinghy is being offered for sale (without trailer) at \$850. Located in Lancaster, VA. Pete Cardozo 804.462.3474 aeromarine@hotmail.com



160-22. For Sale: 1985 Marshall 15 Cuddy Sandpiper. Includes: Sunbrella sail cover and boom tent; sail, Harken main sheet system, fore and aft jiffy-reefing; lazy jacks; motor mount, 5hp Johnson 2 stroke outboard (winterized), Danforth anchor and rode, 2 life jackets, throw cushion, boat hook and paddle. Includes 2004 Load Rite trailer with new tail lights. Located East Orleans, MA. \$8900. Contact Joseph Cardito 508-255-1441 or kayaker8@comcast.net



160-23. For Sale: 1972 Marshall 18 Sanderling. Boat is in good condition on a serviceable galvanized trailer. New mast in 2010, cabin and cockpit cushions, sail cover, cabin/cockpit cover, 9.9 Evinrude. Currently in inside storage in Phippsburg, ME. Asking \$10,500. Eric Maslen; my email is emaslen1@gmail.com



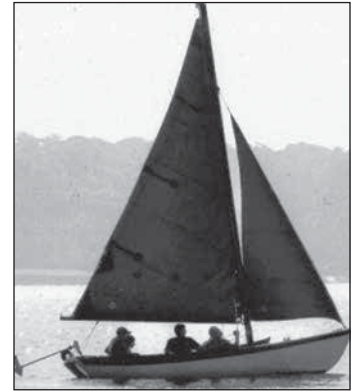
160-24. WANTED: Wooden Cape Cod Catboat 21-28'. My beloved boat was claimed by Hurricane Sandy and I am now actively seeking a wooden Cape Cod Catboat 21-28' in good or restorable condition. Jeff Levy 201-390-4704 jaffloat@me.com

160-25. 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

160-26. For Sale: 1992 Herreshoff Buzzard Bay 14 , Fiberglass hull [17' long ] with teak and mahogany wood trim , next size up based on the Herreshoff 12 1/2 design , tanbark sails [Jib and Marconi main] in very good condition , full keel 900lb ballast, open cockpit, tiller steering, electric outboard motor, double axle trailer, boat located in Greenport N.Y. \$15,000. Email catboat3@yahoo.com or call Richard 516-365-7949.



160-27. For Sale: 1980 Marshall 18' Catboat. Bunk cushions, quick reefing line, lazy jacks, sail cover, port-a-potty, Danforth anchor & chain. 2006 6 hp Tohatsu outboard, bumpers, butane stove. Located at Nokomis, FL \$6,500. 901-692-8380 blsprague1@yahoo.com



160-28. For Sale: 1972 Herreshoff America 18' #88 West Coast Cat. In solid condition, Johnson 6hp O.B. in motor well. Original flag sail in fair condition, 2000 quantum Thurston sail, white, in good condition with three reefs. Portable Head, Raytheon VHF/FM radio, Lowrance Eagle depth sounder, bulkhead mounted compass, clock, fire extinguisher, flares and launcher, Hand bilge pump, Whale 12V bilge pump and float switch, swim ladder, spare rudder, mast head wind vane, two 6-gallon gas tanks, Danforth and CQR anchors. CRQ with 4' chain and 100' rode, cabin bunk cushions, stainless steel sink with pump installed 2010, stainless steel solar vent, counter-weighted tabernacle mast, tandem axle trailer with new axle(2010), two spare tires, Many extras. \$10,000. Located Costa Mesa, CA. Contact Mark Haverland (714)751-5292.



160-29. For Sale: 1990 Suzuki 8HP 2-stroke LS with oil injection (no mixing oil). Excellent condition fresh water like new inside & very lower hours. Considered one of Suzuki's best outboards. \$850 obo.



Also 1986 Suzuki 4 HP 2 stroke LS runs great and very clean \$375 obo. wabraley@comcast.net



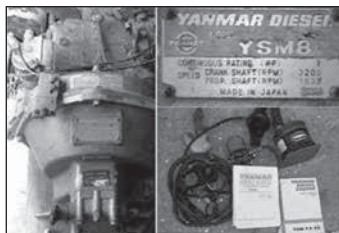
160-31. FOR SALE: 1984 Stur-Dee Cat 14'4" catboat. In very good condition. Hinged mast and boom painted buff. Marconi sail, 4 new battens, 2 sets of reef points, lazy jacks and sailbag. Deck painted buff, 5 coats of varnish on all teak. 4hp 4-stroke Yamaha outboard (2005, shop maintained). Running lights, boat cover. E.Z. load boat trailer (2009) with lights and hauling guides. Complete mooring gear (If bought separately \$580). 150lb mushroom, 10'x10' 3/8" chain with swivel, 2 nylon bridles with stainless steel thimbles, mooring ball, jim buoy, winter stick with float. 5 large and small shackles, all needed splices in place. All of the above a great buy at \$7,500. R. Sanchez 203-637-5640 J. Hughes 203-661-0912 or email [eric.sanchez45@gmail.com](mailto:eric.sanchez45@gmail.com)



