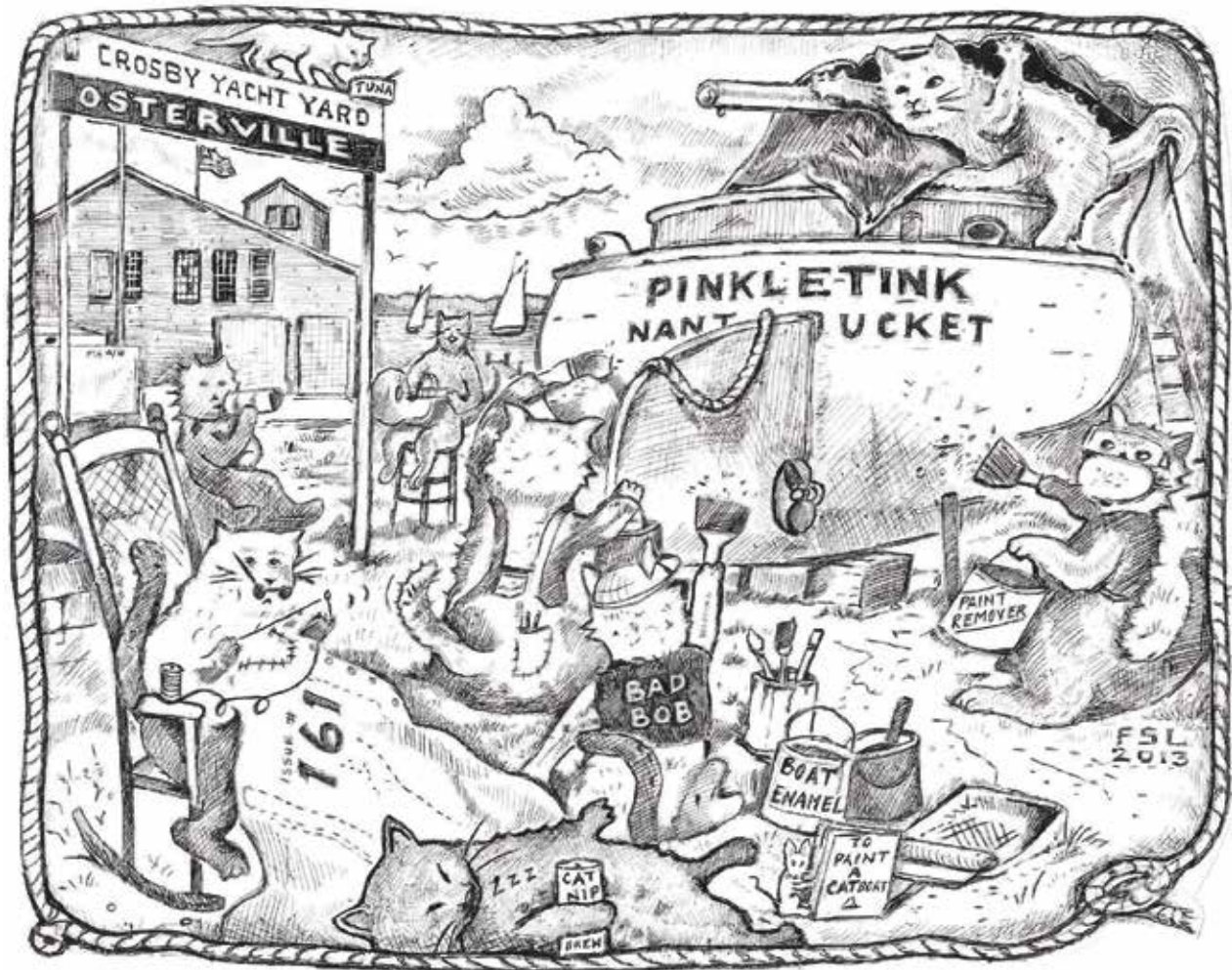


# Catboat Association Bulletin



No. 161



Spring 2013

# ON THE FRONT COVER

## **Nine Lives Restoring Another One**

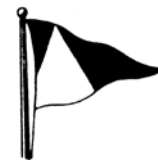
It's that time of year, Spring. We are scraping, varnishing, painting, sewing, rigging and hopefully getting ready for a purr-fect summer on the water.

This whimsical drawing was done by Frank S. Lovewell, a recent volunteer to the Bulletin family. He grew up drawing on Martha's Vineyard and has watercolors/oil paintings in several private collections in NY, Mass, MD, and Pennsylvania. Frank lives with his wife Pam in Kunkletown PA, and summers in Edgartown. When he can, Frank enjoys sailing catboats with brother, Mark A. Lovewell.

One of Frank's "working cats" is YOU this spring. Which one?"

# Catboat Association

www.catboats.org



**BULLETIN NO. 161**

**Spring 2013**

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

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

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



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508-896-2651

Now, if you did have a shipstrike clock, what time would it be? Hint: There is more than one correct answer. Answer will be in the next Bulletin so don't sit around wasting time...submit a nomination while we figure out what time it is!!!

## Tic, Tic, Tic...Ding, Ding, Ding!

OK, so you may not have a shipstrike clock so this is just a reminder from your Awards Committee that it's TIME you should be thinking about submitting a nomination for someone you know who has made a significant contribution to the Catboat Association or catboat culture. You most likely have been out there sailing with a CBA member who deserves to be recognized, so how about it, let us know who they are and why you think they deserve an award. The awards are described in the back of the CBA Yearbook (membership directory) along with a list of the past honorees by award. Every year the Bulletin features articles about the awards presentations made at the annual meeting. Wouldn't you like to see someone you know up there on stage surprised as all get out...now's your chance! Nominations may be submitted to any of the members of the awards committee:

## Volunteers

The Annual Meeting was the setting for two volunteers: Gayle Cornish, Race / Rendezvous and Ned Hitchcock, Book Reviews. Thank you both for helping us out. Members... please send your contributions to Gayle, Ned, and other Contributing Editors as you enjoy your sailing times this summer.

We are still hoping for someone to step up and help us on the editorial board and for Yarns and Adventures; write any one of us with questions or with your desire to fill a vacancy. Thank you.

## New Artists

A special thanks to Frank Lovewell and Charles Chapin. Frank's humor and attention to detail graced the pages of 160 and is featured on the cover of 161. Charles sent us two beautiful line drawings, which introduce two sections of this Bulletin. We are so fortunate to have such skill among our membership.



## Letters to the Editor



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

*Members may send the letters directly to members of the Editorial Board or to any Contributing Editor.*

me already now is unbelievable to received that award, and when I saw the name of the winners before me I feel faint, my name together that names? UNBELIEVEBLE. I left the award at William's home, because I was afraid to bring it with me for a long travel to home, I was afraid to damage or loose that historical and important award. As I told you with the plans, I'll make a replica of the award to hang it in the cabin of *Cassiopea*. After this award I'm changing my idea to sell *Cassiopea*, and I hope to get to obtain a renewal CBA Venice.

Thanks to all the catboaters I met at the meeting, I felt to be in a big family.

All the best.

Marco Dissera Bragadin

*Cassiopea*

### Dear Editors,

Just received the latest issue of the Bulletin, and was astonished to read on the inside of the front cover that the catboat *THE OLD SCULPIN* was described as being 100 years old. This is absolutely not true!

I attended the launching of *THE OLD SCULPIN* in Edgartown, and I THINK it was 1946, but I might be off by a year. She was ordered as soon as the War ended by family's good friend William Nerney of Attleboro, MA, who had a summer home near the lighthouse on East Chop. The attached photo is in the files of the Vineyard Gazette newspaper. My family always summered in Edgartown, and as a child I often stood in the shop of Manual Schwartz Roberts to watch the process of building catboats.

I have been a member of The Catboat Association for 48 years, and have owned five catboats over the years.

Sincerely,

Peter H. McCormick

13 Cove St.

Marion, MA 02738



## To the Catboat Editors and Awards Committee:

It was such a surprise and a pleasure to receive the Dolphin award at the 2013 annual meeting. I did enjoy the ten years of editing and formatting the race/rendezvous reports and one of the main reasons was "my reporters."

From the tip of Maine to the Chesapeake Bay, the reports of the races and rendezvous were fun to read—and over the years I came to know the many wonderful catboaters who faithfully answered my pleas: those who struggled to get the copy to me on time, or to remember all the race participants, or the name of the boat that entered at the last minute!

So I share this award with all of you. Thanks to every one of you and to the awards committee.

Lyn Behne

*Hellcat*

### Dear Steve and CBA Members,

My flight home was very good and sad to come back in Venice. I found with help of Mark and Marlene Williams, *Tabby's* plans and I bought them. In few days I hope to have it at home. Thank you for the text of presentation I'm very touched and honored. Thank you also for the photos. For

*Editor's Note: The photo Peter is referring to is the same photo that appears in The Catboat Book of the transom of a Manual Schwartz Roberts catboat named THE OLD SCULPIN being rolled out of the shop, presumably when she had just been completed. There's a boy in the foreground watching...maybe it's Peter.*

**Dear Peter,**  
April 4, 2013

I am responding to your letter to The Catboat Association, regarding *THE OLD SCULPIN*. I know that you are correct with regards to *THE OLD SCULPIN* that you saw launched as a boy in the mid 1940s. *THE OLD SCULPIN* photo that you are referring to also appears in John Leaven's "CATBOAT BOOK", which is where I suspect Bill Mullin got the idea to name his boat *OLD SCULPIN* in honor of Manual Schwartz Roberts. The boat in the photo on the cover of Bulletin No. 160 is named *OLD SCULPIN*, without the *THE*. This is the same boat that you will probably remember as *WINSOME WIGGY*, believed by her knowledgeable owner to have been built by Manual Schwartz Roberts in 1912.

Manual Schwartz Roberts boats with almost identical names. I wonder if the 1946 *THE OLD SCULPIN* still exists somewhere? Maybe in a barn in Attleboro on the Nerney Winter property? Wouldn't that be an amazing find!

As a past president of The Catboat Association, I remember reading some of your thoughts regarding the direction of the CBA in documents produced by "The Committee of the Future". I have reminded today's steering committee from time to time when they get nervous about diminishing membership, that the "Committee of the Future" recommended that membership should be limited to, I think it was, 250 families. "The CBA shouldn't allow just anyone to join". I found this to be a very interesting perspective and it helped me to realize that it is the quality of our membership that matters, not the quantity.

Thank you for your letter Peter and thank you for your past service to the Catboat Association. I think it's fantastic that you are still involved after all these years. I hope to meet you someday at a rendezvous or maybe a Winter Meeting.

Sincerely,  
Eric Peterson

---

## New Members

---

Dave Calder, Membership Secretary

*WELCOME ABOARD to our new members Spring 2013*

DeGraff, David & Laurie Elliott  
Draesel, Herb & Ada  
Elias, Jerry  
Fishkind, Andy & Ellen Malphrus  
Kelley, Tyler  
LaBrie, Mike & Sue  
Levy, Jeff & Lottie  
McGovern, Stephen

Rafferty, Jim  
Rester, Jim & Karen  
Thomas, Bob & Penny  
Wright, Randy & Carol  
Younghans, Jon & Sally  
Zeelander, Jeff  
Zickl, Ray  
Zochowski, Bob



# Annual Meeting

Mystic Marriott, February 1-3, 2013

## *Charles W. Morgan* Visit

Mark Alan Lovewell



*Charles W. Morgan* spent the winter fully covered.

Photos by Mark Alan Lovewell

The 113-foot whale ship *Charles W. Morgan* will float this summer. Quentin Snediker, Director of the Mystic Seaport Shipyard, announced the big news at the annual Friday afternoon tour of the ship. The tour of the vessel was the first scheduled event of the annual CBA weekend gathering in Groton. The *Charles W. Morgan* is the last remaining wooden whale ship in the world. Her important story is a national story and her restoration is a catboat lover's story.

Snediker reported that restoration work is going well on the vessel and she should be relaunched July 21. There is significance to the date. She was first launched on the morning of that date in 1841 at the Jethro and Zachariah Hillman Yard in New Bedford.

And she will sail again in 2014, traveling up along Southeastern New England. One of her destinations is Stillwagon Bank National Marine Sanctuary.

There was much to see above and below deck. Snediker reported on how the shipwrights have used history and innovation in installing both new and refashioned old timbers into the ship. While her

keel remains original, there is plenty of new wood throughout.

Snediker also reported that nine new 28-foot whaleboats for the ship are under construction in a variety of places around the country: Maine, Martha's Vineyard, New Bedford and as far away as the Great Lakes Boat Building School in Cedarville,



Quentin Snediker, under the bow of the great ship.



Matthew Stackpole of the museum stands in the Captain's Quarters.



Michigan. Stay tuned, this will be an exciting summer for both the museum and the ship as a community of maritime enthusiasts ready the vessel for her big summer in 2014.



Left to right Ned and Judy Lund with Matthew Stackpole, of the museum



Below deck, there is the smell of new and old wood.

## Friday Night Gam

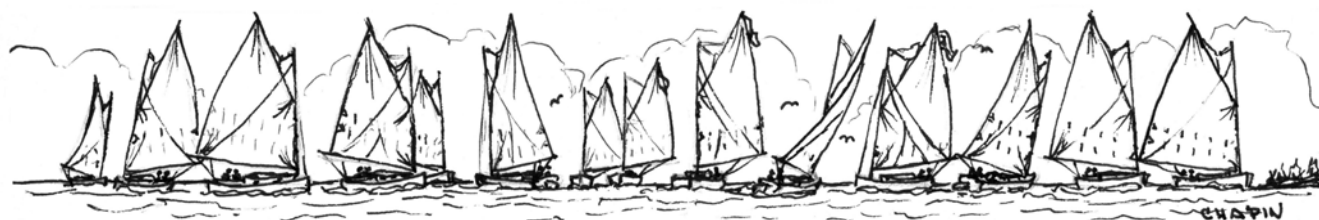
Paul Cook

The 2013 Friday night gam for the Fifty-First Annual Meeting of the Catboat Association in Mystic was again crowded with long time members and some new faces. Neil and Carol Titcomb's ever popular power point slide presentation included pictures from the Fiftieth Anniversary Celebration at Mystic Seaport among others that kept everyone's interest through the evening.



Plenty of food and friends.

There was lots of talk about the Fiftieth Anniversary Rendezvous Celebration and many happy conversations anticipating the upcoming sailing season. There were smiles all around as people discussed their plans. The Friday night Gam continues to be a very enjoyable start to kick off the weekends activities.



# All Catboat Resource Show

Anne Smith



This year we were able to show photos from throughout the year on a screen in the exhibit hall. There was a special presentation of a brand new video chronicling the History of Marshall Marine in honor of their own 50th anniversary in 2012. Look for it on their website at [www.marshallcat.com](http://www.marshallcat.com).

We thank the following list of vendors who donated doorprizes; we encourage everyone to thank these vendors by visiting them online where possible, and to look for them next year as well:

**Connecticut River Books** - *America and the Sea: A Maritime history*. (A beautifully illustrated book published by Mystic Seaport)

**Marshall Marine** – New design! Sweatshirt

**KR Metal Arts** – Hand crafted steel catboat keytray/ business card holder

**CBA** - 50th anniversary T-shirt

**Brewer Banner** - 4 ft. Stars/Stripes Pennant for a door prize - value \$42.50

**Beetle Cat** – fabulous tote bag

**TeakFlex** - two 11 inch cleats (value \$40)

**Jim O'Connor** – 2013 Catboat Calendar

**West Marine Mystic** - Soft-sided cooler full of West Marine goodies

**Mack Boring** - two battery tenders

**Pert Lowell** – Serving tray

**The Beveled Edge** – “Nautical Quarterly” catboat edition

**Quantum Sails** – Kevlar tote bag

**Squeateague Sails** – Super canvas tool bag

**Paul White Woodcarving** - \$100 g.c. for a class or toward art

**US Sportswear** – Sailcloth tote bag with catboat appliqué



We also appreciate all the other vendors whose wares and information made the show such a treat for our CBA members:

Areys Pond Boat Yard	<a href="http://www.areyspondboatyard.com">www.areyspondboatyard.com</a>
Adrienne Mierzwa	<a href="http://www.rangesart.com">www.rangesart.com</a>
Bill Pettee	<a href="http://www.petteepastels.com">www.petteepastels.com</a>
K.R.'s Metal Art Forms	<a href="http://www.metalartforms.com">www.metalartforms.com</a>
Paul White	<a href="mailto:pwcarving@comcast.net">pwcarving@comcast.net</a>
Beetle, Inc.	<a href="http://www.beetlecat.com">www.beetlecat.com</a>
Bete-Fleming	<a href="http://www.bete-fleming.com">www.bete-fleming.com</a>
Brewer Banner Design	<a href="http://www.brewerbanner.com">www.brewerbanner.com</a>
Cape Cod Maritime Museum	<a href="http://www.capecodmaritimemuseum.org">www.capecodmaritimemuseum.org</a>
Catboat Association	<a href="http://www.catboats.org">www.catboats.org</a>
Catboat Calendar	<a href="mailto:joconnor@vineyard.net">joconnor@vineyard.net</a>
Cats & Gaffers Regatta	<a href="mailto:rick@chesteraf.com">rick@chesteraf.com</a>
Chesapeake Bay Catboat Association	<a href="http://www.chesapeakecatboats.org">www.chesapeakecatboats.org</a>
Connecticut River Books	<a href="mailto:owhaberman@snet.net">owhaberman@snet.net</a>
Fatty Knees Boat Co. LLC	<a href="http://www.fattyknees.com">www.fattyknees.com</a>
Frayed Knots Arts	<a href="http://www.frayedknotarts.com">www.frayedknotarts.com</a>
Harbour Lights	<a href="http://www.lightedcharts.com">www.lightedcharts.com</a>
Cesar Palma, Jewelry	<a href="mailto:cesar@cape.com">cesar@cape.com</a>
Landfall Navigation	<a href="http://www.landfallnav.com">www.landfallnav.com</a>
Layton's Loft	<a href="mailto:cindylayton@excite.com">cindylayton@excite.com</a>
LBI	<a href="http://www.lbifiberglass.com">www.lbifiberglass.com</a>
Mack Boring	<a href="http://www.mackboring.com">www.mackboring.com</a>
Marine Consignment of Mystic & Wickford	<a href="mailto:marinecon@verizon.net">marinecon@verizon.net</a>
Marshall Marine	<a href="http://www.marshallcat.com">www.marshallcat.com</a>
Mascots Unlimited, Ron Pearl	<a href="http://www.mascotsunlimited.com">www.mascotsunlimited.com</a>
Woodenboat School - Catboat Program	<a href="mailto:mwgardner@att.net">mwgardner@att.net</a>
Nantucket Bagg Company	<a href="http://www.nantucketbagg.com">www.nantucketbagg.com</a>
Newport R & D	<a href="http://www.garryhoyt.com">www.garryhoyt.com</a>
Peter Arguimbau	<a href="http://www.arguimbau.net">www.arguimbau.net</a>
Pert Lowell, co.	<a href="http://www.pertlowell.com">www.pertlowell.com</a>

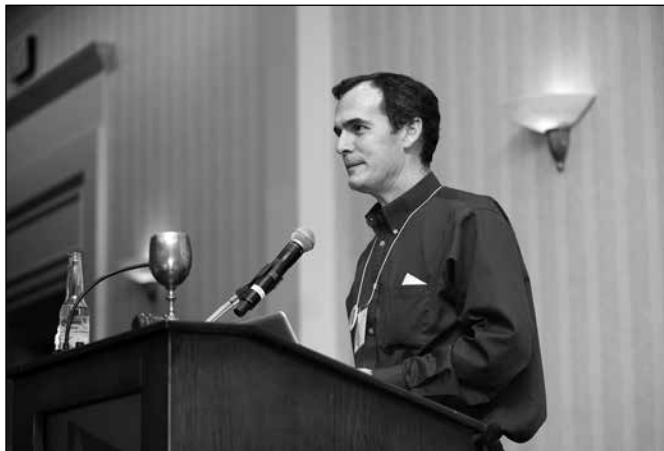


Pleasant Bay Boat & Spar Company	<a href="http://www.pleasantbayboatandspar.com">www.pleasantbayboatandspar.com</a>
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Rope-Mate Corp	<a href="http://www.rope-matecorp.com">www.rope-matecorp.com</a>
Squeteague Sailmakers	<a href="http://www.capecodsailmakers.com">www.capecodsailmakers.com</a>
Stur-Dee Cat	<a href="http://www.stur-deeboat.com">www.stur-deeboat.com</a>
T & L Tools	<a href="http://www.tltools.com">www.tltools.com</a>
Teakflex Products	<a href="http://www.teakflex.com">www.teakflex.com</a>
The Beveled Edge Tools	<a href="mailto:thebevelededge@sbcglobal.net">thebevelededge@sbcglobal.net</a>
Tred Avon Yacht Sales	<a href="http://www.tays.com">www.tays.com</a>
US Sportswear	<a href="http://www.u-s-sportswear.com">www.u-s-sportswear.com</a>
West Marine Mystic	<a href="http://www.westmarine.com">www.westmarine.com</a>
Provincetown Schooner Race	<a href="mailto:nedhitchcock@comcast.net">nedhitchcock@comcast.net</a>
Doris Johnson-Shiverick Memoriabilia	<a href="mailto:Dorisy31@gmail.com">Dorisy31@gmail.com</a>



## Luncheon

During an excellent meal, Tim Lund, CBA president, began the business part of our annual meeting. A new record was set as he dispensed with the legalities of our association. After a sequence of "I moves... Any discussion...financial report... Solvent! hearing none... I move to adjourn." We closed with a unanimous vote.



"Welcome to the CBA Annual Meeting."

Photo courtesy of Brian Smith

There was one item of special note: Tim announced there was one person in attendance who had been to every one of the 49 / 50 Annual Meetings: Bob Reddington. To add to Bob's collection of formal attire, he was presented with a "Bad Bob" t-shirt from Tim and all the members of the CBA.

Following this was the sad time we spend each year remembering those members who were no longer with us.

## 2013 CBA Necrology

Jerry Smith, sailed *Puddle Duck* out of Padanaram, member since 1973. Along with his wife Sammy, he won the Dolphin Award in 1989.

Betty Reddington, sailed *Do Me III* out of Bay Head, NJ. Lifetime member, since 1964

Lincoln Lippincott, sailed *Lynx* out of Noank, CT, member since 1976. He won the John Killam Murphy award in 1992

Joseph Tamsky, sailed *Stella T II* out of Harwich, MA, member since 1997

Capt. Norm Wahl, sailed *Bluenose* out of Osterville, member since 1978

Eugene Bernson, sailed *Shirley B* out of Norwalk, CT. Member since 1992

Bill Kirkpatrick, sailed *Eagles Nest* out of Oceanport, NJ. Member since 2009

William Piersol, sailed *Bayfly* out of East Orleans, MA. Member since 2004

Ruth Schoneberger, sailed *Cape Dame* out of Watchung, NJ. Member since 1972

## Awards:

Each year the CBA singles out three or four members for special honors. Steve Flesner, Chairman, and Doug Hill recognized these individuals and shared the following stories with the membership

## 2013 JKM Award Presentation

Steve Flesner



Doug, Marco and Steve

Photo courtesy Brian Smith

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

The Murphy award is presented to someone who has done things in a significant manner to perpetuate catboating, its history or culture. He started out with a 15 ft. catboat that he restored, but as the family grew, so grew the catboat. In 2002 he was sailing *Caterina*, a 20 ft., hard chine, plywood Whittoltz cat and again as the family grew, so did the catboat. In 2004 he moved up to *Cassiopea*, a two beam 26 ft. Whittoltz design that required all of his woodworking skills. When he isn't working on her, he restored *Bobcat*, a plywood, hard chine Philip Bolger design "beetle cat."

This year's recipient came to our attention in 2002 when he first wrote a letter to John Greene, our Membership Secretary, inquiring as to whether he and his friends could become members of our association, how much would it cost and could they become an off shore branch of the CBA. John responded to his questions, took their money and directed them to the website for additional information. A few more membership applications were received as this small group expanded. We didn't hear much from this group until a letter from their president was received in 2007 that covered their yearly activities and cruises...hey, they sounded just like the Cape Cod Catboat Association or the Chesapeake Catboat Association, only difference was we drink rum, they drink vino!

It was at the 50<sup>th</sup> in Mystic this past summer that we learned that our letter writer was the founding member and President, along with being the bollettino/newsletter publisher, cruise organizer, catboat restorer, as well as a superb craftsman and passionate about all things catboat. He and Roberta, his first mate, were in Mystic with three other catboat couples from the "old country". You may recall seeing their club burgee being exchanged with the CBA and various other clubs under the big tent.

When tourists look out over the Lagoon in Venice, as some friends of mine did a few months ago, they will see, and for many years to come, an incongruous sight, catboats sailing in Italy. This is the accomplishment of CBA member and the President of the Associazione Catboat Venezia, Marco Dissera Bragadin, this year's winner of the John Killam Murphy Award! I am so very pleased to say that Marco is here for this presentation...all the way from Venezia...Mamma Mia, what a trip!

## Dolphin Award

Doug Hill



Lynne Behne for her 10 years doing Race/Rendezvous.

Photo courtesy Brian Smith

The *Dolphin* Award was established as an equal and parallel award to the John Killam Murphy Award at the 1975 Annual Meeting of the CBA at Mystic Seaport. The award is named after John's last catboat a 21 ft. Wilton Crosby built in 1917 and is now part of the Mystic Seaport small boat collection. The *Dolphin* Award is a half-hull model of the *Dolphin* made by distinguished model builder Don Rosencrantz of Essex, Ct.

The *Dolphin* Award recognizes exceptional service to the Catboat Association. This person joined the CBA in 1982 and was always happy to do something for the CBA when asked. She designed the standard format for reporting the Race/Rendezvous results and constantly kept tabs on all participants, making sure everyone was recognized and results were accurate. Her reports encouraged fun for all participants, pictures, and correct data were paramount. She worked during the Annual meeting so that summer schedules and meeting places were known well ahead of time so plans could be made. She did this for the last ten years and retired this past year. Thoroughness and persistence were the hallmarks of her contributions to the Bulletin and the CBA. Her year round work has been a big part of the success of our Bulletin.

In 2002 Editor Dick Pepin asked Lyn Behne (Lyn please come up here) to edit the Race/Rendezvous section of the Bulletin. With some persistent arm twisting, and Sandy Hall and Dave Hall's recommendation, Lyn finally agreed.

Lyn Behne is your CBA *Dolphin* Award recipient for 2013!