160-32. For Sale: 1973 Cape Cod 17' Catboat. Gaff Rigged, with Sitka spruce spars, aluminum mast. Yanmar 1GM10 diesel (2006) with low hours (~175). Electric bilge pump, two batteries with a make before break switch. Bronze Transom steps and fine woodwork. New running rigging, all lines replaced 2010. New lazy jacks installed 2010. Operational equipment includes everything, ICOM Radio, Port-a-pottie, PFD's, Ritchie compass., Hand Held GPS Garmin, large and small Danforth anchors, interior and cockpit cushions. Loadrite trailer with bunks and newer tires. Located in Bristol, Rhode Island. \$9,000. Email Adam Ring at [aring284@yahoo.com](mailto:aring284@yahoo.com) or call 508 930 9777



160-33. For Sale: 8HP Yanmar YSM8. Includes wiring harness, control panel and exhaust/filter components and parts/repair manuals. Will deliver to New England address. Reasonable B/O. More photos available. Contact Chris Galazzi - 508-360-6071 or [chriscalazzi@gmail.com](mailto:chriscalazzi@gmail.com)



160-34. For Sale: BB Swan 13' catboat. These boats were fashioned after wooden Beetle Catboats. The "BB Swan" catboat is among the first production Fiberglass sailboats ever. They were built between 1947 and 1953. The BB Swan features the original aluminum mast which is Marconi-rigged. Hull length is approx. 13' (rudder length of approx. 3' not included). Retractable centerboard allows you to glide over waters where others cannot. This boat is fully functional and sound. It is all set to go but needs a finish coat of paint on the hull. This is a fun boat I have enjoyed for many years. Includes: 2 masts--one original and one possible spare, 1 original boom, dacron Marconi-rigged sail (great condition), plywood winter cover, and summer cockpit cover. Asking \$2,800 or best offer. Trailer not included. Boat shown upon request. Located Middleboro, MA. Please call 508-317-4463 or e-mail [Mark Anderson pickerel29@comcast.net](mailto:Mark Anderson pickerel29@comcast.net)



160-36. For Sale: 1967 Wittholz 17' Herman fiberglass catboat. Designed by Charles Wittholz and built by Ted Herman Boatworks. Centerboard model with outboard bracket. Marconi rigged with aluminum mast and boom. No sail, tiller, or rudder. Hull is in good shape with all hardware removed and ready for restoration. Servicable tandem axle trailer included. Plan set purchased from Estelle Wittholz included. Located near Plattsburgh, New York. Asking \$2500. Contact Geoff at [greatbiglake@gmail.com](mailto:greatbiglake@gmail.com)



160-37. For Sale: 1976 Marshall 18' Sanderling, completely repainted after the usual 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. Price reduced to \$13,500. Call Tim at 201-280-1871 or email at [tjnewmanfd@msn.com](mailto:tjnewmanfd@msn.com)



160-38. For Sale: Two louvered teak doors for a Marshall Sanderling. These are weathered but solid doors. Located Patelumna, CA. \$120 (includes shipping). Call 707-765-9410 (Buck Crowley) [buckcrowley@hotmail.com](mailto:buckcrowley@hotmail.com)



160-39. For Sale: 1977 Marshall 22' Catboat. Powered by a 2001 9.9 hp Honda O.B. on spring loaded 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. Includes extra Quantum racing mainsail, jib, Genoa, spinnaker and fore spar from that conversion. 4 coats of ablative bottom paint in Feb. 2012. Belle Starr is a solid and sea-kindly sailor. She has the rustic teak staved cockpit coaming and classic Edson wheel steering. New exterior Cetol varnish 80% complete. She has the Marshall "open plan" cabin layout. The interior cushions are in good condition. 3 anchors with chain and rode: Delta fast-set on 3' teak pulpit, 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 lightly used 1999 dual axle tow master trailer. She is located in Marathon, FL. More photos available. Asking \$14,000. E-mail: [laurashll@yahoo.com](mailto:laurashll@yahoo.com) or call (206) 604-5447.



160-40. For Sale: 'Kinship' is a 19'4" wooden catboat built in 1993. She has a 9'0" beam, and a 24" draft. Her lines were drawn largely from the style of Fenwick Williams. The hull is all cypress and white oak. All fasteners and hardware are bronze. Interior includes fir, hornbeam and mahogany. Mast is spruce. She is gaff rigged, and her Thurston sail is in good condition. Included is a 9.9 Honda four-stroke outboard



which is in excellent condition. Also included is all rigging, anchor, lead ballast etc. Boat has been well maintained, and is presently stored at a yard on Cape Cod. 'Kinship' has beautiful, classic lines, and is an excellent example of traditional construction methods and fine workmanship. The CBA Broad Axe award went to the construction of 'Kinship' in 1993. Asking \$18,000. Contact Glenn Milliken at 781-789-3607 or email gmillikensr@yahoo.com for more info/photos.

160-41. FOR SALE: 2002 Menger 19' Catboat. Stored under carport during Florida summers and on lift during winter season, Yanmar 1GM10 inboard diesel (low hours), Raytheon ST2000 PlusTiller Pilot, bronze transom step, tabernacle mast, sail cover, adjustable lazy jacks, jiffy reefing, small boom tent, travel/winter cover, two anchors with rode and SS chain, electric bilge pump, navigation lights, Aqua Meter compass, Humminbird 383c GPS chartplotter and depth sounder, cabin cushions, brass cabin lights, slide-out galley with sink single burner alcohol stove, hand held VHF radio, forward opening hatch in cabin top, ash cabin wainscoting, hinged center board, table top., Load-Rite trailer. Many other extras. Located at Ft. Myers Beach, FL. \$25,000. Howard Robinson E-mail WIEUU@AOL.COM for additional photos/info.



160-42. For Trade: Tartan 27 trade for Catboat. Boat updated over the last four years including rebuild of Atomic 4, Installed Arco 43 primary winches. Boat has a yawl rig, but can be sailed as a sloop with ease. Harken Roller Furler System. Many sails to play with. Repainted four years ago and might need some touch up. Included is a trailer. Many new fittings have been added to boat. Contact: Chris Becker Christianbecker27@verizon.net 914-834-3161 914-834-4789 Larchmont, NY



160-43. For Sale: 1990 MARSHALL 22 SLOOP. Current Marshall Sloop layout. Quantum main and jib tan bark sails. Tan cockpit cushions, dodger, and sail covers. Lazy-jacks on both booms. Jam cleats on all lines. All sail handling from cockpit. Yanmar diesel engine, very low hours. Soundproof engine compartment. Two AGM batteries with shore power/isolator. Three-bladed prop. 12 volt accessory sockets at helm and electrical panel. Electric bilge pump. Bronze boarding steps on rudder and transom. Radio with masthead antenna. Raymarine depth sounder, log and autopilot. Two fans and solar vent. Pullout double berth in main cabin. Head with holding tank. Drop-leaf table, bronze water pump and Origo two-burner stove. Ice chest under cockpit seat. Mahogany-trimmed cabin. New Rechie BN202 compass. All bright work stripped and Cetol applied in 2012. Since the owner has health issues, he has engaged a broker, Bob Oberg, at Annapolis Yacht Sales. He can be reached directly at 410-230-3385. Pictures can be seen on the broker website, annapolis-yachtsales.com, "Marshall" Asking \$29,000.



160-44. For Sale: 1973 Herreshoff America 18' catboat "Sappho" in excellent condition. Two sails, one with flag. Sail cover and custom canvas cockpit/hatch cover. 6HP Johnson. Teak blocks, oak hoops, teak and holly sole, teak cockpit grate, mahogany cockpit seats and sliding hatch - all varnished. Sink, marine head, copper port and starboard lanterns. Beautiful boat. Winter storage paid. Located in Brookhaven Hamlet on the south shore of Long Island, New York. \$8,900. EMail: terrels@optonline.net / Phone: 631-803-2871



160-45. FOR SALE: 1970 Marshal 22 Catboat. "ME-NEMSHA"-Everything in good working order and ready to sail. Very traditional, outfitted for trouble free cruising. Original Palmer 4-cylinder gas engine, starts promptly and runs smoothly, uses no oil. Both electric and oil brass cabin lights, wind up clock, barometer, two burner Origo stove, head with holding tank, new depth finder with four year warranty, boxed compass. Sail and sail cover in good shape and need no repair. Varnished all teak wheel and mahogany trail board. Running lights and spot light. Installed and portable VHF radios. Cabin and cockpit cushions and life jackets. Swim ladder. Sail can be raised and lowered from cockpit with new Harkin roller blocks and has three reefing points. New bottom paint. Very easy to single hand. Price \$20,000. Located in Galesville, MD. For more information and photos, contact Jim Pyles at (410) 867-3285, or e-mail jim.pyles@ppsv.com



160-46. 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.