## Broad Axe Award Presentation

Steve Flesner & Doug Hill



Mark Williams

Photo courtesy of Brian Smith

The Broad Axe Award was established in the fall of 1976 to recognize significant achievement in catboat construction. Construction is broadly construed to include restoration and refinishing as well as building a new cat. The original award is a mounted broad axe that once belonged to two builders: Charles C. Hanley from 1886 to 1936 and Merton E. Long from 1936 until 1976. Because of its historical value and the rigors of time and shipping, the original award was retired in 2012 and replaced by a smaller replica donated to CBA by a prior recipient, Chris Sawyer.

“Looking back, I’m not sure if I ever would have started this project if I knew before hand how much time and money it would have consumed”.... immortal words of most amateur boat builders! To which I would respond, “we are glad you took the time and spent the money because your project involved issues of design, customization and boat rebuilding, a combination not always found in just a boat rebuild”. Our boat builder went on to say that they both liked to sail and enjoyed being together with the water, sun, breeze and peaceful bliss. We all know that feeling; although I’m not really sure there is always peaceful bliss! Someone mentioned a catboat and with a limited budget, their search was on. They finally found a 1973 Sanderling at a reasonable price that showed its age and was in need of work. They were soon to find out just how much work! The original plan was to rebuild the cockpit seats and sole using a design that would give them more room, more lounge area with secure storage along with a built in cooler. I see Geoff Marshall out there taking notes...a good sign! Four months later, after spending countless hours and a few \$’s more than anticipated, again, immortal words, it was finished. This past July, they trailered her to the 50<sup>th</sup> at Mystic and proudly joined the fleet.

The Association is pleased to present this year’s Broad Axe Award to Mark Williams for the work he did on *Blew By You*, which is chronicled in the Fall 2012 Bulletin. Mark offered a few words of wisdom; “If you decide to undertake a project like this, I would recommend trying a small project first. Get the feel for what is involved and if you like it, as I did, GO FOR IT!” Congratulations Mark for a unique project well done.

## Keeper Awards

Each year, the CBA gives keeper awards to “last year’s winners.”



Photo courtesy of Brian Smith

John Garfield and Paul Cook were present to receive theirs; last year’s Broad Ax winner, Guy Marlow, was not able to attend as he was sailing somewhere very south of us.

## Main Presentation

Doris Johnson of Plymouth MA was the keynote speaker. She provided us with her research into a lesser know catboat builder, George Shiverick. He came to Kingston MA and started building in a yard at The Landing. Shiverick became legendary in yachting circles, even as a young man, because all his boats were fast. Some still sail today. Doris is finishing a book on his life and work; full details will be available soon.



“I am happy to tell you about this north of the Cape catboat builder.”

Photo courtesy Brian Smith

# Workshops:

## Principles of Sailing Small Catboats

Mat Leupold

Pat Marinello sails his Marshall Sandpiper *Little Sailor* in Barnegat Bay. He started the seminar telling us how he worked his way up to a catboat from a Sailfish and then a wind-surfer.

Pat emphasizes safety. He sails alone but also at times with as many as four others on board, five being the maximum he's comfortable with in his 15ft. boat.

As a guide for dealing with different wind strength possibilities, and different live ballast possibilities Pat created a table which shows the number of reefs and crew deployments required for wind strength. On-board necessities include: an anemometer, a compass, and a ship-to-shore radio. He keeps a logbook too in which he records pertinent data for every sail.

On his boat as on many others, the centerboard can be lowered so far that it's not properly supported by the trunk against lateral forces. To guard against that, make the measurements necessary to mark the pendant for the maximum down position. On the Sandpiper it is the spot on the pendant, which just reaches the cockpit floor when the board is pulled all the way up.

To avoid having the gaff end up on the wrong side of the topping lift Pat has his attached to the boom ahead of the where end of the gaff lies. He showed us how he installed his reef cringle lines by passing an end through a loosened strand in its mid-length, nice and neat with no knots.

Pat prefers the cleat on the after cockpit coaming for the sheet to one on the cockpit floor and demonstrated the quick release hitch he uses. He got it from an article by John Greene in "Bulletin" No.115, p 8. To quote from John Greene, "I never like to cleat the sheet, but sometimes it's necessary, or just plain too heavy to hang on to. I've devised a neat trick. I bend the sheet over the top of the cleat, turn it under and loop it on to the cleat. It will hold, and in case of an emergency all you need to do is grab the sheet above the cleat, and pull it and the knot will fall apart."



Photo by Mat Leupold

Casting off from a mooring with a catboat can be tricky because there isn't room on the foredeck to work from. It is especially so when there is a tidal current. Mark Lovewell told how he walks the mooring pennant all the way aft before letting go of it. Halyards should be neatly coiled and hung so they can be released readily. Pat showed us how he does it.

### Some physics:

He told us what hull speed is:  $1 \frac{1}{3}$  times square root of waterline length. (If perplexed as to its significance see "Bulletin" No.159, pp 9-10.)

He told us that for the same speed, on a cold day wind blows harder than on a warm one. True - air becomes dense as temperature falls.

Interjection: There should be a knot in the mainsheet in a position where it will prevent the boom from going far enough forward to damage the gooseneck. This knot is far from the bitter end, which will still be within reach.

On a catboat the boom shouldn't be trimmed further in than over the corner of the transom. If it is the boat doesn't go - called pinching.

Pat has a drill for coming about for different numbers of crew. Regardless, the helmsman crosses first. He stressed the need for vigilance to keep the sheet from becoming fouled on the outboard.

When lowering the sail he has the halyards deployed about the trunk to keep them clear of one another. The sail is luffing with bow to the wind.

He keeps his crew athwart the centerboard trunk - behind the trunk is his territory. No one sits on the cockpit coaming.

He discussed balance. Ideally, the fore and aft positions of the sail's center of effort and the center

of lateral resistance in the water coincide to produce near neutral helm. It is desirable that there be a small weather helm with minimum rudder deflection, weather helm being safe, lee helm not. Balance is achieved with centerboard positioning. After putting in a reef a centerboard readjustment might be required to compensate for the sail's center of area moving forward - board swings forward.

Pat covered the essentials and did it well. My only disagreement with anything he had to say was when he tried to tell us that the catboat Garden of Eden was Barnegat Bay.

## Catboat Sailing for Beginners



John Conway offers his years of experience

Photo Mat Leupold

## Catboat Builders Seminar – Peter Legnos of LBI, Inc.

Steve Flesner

Peter founded the Legnos Boatbuilding Company in 1971 at the age of 20. In 1973 he launched a heavy displacement sloop named *Ha'Penny* which he designed, lofted and built from scratch. He also incorporated creating Legnos Boat Building Co., Inc. or LBI, Inc. One of his first production boats was the Mystic 20 catboat which he designed in his spare time. A total of 48 were built between 1974 and 1981. The Mystic 20 was soon followed by the 15 ft. Mystic River Catboat whose design was later sold to the Menger Boatworks and today is produced by Jerry Thompson. The Mystic 10-3 followed, a 27 ft. cruising cutter available in a Marconi rig or the traditional gaff rig. Moving right along, he designed and produced the Mystic 30 which some consider the flagship of his fleet. All his sailboats share the same

wineglass transom and no rubrail. Peter would say “a proper yacht does not need a rubtrail....you need to learn how to dock it!” He finished his last sailboat in 1982. A series of fiberglass powerboats followed until production stopped in 1987.



Peter Legnos with *Gull*.

LBI continued to be a supplier of fiberglass products and began to take on a series of Defense and NOAA contracts. Over the last 40 years they have developed Hurricane monitoring buoys and Arctic Ice buoys that are air dropped on to the Arctic ice shelf to monitor changes to the ice shelf as well as gather acoustical information. Peter demonstrated an LBI designed glider that looked like a tube, but flies under water and gathers oceanographic data for the Office of Naval Research. It can be launched from a tube on a submarine, surface vessel or aircraft. Once launched, it's wings deploy and off it goes. They have also designed and developed a long range underwater submersible vehicle for ONR as well as mine clearing devices that are deployed by dolphins and are in use in the Mideast. If you see a dolphin wearing a yellow helmet, you might be in serious trouble!

Peter held out a carrot to the audience when he shared his plans for building the *Wild Bill 16*, named after the late Bill Hoover, a Mystic 20 owner. The boat will feature modern fiber construction, including carbon fiber mast and spars, an easily trailerable open catboat with a target weight of less than 1,000 lbs. that can be rigged as it is being launched. Sounds like LBI is developing a catboat for the “older” generation...possibly because the audience, many of whom are showing signs of gray, will welcome such a boat. I would not suggest that Peter sandbagged the audience with “ringers”, but it turned out that a number of them owned Mystic 20's! Martha Bagley came up to him after the session ended and told him



she was with her father, Ralph in 1977 when he took delivery of a Mystic 20, *Semper Fi* hull No. 35 and has sailed with him these past 35 years. Martha now owns *Semper Fi* so it looks like there will be another generation enjoying the Mystic 20 for many years to come...which of course made Peter's day!

## The Magic of Painting – Peter Arguimbau

Lou Abbey

MYSTIC, CT: From the first splotch of paint he laid on his canvas, Peter let the attendees feel the magic of painting. He used colors dating back to the Dutch Masters. He showed us how this spare number of colors gave him the rich hues to set the emotional tone of the painting. With the animation and the skill of a master, Peter led the audience on an exciting journey from the initial sketch of the catboat in a storm through the addition of background, sky, sea and wind. The picture above is unfinished but already conveys the mix of activity, mystery and emotion that swirls from the storm.



## Engine Maintenance with Steve McGovern of Mack Boring



## Editor's Meeting, Feb. 2, 2013

At the close of Saturday's workshops, many editors, contributing editors and guests met to plan for the next three Bulletins. The meeting included: a few announcements, introduction of two volunteers, a brainstorm session for articles for the CBA Bulletin, and an award for 2012.

Two vacancies have been filled leaving Yarns and Adventures open to one of you who might help us out???? Thank you to Gayle Cornish, Race/Rendezvous and to Ned Hitchcock, Book Reviews.

Among new ideas for the Bulletin: More photos and artwork...Contest? Youth section, Female Captains, Member spotlight / Who's Who on steering committee, Highlight local sailing areas – cruising harbors, Water – resources, 2<sup>nd</sup> generation, Kids on Cats, Apps.

A few of these are here in this Spring Bulletin ... But please take the others to heart and contribute something for next Fall.



"Thanks guys; and I get to fix it too?"

We have instituted the CBA Editors' Award, to be given each year at our workshop meeting to someone who contributed significantly to the last three Bulletins. A permanent award, dual ships-bell-clock and barometer, was awarded to Steve Flesner for his diligence in developing his new Cruising Editor title and supplying other articles for issue 160 and 161; not to mention his informative and motivating "stream of consciousness" accounts of what is going on down in the Chesapeake. We appreciate his efforts.

# Sunday Morning Gam

Bill McKay

This early morning session always presents a dilemma: Does one attend the excellent Marriot breakfast buffet or hustle over to see “Ben Brewster Being Max Fife?”



Those who decided on the latter walked in on Ben and friends, Eric Peterson and Mark Lovewell; Ben at the podium, Eric sitting in front, and Mark dancing around with his guitar... rallying the troops. It only took a few stories and one sea shanty before everyone in the group was NOT regretting choosing this session over pancakes or omelets. Indeed shortly after the presentation began, even Bad Bob arrived, refused a seat and leaned on the wall for his first song.

Mark after two shanties made an excellent point about the conference: The CBA annual meeting is a port in the storm where all of us for two days leave behind economics, politics, weather and talk about

boats – not just any boats but little old fashioned catboats. Ben delivered a few of Max Fife’s standbys, a few new to us – and sang darn well too. This was our first time hearing about Reddington and Fife getting stuck in Hell’s gate way back when – and how they got out of it: including tidbits about Coast Guard, local police, steaming backwards in the current and hiding from fines and imprisonment under camouflage nets loaned by local boaters. Eric cheered on many in the audience to add their two cents: Doris Johnson offered humor and Ann Bolyn some funny material about Ben’s past.



“Whatcha gonna do with a drunken sailor?”

As the session wound down, Mark led us in “Rolling Home,” becoming the official end of the Annual Meeting and the rallying cry for our journeys home to watch the Superbowl.



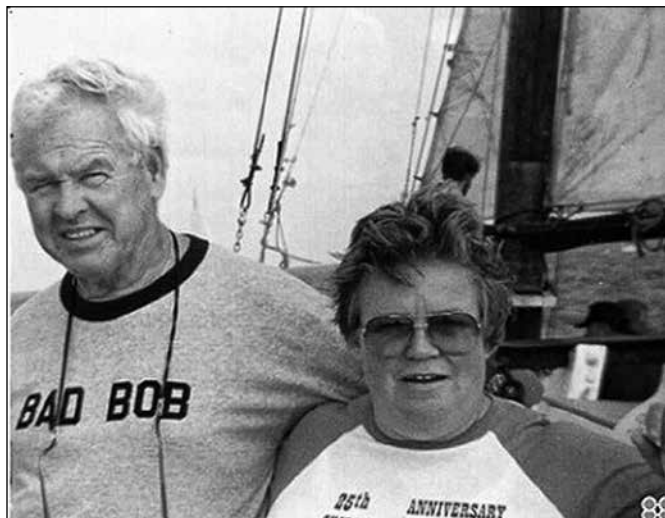
At noon the final task of the weekend: John Greene attempts several times to free the CBA burgee from half-mast.



# Over the Bar

Beatrice Ann Reddington  
Bay Head, NJ

Betty passed away on May 3, 2012. She left her husband of 56 years, Bob; two children and 6 grandchildren. Born in Montclair, she lived for a time in Verona before moving to Bay Head in 1966. She was a devoted communicant, Eucharistic minister and member of the Rosary Society at Sacred Heart Church, was involved with the Franciscans at St. Peter's Church in Pt. Pleasant. For as long as Bob, 48 years, she was a member of the CBA, but nothing brought her greater joy than her role as wife, mother and grandmother. Lovingly known to many as "Mama Red," she will be dearly missed.



Bob here provides us details: "Mama Red" and I would go each year from Verona to Summit, NJ to meet with John and Pinky Leavens to put together the early CBA Bulletins. Just the four of us would set up card tables in the kitchen and lay out then pages; like musical chairs, we would walk around the circle picking up a page from each pile. After stapling together 12 to 16 pages, we would put on John's return labels. HE would have the girls in his office type in members' names and addresses; everything went third class. We would drive off to the Post Office in the Rolls Silver Phantom and send them off.

John once said that Betty was "the grease, the oil that made the machine go." I admit that she kept

me totally involved in the CBA for all these years. She was "Mama Red" to the kids in town who had problems and couldn't go to their parents; she was their counsel, their shoulder to lean on.

When the Philadelphia Museum had the workshop on the water, they had a big picture of her labeled, "Mrs. Catboat." When Betty and I would go to catboat rendezvous, she would insist on getting there early so she could help set up. I remember especially at Padanaram, she and Linda Fife would help Sammy Smith do whatever had to be done. Then on Sunday before we left, she would police the grounds.

Betty did a lot for the CBA, but always the woman behind the scenes. She was a lifetime member of the Association.



# Frank Cassidy at the CBA 50<sup>th</sup> Anniversary Lunch

Summarized and organized by Lou Abbey from a recording of the presentation by John Conway and slides provided by Frank Cassidy.

*Editor's Note: This summary of Frank Cassidy's presentation continues the Bulletin's coverage of the talks by representative leaders of the Association featured at the CBA 50<sup>th</sup> Anniversary Luncheon, February 2012. Frank and Lynda Cassidy have been CBA members since 1967 and have owned a number of historic catboats, among them the famous Fenwick Williams 25 ft. cat, Cimba. The Cassidys represent a bridge between the CBA founders and the current Association leadership. Sharing the love of the catboat design and sailing characteristics with the founders, Frank and Lynda helped expand the membership, streamlined and broadened the Bulletin's appeal while preserving the focus of the organization on catboats, family fun, recreation and relationships. We made an effort to preserve many of Frank's own words in quotes in this piece.*

**MYSTIC, CT, February, 2012:** The team of John Leavens and Paul Birdsall as Co-secretaries and Mollie Birdsall as Membership Secretary lead the CBA through its formative years beginning in 1962. Frank and Lynda Cassidy joined the Association in 1967. For the first ten years of their membership, Frank and Lynda were raising their family and trying out different catboats. In 1971, Frank helped the leadership form the first Steering Committee, with Lee Brown as Chairman, to focus on basic issues of membership, dues and direction of the Association. Frank and Lynda continued to work with the leadership that included Ben Brewster as the second Chairman of the Steering Committee. In 1977, Mollie Birdsall turned the Membership Secretariat over to Lynda Cassidy, a position Lynda would hold for the next thirteen years.

As Frank tells it, Lynda did more than half of the stuff he did and was more involved with issues than he was in the early days. Over the years the CBA has had a number of smooth transitions and this was no exception. According to Frank, it was easy because Ben told him what to do. In fact, Frank claims, he and his family became involved in the CBA by accident.

Frank's first boat, a Fenwick Williams 18 ft. cat hull that "obviously needed work." He bought the hull by "answering a Boston Globe ad for a 'partially complete catboat.'" The only thing he knew about catboats was they had two hulls separated by a trampoline. So he showed up at the owner's house



A \$250.00 Fenwick Williams 18 ft. Hull.

in Marshfield and the hull looked monstrous, much longer than 18 ft., and the other hull wasn't even there. The \$250.00 he paid for the hull included: what you see here, complete plans for a Fenwick Williams 18 ft. cat worth \$60.00 and a pile of lumber valued at \$150.00. Inside the hull, Frank found one copy of the CBA Bulletin wherein he discovered John Leavens' address. John said he could buy all the back copies of the Bulletin for \$5.00. So Frank sent John a check for the \$5.00 and received a package containing the Bulletins and an apology from John saying Bulletin No. 2 was missing. "The five-dollar investment was well worth it."

He didn't know what to do with his purchase but he "eventually learned how to fit planks on a curved hull, cut rabbets and put in bungs."



Peter supervises.



Mary and Peter on *Kitty Kelley*.

Mary, Frank and Lynda's daughter, "did most of the work and the little guy, Peter, was doing the supervising." Finally, the 18 ft. hull turned into *Kitty Kelley*. Frank and his family spent five years cruising on *Kitty Kelley* and she accommodated all four at night for a fabulous family experience. Thus began the next twenty years of The Cassidy family's association with the Catboat Association.

After *Kitty Kelley* we found *Cimba*, a Fenwick Williams cat, 25 ft. in length. "She was completely built, no planks to put on or bungs to put in." All we had to do was maintain and sail.



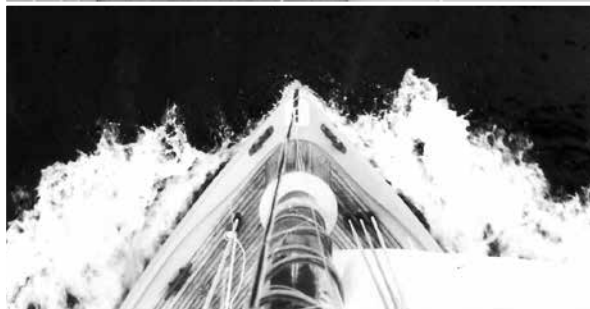
*Kitty Kelley*.



*Cimba*.

And sail they did — all up and down the coast of Maine. "Our family loved *Cimba* and had a fabulous time sailing her." Note the size of her cockpit and the way her bow cuts into the water. "She's not so spectacular as *Kathleen*, but spectacular just the same."





Various views of *Cimba*.

“And while we had *Cimba* we got more and more involved with the Catboat Association. We were invited to serve on the Steering Committee. Lynda went up to Blue Hill, ME to visit Molly Birdsall and came back with a stack of financial and membership records all neatly recorded on index cards. She then sat down with an Apple 2E © and entered all the data. Finally we had all the membership information in electronic form.

“Just to show you how much the sailing bug got into our veins, this guy who is departing the mast is doing so with the boat underway, in Maine.”

They would trail a line along behind and as the boat passed, Peter would grab the line. He would do this over and over again and it didn't seem to bother him. “This is Peter. He got his start in a catboat. Within a year of this picture being taken, he bought his own boat for \$15,000.”



Peter departing the mast.



Peter at the helm.

Peter got together with 2 college roommates and they made a pact on New Year's Eve to sail around the world. "Rumor has it that alcohol was involved. However, within 9 months of that pact, they took off."

Peter and his mates did not make that voyage in a catboat but they did sail all the way around the world. They were passing through the Panama Canal and saw a man wearing a CBA t-shirt walking down by the docks. They introduced themselves and in fact he was a CBA member. Hard to believe, but they invited him aboard and showed him pictures of Peter's catboat.

"Now Mary, on the other hand, always got the dirty jobs."



Mary then.



Mary now.

"She had to work on the boats. When it was raining we just went below and she took over. But she stuck with it. Now Mary and her husband, Andy, have a Wenaumet Kitten and a Malabar Senior, a sloop, both wooden boats." Mary is the new storekeeper for the Association. "From then on it's been all catboats all the time."

"We were lucky because in our day we got to meet the legends of the Association, John and Pinky Leavens. This is a picture of Pinky sailing an El Toro with Peter at the helm."



Pinky and Peter in an El Toro.

"This next photo is a great picture; it was taken at Lake Tashmoo. On the far right is Lee Brown, Oscar Pease is beside Lee and the guy in the white sweater is Boatner Riley. Boatner was kind enough to host us many times at his place in Edgartown. I don't know where Pinky got the cup – but I must have won the race because she's presenting it to me. I'm not giving it to her. Pinky came up with the cup."



On Lake Tashmoo.



A Steering Committee Meeting.

“But it was John Leavens and Paul Birdsall who were the Association. John did the Bulletin, Paul did the Races and Rendezvous and Molly did the finances and membership. That was it; they did the whole thing by themselves for about 8 years. Then about 1970 or '71, The Committee on the Future, chaired by Lee Brown came up with some recommendations. To off-load John Leavens, they appointed Ned Watson as Corresponding Secretary. That way John did not have to answer all the letters. Peter Brewer became Assistant Editor of the Bulletin. Doris Johnson took the Bulletin over after that and became indispensable. As time went on the Bulletin grew into a publication. We offered past Bulletins, pamphlets on sailing a catboat and books about catboats. The CBA developed a core of people who attended to the publications.”

“Here is a picture of Lynda doing the work of Membership Secretary and beside her is a photo of a Steering Committee Meeting. This team is now the heart of the Association. I don't remember anyone ever firing Paul Birdsall as Corresponding Secretary and I've never seen a letter of resignation, so maybe he still has the job.”

Besides the people there are the boats that have been immortalized through the Catboat Association. Here is a picture of *Buxom Lass*, a Fenwick Williams 18 ft. “I've always loved the name but I wouldn't have the courage to use it because it just belongs to that boat.”



*Buxom Lass.*

Another fabulous Fenwick Williams boat is *Tambourine*, a 21 footer.



Lynda as Secretary-treasurer



*Tambourine.*



“These are *Cimba* and *Calynda*, side by side, both Fenwick Williams cats.



*Cimba and Calynda.*

Just so you won't think I have a bias or anything, *South Wind* is not a Fenwick Williams boat. She is a 36 ft. cat and in this picture you can appreciate her size.”



*South Wind.*

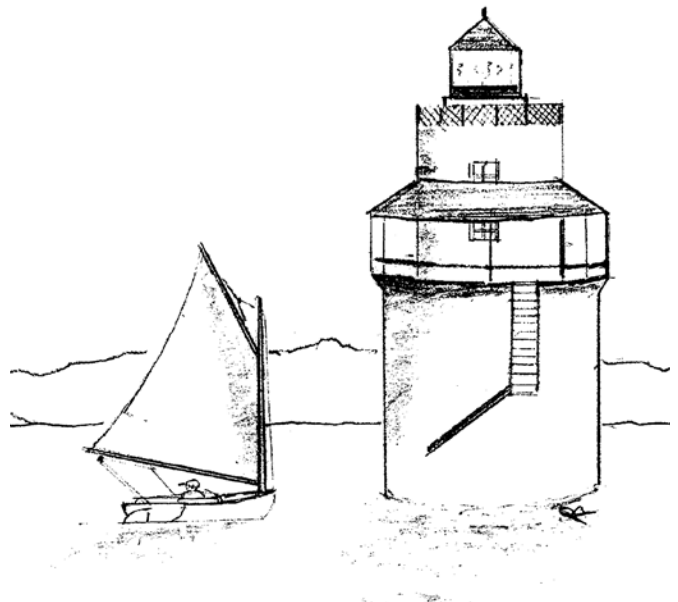
“These next two pictures are worth studying ... *Calynda's* cockpit. One time I saw a cover for a popular boating magazine, the name I don't recall, showed a picture like this one and it was, in fact, *Calynda's* cockpit. There were ten people in the cockpit. Now the next picture is *Calynda's* cockpit and there are 10 people in it. All the magazine did was describe their picture as 'the cockpit of a 28 ft. boat.' You can imagine the letters that came in the next month. People didn't believe it was a 28 ft. boat.



*Calynda's* cockpit. Wilton Crosby in the cap.



*Calynda's* cockpit with 10 people.



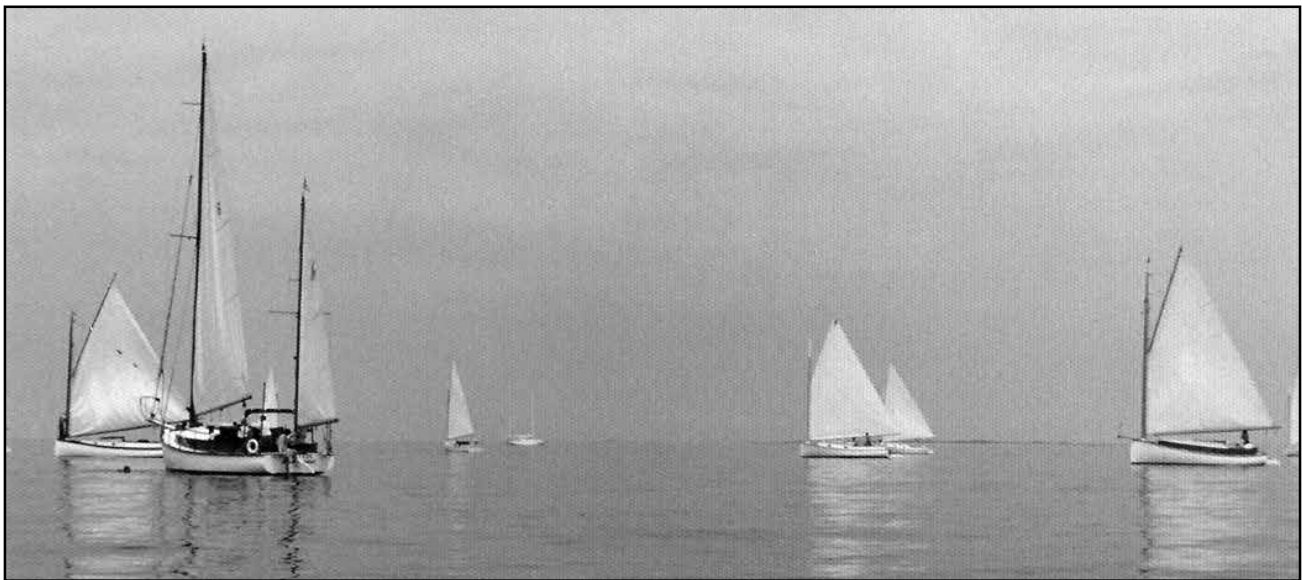
Fenwick Williams was everyone's friend. He was the kindest and most generous man you could know. He gave endlessly to the Catboat Association with absolutely no commercial interest."