160-47. Wanted - Later model Sanderling hatch with hardware. Please contact - walter.rogers3@gmail.com

160-48. For Sale: Pair of Sanderling Cockpit cushions. They were virtually never used. They are like new. The original owner said he bought them direct from Marshall Marine. New, they are \$980. I'd be happy to get \$400 now or, best offer at the annual meeting in February. If you are interested in making an offer at any time, email Mark Williams at mxwmxw@yahoo.com



160-49. 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.



160-50. For Sale: 1985 Nonsuch 26C #175 Kitty Hawk White with blue trim; 21 HP Westerbeke engine. New Kappa sail, all new cabin cushions, plus many other new items. Boat includes: refrigerator, hot water heater, auto helm, cockpit table, dodger, helmsman's seat, shore power, dual bow anchor rollers and two anchors. Boat in Haddam, CT ready to launch. \$37,500. John Behne, 860 691 2074/ jmb7836@aol.com



# The Catboat Association

*Mail completed form to:*

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



*Founded 1962  
Incorporated 1983*

# Membership Application

One-time initiation fee:	\$25.00
Annual membership dues:	\$25.00
<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 S, M, L, XL, XXL</b>				<b>\$17.00</b>	
<b>Staff Shirt - Navy or White, S, M, L, XL, XXL, Specify Original Logo or Burgee only</b>				<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>	

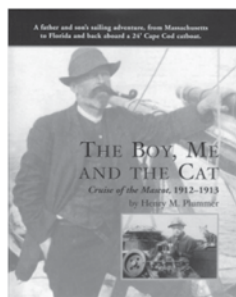
\* Stone, (Please Specify Original Logo or Burgee only), All other colors, Nautical Red, Periwinkle, Pale Pink, Lime Green, Baby Blue in burgee only **Total of All Columns \$ \_\_\_\_\_**

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

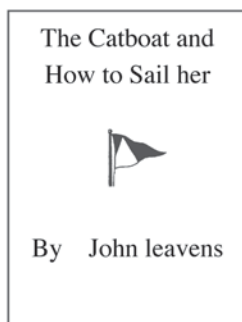
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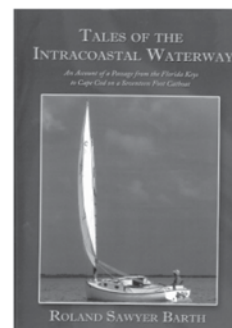
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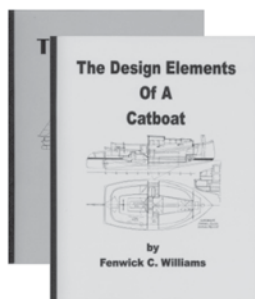
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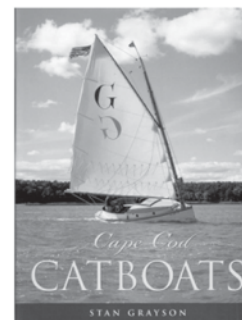
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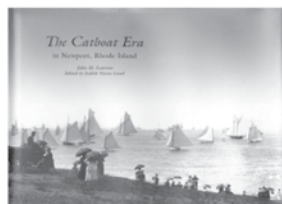
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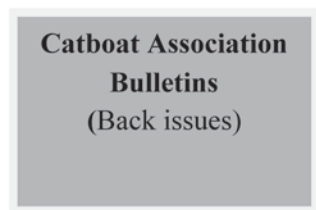
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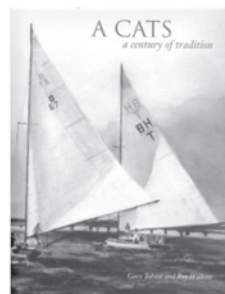
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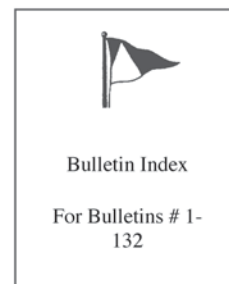
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## **ON THE BACK COVER**

David “Wavy Davy” Adamusko has written and provided photographs about sailing a catboat in the upper Keys of Florida in Winter. He describes how “Catboaters don’t have to die to get to heaven.” This is one of the photographs he sent. His story is inside on page 16.