Fenwick Williams.



The final picture is the 1980 Tall Ships Parade in Boston. It was a calm day, but "the catboats stole the show."



Tall Ships Parade, Boston 1980.

"That's about all I have to say" and in the next issue you will hear from Tom Maddigan.



# Venetian Catboaters' Trip to the States

By Marco Dissera Bragadin, President of the Associazione Catboat Venezia



The President.

July, 2012 – After three wonderful days spent at Cape Cod at our friends Morgan and Rita's, and a one-day digression to Nantucket Island, the Italian Catboater delegation, composed of Pia and Piero, Chiaretta and Ettore, and Roberta and me, traveled to Mystic Seaport to attend the great celebration of the 'first' fifty years of life of the Catboat Association.

Mystic Seaport is not a museum in the traditional sense of the word. It is a very small town, where one gets plunged into an atmosphere of two centuries ago. It is a historic maritime village. Everything talks of sea here. There is a shipyard that builds and restores boats of varying dimensions. There is a blacksmith, a school, a bank, a church, everything depicting coastal life as it was in the 19th century.

There are veteran boats of different kind, both on the land and on the water, such as schooners, steamers, a tiny launch, and a whaler. There is a

catboat, too: Crosby's *Breck Marshall*, built by the Museum to honor the memory of the late catboat pioneer Breckenridge Marshall.



The Venetian Sailors

At the entrance we were welcomed by old friends, met on my first journey to the States, who came subsequently to see me in Venice. Past the corner, we were struck by a multitude of catboats, nearly a hundred. Most of them were the renowned Marshall 18s and 22s, but there were also several Atlantic City's and – if I am not mistaken – some Menger 23s. The main pier had been reserved to the 'old ladies', some fifteen catboats created by the most illustrious designers, from old Hanley to contemporary Brewer.



*Silent Maid.*



*Old Sculpin.*



Many boats from Maine to Newport.



Onboard another boat.

Despite the hot and sultry weather, I kept interviewing as many owners as possible to hear their impressions and to get acquainted with the qualities of their craft. So, passing from the shade of one awning to another and from a bottle of mineral water to various other drinks, I succeeded in gathering a dozen interviews and collecting some information on the craft and their owners.

The existence, thousands of miles away, of an association sharing the same love for the same boats had evidently aroused a sort of admired curiosity. After dinner, I was allowed to project a score of slides to inform our American friends of what we do in Venice. The problem was how to entertain some 150 people in my poor English, without even an outline of a speech. But, unbelievably, just from the beginning I could feel my talk flowing smoothly and holding the audience's attention. Much to my satisfaction, the conclusion was heartily greeted with applause, compliments and friendly manifestations, among which I particularly appreciated the President's congratulations.

Once the Anniversary Celebration was over, we got back on the road in a northward direction. Our first stop was Portland, ME, a lovely small sea town with its wooden houses, as are typical along the northeastern coast. Some strolls, some lobster and shellfish tasting, then out again, across Maine as far as Mount Desert Island, through an incredible landscape of forests, large and small lakes, and

firs and larches reaching as far as the seashore and melting their scent into the salty smell of the ocean.

On Mount Desert Island we got down to Bar Harbor, where we enjoyed a two-hour sail on a rented Friendship sloop, a 27 ft. boat with bowsprit, very similar to a catboat. Under the skipper's watchful eye, we sailed the little boat far and wide around the isle, visiting splendid places and seeing also a shipyard where dream boats ranging from 30 to 100 feet are currently built and where a 110 ft. schooner of the first decade of the 1900's was undergoing restoration.

The last attraction on the isle was climbing Mount Cadillac. With an elevation of 1,528 feet (466 m), its summit is the highest point on the Northeastern Coast. From here you can get a bird's view of the ocean and the delightful landscape with its islets scattered about. Suggestive glimpses are also offered along the climb. Regrettably, it was time for Pia and Piero to leave. We, the rest of the company, turned back southward, bound for Boston, and stopped off at Portsmouth, NH, another historic seaport, a district of which has retained its ancient style with its original buildings.

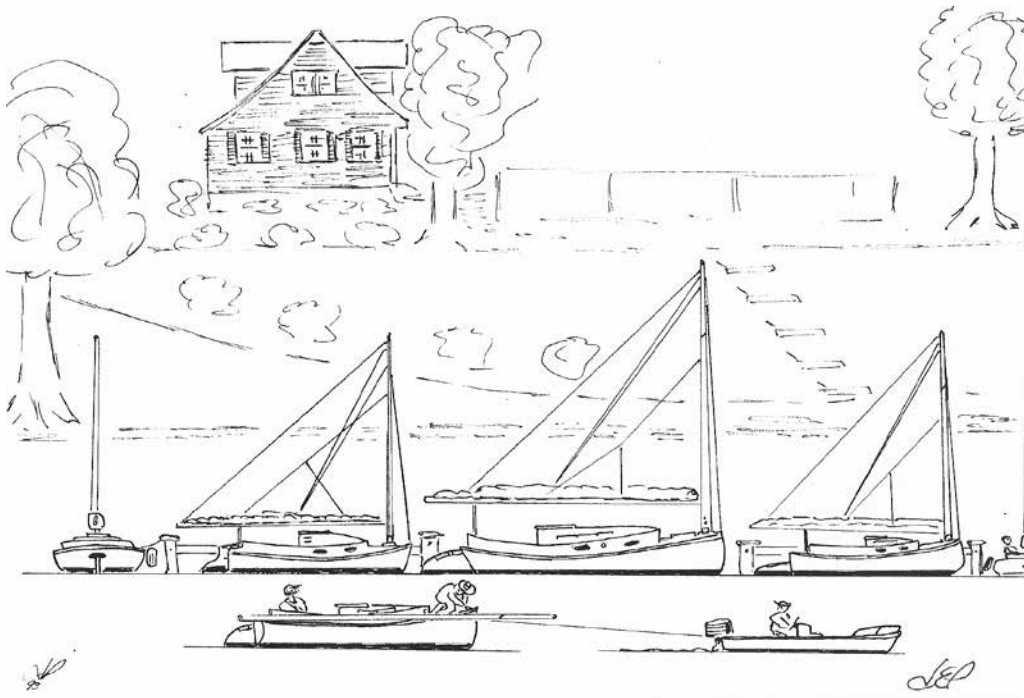
Our next stop was Gloucester, MA, a typical fishing port swarming with people and craft, from which the old fishing schooners would set sail for the Grand Banks. Today, there is a relentless coming and going of vessels in the harbor, from blue water fishing ships to small lobster fishing boats. Here, joining another group of visitors, we could luckily rent a 100 ft. gaff schooner and have an unforgettable two-

hour sail. Hearing that we were catboat owners, the skipper allowed us to steer the boat ourselves. Indeed I cannot describe the excitement of sailing such a vessel with all canvas aloft; an experience that will certainly remain in our memory forever.

After a quick stop at Salem, MA, famous for the 1692 witch-hunt, we came at last to Newport, RI, Sailing Capital of the World. Newport is a lovely typical seaboard town, imbued with love for ships and sailing. Perhaps because it was the home of the America's Cup for many years, everybody here seems interested in sailing and sailing is the most frequent topic of conversation. After visiting the surviving colonial buildings, we went for a sail on a schooner of the same length as that of the previous day. It was Saturday and there were some races on out there, of course, but we have never seen so many sailboats, hundreds of them, going upwind and downwind, and amongst them three 12-Meters following one another, crewed by family crews enjoying the afternoon breeze. Here you can find anything from dinghies to ocean-going cruisers.

Back to Boston, we again enjoyed Morgan and Rita's kind hospitality. We wanted to see the *Constitution*, a sturdy battleship that fought against Nelson, but unfortunately it was not visiting day. With this, our experience to the east coast seaports comes to an end. We shall always cherish the memories of our trip: a marvelous journey with wonderful friends.

Venetin Catboaters say to CBA Members: "We hope to see you soon!"



# Barndoor Postings - Spring 2013

John Conway

*Editor's Note: I write (February 6th) while a potential Nor'Easter forms off of the New England coast. Hopefully, as you read this, the winter snows have cleared and an early Spring has sprung and the start of a new catboating season is upon us.*

## The Catboat-On-Wheels Mystery

It all began innocently enough with plans for dinner in a new restaurant in Rhode Island..

Allow me to elaborate...

My wife Chris and I are always on the hunt for new and unusual restaurants. (In fact, Chris is a regular restaurant contributor to Trip Advisor; www.tripadvisor.com).

Last summer we learned that, Trafford Kane and his sister Heather Dalton, son and daughter of the owners of one of our favorite, Westport, MA restaurants, Marguerite's, had opened a cool, new eatery right on the Warren waterfront called... TRAFFORD. (Clever!)

We immediately made reservations for the following weekend.

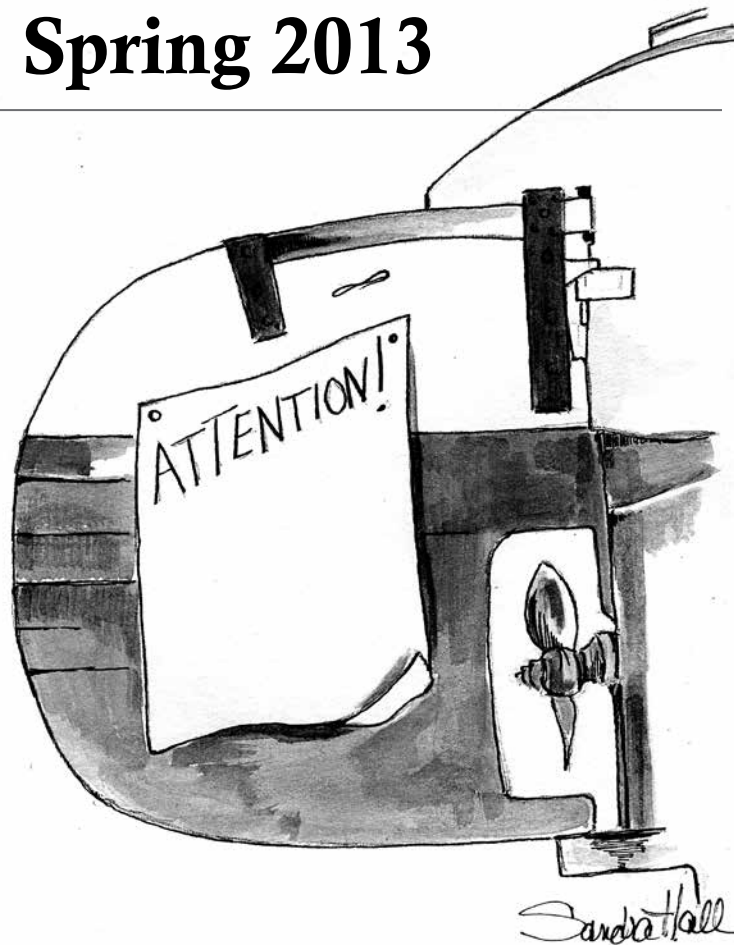
Warren, Rhode Island is a pleasant 30 minute drive from Westport and we soon found ourselves cruising slowly along Water Street searching for number 285. Within minutes we came upon the place, identified (and foreshadowed) with a large, white, gaff-rigged signboard labeled:

TRAF  
FORD

"I think this is it," I commented to Chris. "I married a genius," she replied.



Tafford's gaff - rigged sign.



The restaurant fully occupies an elegant, contemporary building situated right on the waterfront. Patrons can come by land or by sea (dock space available).

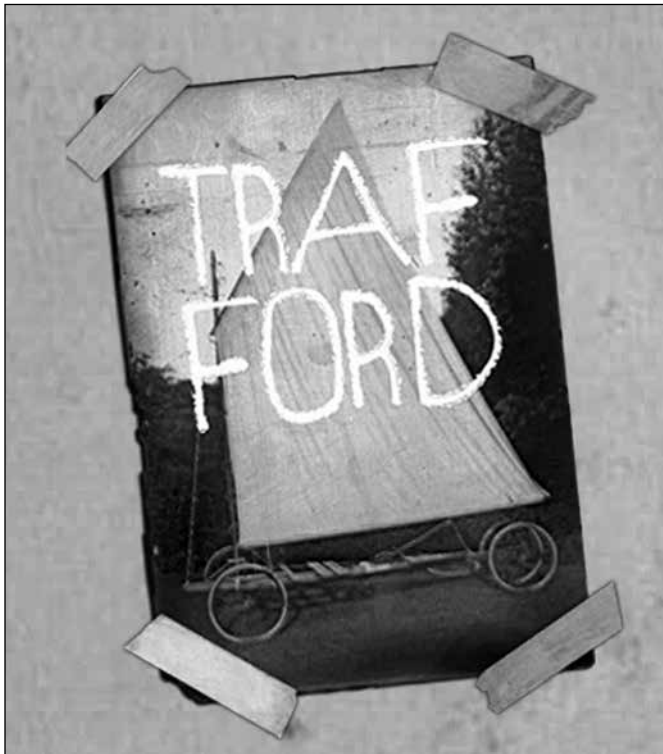


You can reach Trafford's by land or sea.

We easily parked our car in the restaurant's large, free parking area (rare on the Rhode Island waterfront) and headed in. The maitre'd noted our reservation, escorted us to a waterview table and handed us menus.

Somewhere between adjusting my seat and unfolding my napkin I happened to look down at the menu. My jaw dropped.”You look like you just saw a ghost,” Chris queried. I gurgled, “Look at the photo on the cover of the menu.” Looking down, Chris, usually quite demure, remarked, “I’ll be damned. Is that a.. a... a ... **catboat on wheels?**”

Indeed... **it was !**



The cover of Trafford’s menu.

When our waitress arrived to take our order I asked her if she knew anything about the photo. “Not really,” she replied. “But I’m sure that Heather, our GM does. Unfortunately she’s not here today. Send her an email and I’m certain she will tell all”.

“Arrrgghhh!,” I mumbled.

Disappointment aside, we enjoyed a great meal and headed on our way. (FYI: Anyone in the general area of Warren, RI owes it to themselves to try this wonderful restaurant; great service, food, drink and prices)

Once home, I immediately sent an email to info@trafford.com. The following day, Heather Dalton responded:

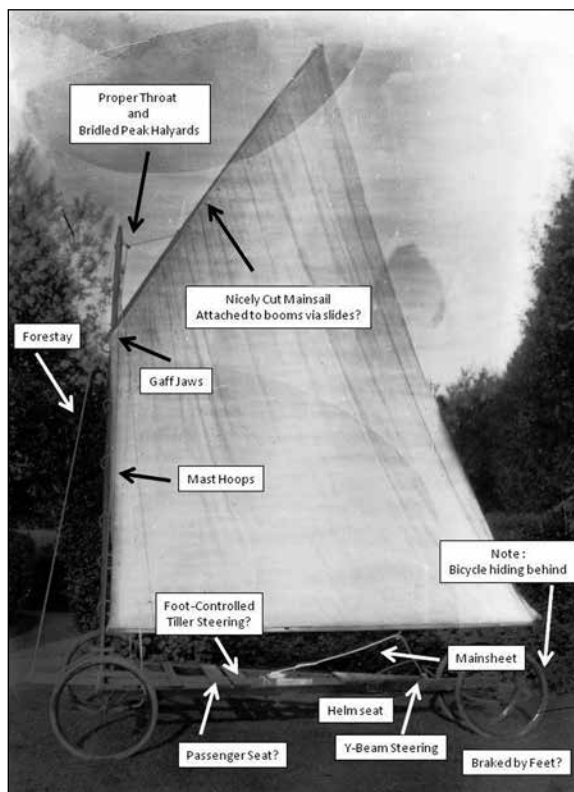
“John: The “picture” of the “sailboat on wheels” is actually a print taken from a glass negative owned by the old Providence Library. Our designer Alyn Carlson, actually found it. Almost instantly,

we agreed that it represented the name Trafford and what we were trying to do as a restaurant and as a family. Please feel free to reach out to Alyn for the details. Her email address is alyn@alyncarlson.com. Her website is www.alyncarlson.com.”

I quickly composed an email to Alyn asking if she could provide details about the photo and if she could send me a digital copy via email? Just as quickly she replied.

“John: Glad you like the photo. As Heather reported, I found it in the Providence Public Library’s Special Collections. Unfortunately, neither they nor I know anything more about this mini-land yacht other than it must have been mid- to late 19th century (from the days of glass negatives... pre 1900’s?) and that it’s a very cool vehicle. I’ll be glad to send you a copy as long as you attribute it to the Library.”

Later that day, the unadulterated, digitized copy of the photo arrived.



Observations.

I spent about an hour examining the photo and developed a list of observations... more accurately “guesstimates.” Here’s my list:

1. The craft appears to be about eight to ten feet in length
2. She was rigged by someone knowledgeable of a proper catboat sail plan. She wears a fairly

## Barn Door Posting II

John Conway

*Editor's Note: The following tale submitted by this columnist, *The Phantoms of Great Island* is an excerpt from "Buckrammer's Tales," the upcoming sequel to his book, "Catboat Summers."*

decent mainsail, neatly attached to its main and gaff booms and hooped to the mast. The main boom is controlled by a proper mainsheet and proper throat and peak halyards are in evidence. Her mast, placed as far forward as possible (catboat style) is braced by a wire or rope forestay.

3. Her "tiller" appears to be a single wooden beam inserted into a "Y"-yoke lying beneath the helmsman's seat; her rudder, two rubber tires on a single axle. It looks like the tiller may be controlled by a pivoting wooden pedal but this is not clear.

4. No discernible brake is evident so I suppose the operator used his or her feet to stop the craft. (Luffing up might not work very well if climbing or descending a hill)

5. The vessel appears to be situated in a public park (or estate) so she may have been designed for "lawn" use as opposed to beach use (on hard sand).

Clearly someone spent considerable time producing a clever reproduction of a small catboat for use on dry land but why and for who and when?

Was the Catboat on Wheels used as a serious training vehicle?

Was she designed as a toy for children, teens, adults, all?

How long was she in service and when was she built?

Was the design effective? What was her top speed?

Was this a "one-off" craft or one of many?

Who owned her? Who built her?

Does she still exist?

Please send us your thoughts on the matter. We'd love to hear your speculations. Better, if any of you have any knowledge of this remarkable little craft please illuminate your fellow CBA members. Inquiring minds needs to know.

Help us solve, the mystery of the Catboat on Wheels.

See you out there.

-JC

*John Conway is author of the bestselling nautical book **Catboat Summers** (Sheridan House; 2003) and its soon-to-be-released sequel, **Buckrammer's Tales**. He can be reached via email at [jeconway3@gmail.com](mailto:jeconway3@gmail.com).*

"Dad, Dad... for Gawd's sakes, wake up," Abby pleaded. "Wake up or you'll miss the ghosts."

Aroused from a very deep sleep in a very warm berth it took me a few minutes to reenter reality.

"Huh, wha? " I sputtered and blubbed. "Wha'ya talk'n 'bout? What time is it?"

Abby crouched on the top rung of the companionway ladder, her hands clenching the wooden slide that supported the doghouse roof.

"About 5 o'clock in the morning. Dad... Look! I count about six, no, maybe seven ghosts strolling the beach on Great Island," Abby whispered. "You've gotta see this."

Now more awake than not, I slipped from the cozy covers and crabbed over to my daughter in the companionway.

"See!" "See?" Abby pointed to the distant shore.

I stuck my head up through the doghouse opening, looked out on the scene and dropped my jaw. About 1000 feet away, on the shore of Great Island, a half dozen or more luminous, ethereal figures seemingly strolled along the strand

I could barely mutter an "I'll... be... damned."

The adventure had begun a few days earlier. Abby, needing a break from her White House duties at C-Span in DC, decided to spend a late October weekend in Westport, MA, which is west of New Bedford. Most of the summer crowd (locally know as "turn-ups" because we "turn up" in the summertime) had left for the season with no idea that Westport in the Fall often proved as the best time of the year. The few hardcore turnups among us knew otherwise and tried to squeeze every drop of summer out of the place until the snow flew.

Cool (sometimes cold) evenings, aka "good sleep'n weather", typically gave way to sultry, dry days that rained buckets of sunshine. This often coaxed 75 or more degrees out of the atmosphere. Not so bad.



This was just such a weekend.

Abby had originally planned to just sit on the beach and read and maybe bike a mile or two or ten. However, by chance, a scheduling screw-up had postponed *Buckrammer's* Fall hauling until the first week in November. When Abby learned that the boat was still in the water, she asked if we might take one, last cruise of the season. It took me about 10 nanoseconds to agree.

Abby developed a plan.

"I'm thinking that we take a lazy, late-day sail up the West Branch," she suggested. "Anchor off of Judy Island, have a sunset supper there and crash." "Then I'm thinking coffee, blueberry pancakes (with real maple syrup) and bacon in the morning and a leisurely sail back to be home before noon."

"Works for me," I agreed. ("Sounds like heaven," I thought.)



*Splinter*, Caroline, Ned and Abby on their first visit to Judy Island.

Judy Island holds a special place in the Conway hearts as the destination of our family's first, major boating adventure together. In the summer of 1990 we had just completed construction of our little dinghy, *Splinter*, and sought "places to go and things to do" on the water. Abby was 10, Ned 8 and Caroline 4

years old at the time. In studying the charts of the Westport River we identified a sail to Judy Island as the ideal day trip. (Of course we renamed the place Pirate Island for the occasion) Somehow Chris, the kids and I squeeze into the diminutive little boat (As Chris put it, "Thirty feet of people in eight feet of boat") and made our way there and back, sometimes sailing, sometimes rowing or pushing and not without a few laughs and tears along the way.

After a stop at Lee's Market for provisioning, we loaded *Splinter* at Slaight's dock and rowed out to the mooring field and our old catboat. The weather promised to be storybook perfect for the season with clear, star-lit skies (particularly so given Westport's distance from Big City lights), cool temperatures (72 degrees in the evening dropping into the high 30's by midnight then rebounding back into the 60's shortly after sunrise), southwest winds of about 10 knots and modest humidity. Ideal.

The current was running downstream so rather than fire up the noisy engine we decided to let tide and wind work their magic and drift-sailed off the mooring. Abby and I had done this a hundred times. Without a word between us but working as a coordinated team, we easily had *Buckrammer's* great wing unfurled and sheeted. A crisp tack to starboard had the old bucket pointing in the right direction and we were off.

"Piece O' Cake, eh, Dad?"



Our course would take us up the West Branch of the Westport River.

Our course would take us past the Town Fishing Docks down river to the tidal flat we call the Jumping Sandbar. There we would enter the Canoe Rock channel and hang a right towards Ed Carey's boatyard. Once past "Club Ed" a quick starboard tack followed by an even quicker port tack would position us for a straight shot to Judy Island with the southwesterly at our backs.

All went according to plan and less than an hour after casting off, *Buckrammer* and friends were safely anchored for the evening. The air and water temperatures were warm enough for a pre-supper swim and Abby and I took turns cannon-balling off of our boat's bowsprit, climbing up *Buckrammer's* rudder steps and repeating the process a few dozen times.

While still in our bathing suits, Abby suggested that we might pay "Pirate Island" a return visit.

"I wonder," Abby mused, "I wonder if the old duck blinds are still there?"

"Only one way to find out," I offered.

We climbed into *Splinter* and rowed the few hundred feet that separated our boat from the island.

Almost ten years had elapsed since our last visit and we weren't quite sure what we would find. In earlier times the island offered an abundance of kid-friendly amusements ranging from the remains of sea and air creatures (e.g. the dried carcass of the largest horseshoe crab we have found to date and numerous seagull skeletons, sea and snail shells, etc.) to the aforementioned duck blinds typically peppered with the brass shell casings of hundreds and hundreds of spent rounds

As we ran aground on the shallows of the marsh, Abby jumped out, beached the dinghy and secured the boat's anchor into the rocky sand.

We spent a diverting hour exploring this football field-sized "atoll" and confirmed that, as Abby so succinctly put it, "Nothing has changed."

Back aboard *Buckrammer* we slipped into dry clothes. With a dewy dusk approaching, I built a robust wood fire in our old Shipmate stove (not cold enough for the blast-furnace level of heating provided by a coal fire) and prepared our dinner victuals. Tonight's menu would celebrate a classic Yankee Saturday night supper tradition by serving up skillet-fried ham steaks, Boston Baked Beans and steamed brown bread. Unlike our Puritan forebears, however, we'd wash all of this down by sharing a nice bottle of Mark West Pinot Noir between us.

To use the tired but appropriate cliché, ham and beans were just what the doctor ordered to

chase away the chill of an October evening. This coupled with the heat thrown off by our oil lamps and the glowing embers in the stove made for a very comfortable below-decks retreat.

After cleaning up the dinner things, Abby and I retired to our respective bunks and read ourselves into the Land of Nod all the while coddled by the gentle rocking of the old bucket.

Ahhhhh!

"Come on Dad., Get dressed. We've got to check this out," Abby had her foul weather pants on and was half way into the dinghy before I realized what she had in mind.

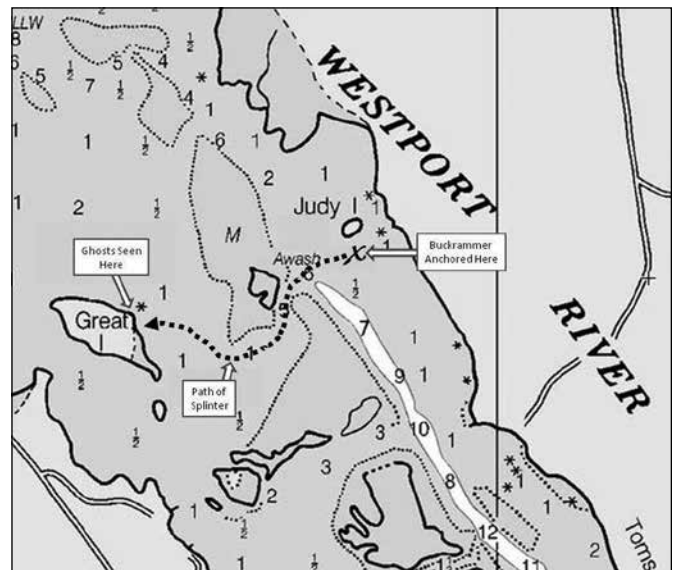
"Are you kidding?," I sputtered. "You can't want to row over to those things."

Abby just shot back one of her famous laser-beam looks and I knew she meant business.

"Well, if you're too much of a coward, then I'll just row myself." She challenged.

Actually I *was* a bit of a coward when it came to such actions as dancing with the Devil (or Devils). But I couldn't let Abby go it alone.

"OK! OK. Hold your horses and give me a second to put on my rain gear."



It was a short row from *Buckrammer's* anchorage to Great Island.

In short order we shoved off in *Splinter* from *Buckrammer* and headed towards the wispy, semi-luminous creatures still very much in evidence on the distant shore of Great Island. A heavy dew had fallen as had the temperature but the foul weather clothes we wore protected us from the damp as well as the cold. Nevertheless, a chill of a different stripe slowly

crept down my spine as we neared the island and it's spectral residents.

Abby acted as the coxswain and directed my efforts as oarsman.

Enroute, Abby whispered... "Dad, isn't this the island where that religious cult operated?"

I reminded her that it was. "A I recall it, the Westport Historical Society interviewed an old time resident, name of W.F. Wyatt. They published his or her comments about the place and the group of religious pilgrims who lived there." Wyatt's tale went something like this..."

The group, called The Mission of the Holy Spirit but known locally as the Holy Rollers, was not well understood. In the early 1920's they established a small colony near Adamsville R. I. on River Road in Westport and on Great Island opposite. The group supposedly existed for the sole purpose of providing an environment of calm and serenity for unwed, expectant mothers during their maternity.

They built prominent buildings on both the land and island for the purpose.

In return for five years of their time and good will, during which time members were housed, fed, clothed and otherwise provided for, the mothers were guaranteed to be freed from work for the rest of their lives. Real estate holdings in booming Fall River would sustain all in comfort.

However in 1925, greed and jealousy (of one family in particular) triggered a revolt amongst the small group. Sensing the on-coming treason, the founder and self-styled Holy Ghost Himself, Eugene Richer, quietly left with a few close followers.

Soon thereafter, a scandal erupted.

Some Fall River men residing in the eastern section of the city somehow lost considerable money through the operation of the colony. It was on their complaints that the police were brought in. One Adelard Giasson, known as The Apostle, was arrested on a charge of conspiracy and the place was essentially mothballed.

I continued, "At some point a suspicious, major fire destroyed the complex on the island. All that remained to this day of that complex were the poison-ivy-encrusted building foundations along with the concrete pilings and footings of the boat docks on the island's west side beach. The mainland buildings still survived as a private residence."

Abby pondered this for a few seconds said and then asked: "Hmmm. With that curious history there's no telling who or what might be haunting

those grounds. Did anyone die there? Maybe more importantly, is anyone buried there?"

"Beats me," I replied.

We had now rowed about half way to the island. The wispy figures continued their "dance macabre" and became ever more distinct.

We paused to study the situation.

"Geeze, they do look like ghosts. This is amazing," Abby commented. "Whatdaya think?"

"I don't know... but if they are actual ghosts, based on their location they might be the wrong kind." I replied

"Huh?" Abby asked.

"Let me explain," I offered. "As you know, in the late 1970's your mother and I were editors for a Boston-based electronics magazine, EDN. One year, I think it was 1976, the Institute of Electronic and Electrical Engineers held their annual convention near our offices and your mother and I were assigned to attend. Most of the sessions were boring to the point of tears. One, however, on the topic of Psychotronics, captured everyone's interest." The IEEE had formed this new group charged with the mission of determining if ghostly phenomena were electrical in nature. Experts from Duke and other prominent universities presented Psychotronics-related papers.

During this session a panel summarized the findings-to-date. They concluded:

1. Ghosts were indeed electrical phenomena of some kind

2. Ghosts could be separated into two types; *Projections* or *Disembodied Intelligences*

"As I recall," I continued, "Projections or projected ghosts represented the majority of the cases. They were merely (merely!?) air-borne images somehow electrically-generated unconsciously by person endowed with this ability. Phenomena ranging from glowing mists, spirit lights, luminous balls and such to actual images of people were all ascribed to projection. Further, the person projecting the ghostly "auras" needed to be in close proximity to them. As far as the scientists could determine, no one was able to project beyond 10 feet or so. So only those persons close to the source of the projector would experience the haunting. Thus, except for scaring the bejeebers out of everyone, projections were considered as harmless as your shadow.

"Disembodied Intelligences (DI's) were something entirely different. The experts postulated that these were actually a form of intelligent life

separate from that of human kind. While extremely rare, they did really exist (!) and could interact directly with our physical world. The more common term for these beings was “poltergeists” derived from the German words *poltern* (“to make noise”) and *geist* (“ghost”), ergo “noisy ghost.” “For reasons unknown, the experts explained, most of these creatures tended to make mischief. This could range from the classic door openings/closings, lights being turned on and off and similar antics to actual physical harm. In one case presented at the conference, the DI physically tossed its victim across the room and broke her arms. The panel concluded that human-kind should make every effort to avoid contact with DI’s. They were the “wrong ghosts” to mess around with.”

I concluded, “So, I’m thinking that since there are no people on Great Island to project images, these must be DI’s... assuming that they are really ghosts of course.”

Most of the color had drained from Abby’s face.

“Geez dad... Just the important science lesson I needed right now. NOT! How about we turn around and head back to the boat? “

I could not resist, “Well, if you’re too much of a coward, then I’ll just row myself.”

With this we both had a good laugh.

“OK! I’ll continue on with you,” Abby said cautiously, “But at the first sign of anything physical we’re out of there.”

“Agreed!” I nodded.

It only took about five minutes or so more to complete our row to the island.

For our landing, we chose a spot a few hundred yards south of the apparitions.

“Hey dad,” “You go first.”

I put my hands on my shoulders and flapped my arms in a little chicken dance. Abby poked me in the side.

“Just go,” she said.

We slowly walked north and soon stood face-to-face with the closest phantom. It consisted on a column of foggy mist that just wavered back and forth in the still, clammy air.

I reached my hand into the thing and the temperature in my fingers and palm fell about ten degrees.

Nothing else happened.

Emboldened by my non-event, Abby walked over to the next column in the chain and gave it a probe with her outstretched hand and arm.

Aside from the same chilling experience, nothing happened.

“Sorry to disappoint you Abs, but I think this is just some weird form of fog or mist.”

She agreed. “Actually this is pretty cool,” she added. “Tell you what. I’m going to step right into the column and see what happens.” She added with a smirk, “If I disappear forever, tell everyone I loved them.”

With this she leaned forward and became one with the second “spirit.”

Almost instantaneously the mist dissipated but not before Abby released a big yell.

“Jiminy Christmas. That was freezing. What an experience Dad, you’ve gotta try this”

What the Hell, I thought and stepped into the spectral breach.

“Whoa!”

It felt something akin to taking a cold shower... and shivers literally shot down my spine... a most odd experience.

Then, much in the same manner as Abby’s “ghost”, my foggy phenomenon quickly evaporated as well.

By now, daylight had started to dawn and Abby and I were better able view the extended landscape. Virtually the entire northern end of the island was peppered with dozens and dozens of similar fog columns... a ghostly army.

Abby was the first to speak. “This is one of the most strange yet beautiful weather phenomena I’ve ever seen, don’t you agree?”

“Absolutely,” I chirped. And all thoughts of projected ghosts and disembodied intelligences dissolved as rapidly as our individual mists.

Just then the first rays of sunrise shot out from behind the trees lining the old Southard property to the East. Within seconds, the foggy legions completely faded from view.

Incredible. We both agreed that this was indeed one for the books. (sic)

Somewhat humbled by the experience, Abby and I walked silently to *Splinter* and began our row back to the *Buckrammer*.

About ten minutes later we secured the dinghy to the old bucket and climbed aboard.

Abby was first to break the silence. “How about those pancakes?”

“Coming right up,” I smiled.

Epilogue

We spoke with a number of weather experts since our ghostly experience and asked if they could explain what we witnessed. Most think that we encountered some combination of ground fog and columnar sea smoke. Apparently the high humidity coupled with the near freezing temperatures

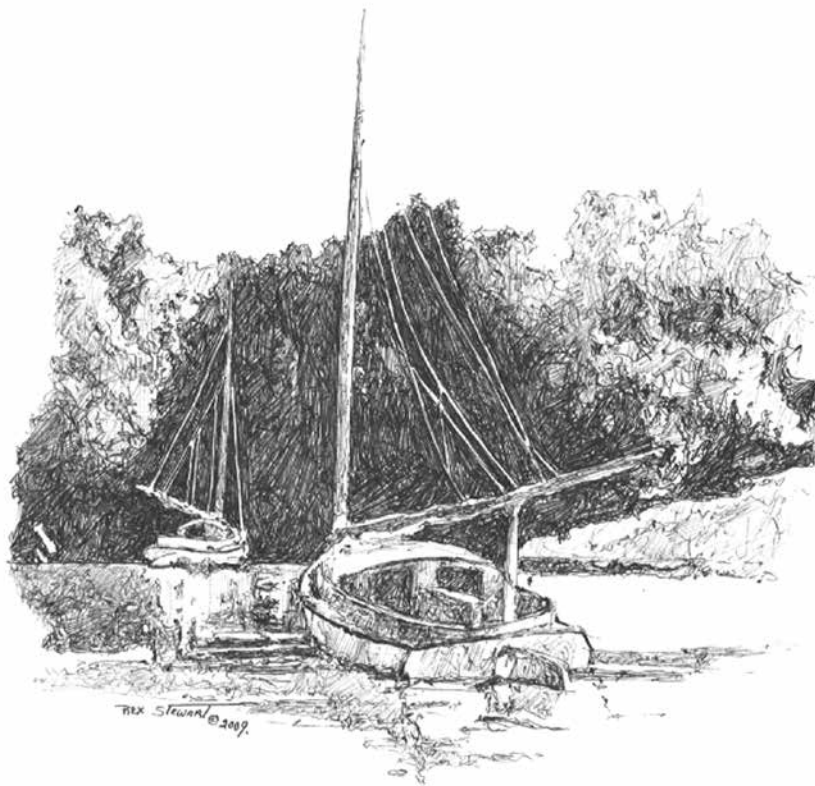
conspired that night to produce conditions perfect for this phenomenon.

However, the more the romantic in me thinks about it the more I feel that we may have encountered yet a third form of specter.

You never can tell.



The experts say we saw ground fog and columnar sea smoke



# Hard Water Sailing on a Great South Bay Ice Scooter

John Orlando

*Editors' Note: Thanks to John for this perfect follow-up to our "Land Sailing" article. Gaff rigs are everywhere – sailing on the hard is not uncommon in Bellport.*

As the famous Jackie Gleason would start every TV show with the phrase "and away we go," this is a very appropriate start to describing a Great South Bay Scooter. The history of how the scooter came into being, as I've been told, was out of necessity. Back in the late 1800s and early 1900s, Fire Island was only accessible by boat. At that time there were a few Coastguard/Life Saving Stations along the beach. Two of these stations were across the bay from Bellport and Patchogue. Bellport Station was known as Whale House Point and Patchogue was Lonelyville/Watch Hill. They were manned 24/7 365 days a year. During the winter months supplies had to be delivered to the stations when the Bay was frozen or partially frozen over. Necessity is the mother of invention. The scooter boat was born. The original scooters were duck boats. Someone or some group put runners on the bottom, put in a low-aspect gaff rig, and a jib to steer it. It worked. They could sail on the ice and would be able to "jump the water holes" and carry supplies to the "surf Men." Eventually the Coast Guard/Life Saving Stations were closed out, and the sport of scootering was born. By the way, a book was written about scootering. ("The Rudderless Rig" by William Harless.) I do not know if it can be obtained anymore. There never was a commercial builder of scooters; they were all home made by really knowledgeable and fantastic craftsmen. Basically the design of the runners and their position and angles were almost all the same. There were three designs. Harless boats were a bit larger than the Hermus and Fishman Brothers designs (William Hermus and Dave and Jesse Fishman.)

Bill Harless having an aeronautical background designed what was called a cane rig. He laminated a Sitka spruce mast that looked like the leading edge of an airplane wing. At the top it looked like a cane. All scooter sails are made flat of heavy



weight Dacron. With the cane rig a sail was made with a big pocket along the luff where it would be slipped over the mast and then the boom would be slipped on to the boltrope along the sail's foot. The jaws on the boom would fit snugly onto the mast so the mast and boom worked as one, causing the mast to rotate when the boom moved. When building a scooter you would of course start with a frame. The South Bay Scooter Club had many jigs to enable the builder to make the frames. It is very essential that the frame be made to be very very stiff. Most of the early scooters were built with boat nails. Eventually they loosened up. When this occurred between the pull of the jib attachment and the pull of the main sheet along with the downward force of the mast. When you trimmed the sheet tightly the boat would twist out of shape. The runners would now be out of alignment and you had to start praying because only God knew where in hell you were headed and

what the end result would be. Therefore on older boats and on newer boats, every ribbed frame had to be glued, bolted, and heavily gusseted. To keep the bowsprit (AKA the horn) straight and true the backbone had to be thick oak with full-length gussets forward and aft of the cockpit. The total height of the scooter off the ice was anywhere between 8-10 inches dependent on how high the woods (runners.) were. Some builders would laminate strips of oak together. When bolted to the bottom and through the frames the laminated woods would add extra stiffness to the boat. To the woods we attached stainless steel angle iron and spent days filing to sharpen them up. There was always a competition to see who could build the best or prettiest scooter. The decks often were teak and holly or mahogany and white pine strips. The sides were white oak or mahogany. The horn could be oak and mahogany laminated together. The color contrast is beautiful. Many builders would use a chainsaw to make rough mahogany saw cuttings and sprinkle sand (?) on areas of the deck to make a non-skid surface. With many coats of gloss varnish you would have a fine piece of furniture.

Many of the scooter sailors were not soft water sailors. (Just a note: a lot of catboat sailors were also scooter sailors.) You may be asking yourself now how did they steer a scooter? First, scooters do not sail directly downwind. You have to tack downwind just as the Hobie cat does. The principle is to create a weather helm in the sense of keeping the main tightly trimmed forcing the boat upwind. The jib being cut flat would be eased off and the scooter would naturally head up. Drawing the jib sheet in would counteract the weather helm and steer the boat straight or off the wind depending on how much trim. Most of the time the main sail would stay tightly trimmed in. The scooter could jibe and come about. All maneuvering was done gently. It was a common occurrence to spinout when coming about or jibing. They say a scooter will sail three times faster than the wind is blowing. Spinouts and upsets were hard on your body, but it was fun. The scooter club ran a lot of races when conditions were right. Scooters can't go in any snow. The snow would build up under the boat and cause a lot of stress on the rig. Many of the rigs were ripped out because of snow, uneven tidal pressure cracks, and equipment failure. Dismasting a scooter is not like the gentle dismasting of a catboat. Everything in scooting is semi-violent. It's always very cold and windy, and many of the scooter sailors relied on scooter oil for body lubrication. Scooter oil is a mixture of equal parts of port wine and brandy.

Everything I ever read about alcohol consumption to keep warm said this is a falsehood. Scooter oil when consumed in large amounts does keep you warm, or maybe it really made you so numb that you did not feel the cold. Who knows?

I personally got involved in scooting one winter the bay froze and a couple of my fellow ferry captains had a scooter. The day the ice off of Patchogue was the best; I went down to the bay off of a street called Grove Avenue. The manager of the ferry company, Ray DeFalco, said come for a ride. This was back in 1966 or 1967. We took off and it was exciting. The speed was exhilarating. Feelings were unbelievable. But the clincher was when we jumped a water hole. I yelled out, "I got to have one of these." I bought an already built frame and for the next two winters I built her in my garage. (I installed a pot-bellied stove to heat.) The next winter came I could not wait until the ice came in. We rigged the boat, made adjustments to the rig. She sailed great. Two old timers came up to me and said, "Son, let us take her for a sail." When they returned I got a big pat on my back and Ted Everett said, "Not bad for a kid born in Brooklyn." That day I realized I was accepted as a Bellporter. One last note. One Saturday it was cold and blustery. Only two boats were on the ice. One was owned by a CBA member Knute Lee. He owned a Harless scooter. Being bigger and heavier, it could sail with about 4 guys pretty good. I, with a smaller Hermus boat, was not doing as well. We would sail a couple hundred yards and we would upset, throwing the crew onto the ice with the scooter spinning out and her crew sliding along the ice on our backs. Well, finally about 2 pm I said I had had enough. I packed up the boat and went home. I was greeted by my wife Maureen with, "I was down at the dock. Are you crazy? You could get hurt." My answer was "Fill the tub with really hot water and pour in a bottle of rubbing alcohol. While I was relaxing and soothing my bones and black and blue spots, the phone rang. Now at that time and for 31 years I was a trustee and deputy mayor of the Inc. Village of Bellport. Maureen brought the phone into the bathroom and. I said "Hello." A voice I did not recognize said, "It 's a real pleasure to go down to the village dock on a Saturday morning and watch one of the village officials get his ass kicked on a big scale. We love ya." To this day I have no idea who that was. Sadly, my scooting days have been over for a while now, but I have and always will have fond memories.



# 2012/2013 Race Rendezvous Results

Gayle Cornish, Editor

## Fourth Annual Townie Hornor Sail-Around

Bill McKay

OSTERVILLE, MA; August 25, 2012: Finally the weather gods cooperated and allowed us to hold our sail-around on the very day we had planned. The Memorial sail for Townie Hornor took place in Osterville/Cotuit this time, the 4<sup>th</sup> annual sail. Friday night saw *Marmalade* on a mooring and *Catamount* and *Calico* anchored to greet boats as they arrived.



A beautiful morning for a rendezvous.

Saturday sunrise was sunny, clear and no wind, a perfect morning to wait for catboats traveling up to 20 miles to Osterville. *Marmalade* and in background, *Rugosa*, await the first arrivals.



From Bass River came a flotilla: *Old Skulpin*, *Capen*, *Pumpkin*, *Cait's Cat*







From Mashpee: *Salina*, *Catamount* and *Calico*. From Hyannis: *Marmalade*. From Vineyard Haven: *Glimmer*. *Catiline* arrived from Prince Cove and even a mystery cat joined in along the route (she may have been David Nisula's Marshall 18).



Jim and Kim O'Connor... all the way from the Vineyard.

The plan was to sail around Grand Island, Townie's usual route: Osterville Bridge, Crosby Yacht, North Bay, Cotuit, outside sail east to the Wianno breakwater and back to Hornor's in West Bay.



Assisted by a perfect SW wind, the catboats completed their annual sail and retired to the Kettle-Ho in Cotuit for dinner.

**Announcement for 2013:** This year will bring some additions; Paul White and his committee are organizing special events on August 23, 24 and conveniences for catboaters. Arrangements are being made for moorings right near the bridge, for Friday and Sat. nights. Additionally they are working on a dingy area and maybe even a launch service for a time on Saturday.

Right down the road is the Osterville Historical Society and Crosby Boat Museum: (<http://www.ostervillemuseum.org/aboutus.html>). They have offered a tour for us on Sat. and the use of their grounds for a fire and ice cookout after the tour. Of course, during your weekend stay, you can wander over to the waterfront buildings where the Crosby cats were built. The yard is still active today as Crosby Yacht. The Town of Osterville is also a great place to spend some "away from the catboat" time. Hope to see many new faces there this year; write us for a detailed announcement. Email Paul White: [pwcarving@comcast.net](mailto:pwcarving@comcast.net)

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## Key Largo – Winter Wonderland

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Wavy Davy Adamusko

The second annual Key Largo Catboat Rendezvous attracted sailors and their boats from all over the country during the three-day weekend of Feb. 15 - 17, 2013. The usual warm weather was accompanied by brisk winds, but that did not significantly alter the plans we had made to romp on the waves here. Twenty boats registered for the event at the Upper Keys Sailing Club (UKSC) ([upperkeyssailingclub.com](http://upperkeyssailingclub.com)), and there was room for plenty more. Sennett Duttonhoffer and his wife Annie brought their Nonsuch 30, *Lions Paw*, to Key Largo from Key Biscayne on Thursday, along with other early arrivals to prepare for the cruise we scheduled into the Everglades the following day.

On Friday morning we assembled at the clubhouse for coffee and pastries and made plans for the flotilla of small catboats to sail together on Buttonwood Sound. Sailors and crews made lunches in the club kitchen and took off at 11 am into the 9

mph NE winds. Air temperature was 77 degrees and the water was 76 degrees. Charlie Best in his *Puffin* was joined by crew Paul Smith from Barnegat Bay, NJ, and Al Dwars from Minnesota. Roland Barth in *Ibis* sailed with Geoff Cooke from Tennessee. These two Sanderlings led the way followed loosely by the rest of us, as we headed north into the wilderness waters of Florida Bay. We took the long way sailing to Nest Key, which is a small mangrove island a few miles from the sailing club docks. All of the boats pulled up on the sandy bottom at the edge of the Key and we waded barefoot and knee deep chatting among ourselves and visiting with the large group of participants who came out on the fleet escort pontoon boat, *The Veranda*, to share the fun. We all wore turquoise hats with the Rendezvous logo given to us by a sponsor, C.J. Berwick, who owns the Fish House and Encore Restaurants in Key Largo. C.J. sailed along on a Menger 19, *A-lee* with *Salee* and Charles Lawrence from Vermont. Long time sailors, Henry and Lynne Spingler of Newport, RI, were here without their Nonsuch, and piloted *The Veranda*.

We all marveled at being the only boats in all of Florida Bay at the time, while ominous clouds were forming over the Florida mainland to the north of us. Dramatic storm bands approached us quickly, so the catboats headed back to Key Largo in the distance. Crews tied in reefs in anticipation of the blow coming and sailed off on the vivid green waves under threatening stormy skies, and prudence prompted us to run our motors to power sail as we raced home.

Bill Low in his 14 ft. Handy Cat skipped over the shoal to the west of Nest Key to get a shorter ride home. He said later that the squalls that caught him astern buried his prow for the first time and he had a unique catboating thrill for his memory bank. Wavy Davy in *Felix*, the Sanderling, had an all Massachusetts crew with Jim and Lyn Grenier, of Portsmouth, and Larry Smith of Orleans. Having left 24 in. of snow at home, Jim was on the tiller with a big smile. Rick Beeman and Mary Cahill really zoomed away in their Sandpiper *Sea Bean* and tried to catch the Sea Pearl 21 owned by Randy Kerr with his crew of daughter Erin from Vero Beach and pal Jim from Cleveland. Mike Braun, sailed his hand built Marsh Cat 15, that he trailered from Luray, Virginia. He was happy to be the caboose in the fleet, being shadowed by *The Veranda* that insured the safe arrival of all back at the bar in the clubhouse.

The squall brought a little rain but not enough to dampen our spirits. The visual contrasts of the

colors of the shimmering green water and the layered grays and white held us in awe. *Puffin* and *Ibis* made a beeline for their home docks in nearby Tavernier and they were happy to have reefs in as the 20 to 30 mph gusts pushed them as fast as they could sail. *Felix* lowered the sail for ten minutes until things piped down then ran it up again with one reef to savor the thrill and did not really want to end the sail as we approached the docks. As usual, the time back at the clubhouse bar was full of stories and impressions from our time on the water. We glanced quickly at the photos collected and soon it was Happiest Hour again with lots of good food, and plans for the next day were made.

Saturday, Feb. 16, began with mostly sunny skies and brisk winds. Air temperature was 78 degrees and winds had shifted to the NNE at 18 by the time the Nonsuch Race was started at noon. Only four Nonsuch raced along with *Felix*. We held three short races on a triangular course to test ourselves against the building winds. We were able to get halfway through the third race before the 25+ m.p.h. winds came in and ended our sailing pleasures for the day. *Felix* coped with the stiff breezes by using the tried and true racing technique of REEF and BEEF. By shortening sail and loading the rail with crew we showed well against the Nonsuch that race, best in higher winds. Keith and Nora Harkin won first on their Nonsuch 33 *Backdraft*, the UKSC Commodore, Larry Koenig, along with his wife Helen placed second in their Nonsuch 30, *Helen K*, and Larry Thorson placed third in his Nonsuch 26, *Robin*. Everyone came away happy and many of the visiting catboaters got a chance to crew on the big boats. Gerrard VanBoven from Ft. Lauderdale raced his Nonsuch 26, *Tabby*, for the very first time and did a great job. The clubhouse buzzed with 80 people as we once again celebrated sunset with the Conch blowing ceremony at Happiest Hour. A brief tribute was held in honor of recently deceased club member and friend, Dave Olson, who was instrumental in building the local Nonsuch fleet and encouraging catboating here. A banquet dinner was served by volunteers from the sailing club for the entire assembly followed by a cake with an icing photo of catboats in Paradise. Racing awards were presented after dinner, and thanks were expressed to our local sponsors: Publix Super Markets, The Pelican Cottages on the Bay, and the Fish House and Encore Restaurants. We also thanked our sponsors Marshall Marine and Arey's Pond Boat Yards from Massachusetts. Another sponsor,

Bridgman Communications added financial support from Northern Virginia, and contributions by the Friends of Dave Olson made a big difference.

Overnight the strangest thing happened here... it got really cold! The temperature on Sunday was only in the mid-60s. We had to find and put on socks! Winds that had built overnight remained strong and so the crews decided to just look out at the gorgeous waters of Buttonwood Sound through the panoramic windows of the sailing club and eat, drink, collect photos, exchange contact info and look ahead to the next rendezvous which will be even better. Locals were chagrined by the freak weather changes and tried to console the northern visitors who looked at us quizzically and said they thought it was perfect

for them. We here think 80 degrees is the norm for a February day.

We were happy to be joined by Richard and Neena Rodgers from Deltaville, Va., Geoff and Ailene Cahill from Richmond, Va., Bill and Laura LaMachia from Ormond Beach, Fl., Jim and Linda Slattery from Ft. Pierce, Fl., Ken Korshin and partners of Key Largo, and Duncan Bray of Ft. Lauderdale all of whom registered without their boats this year. We hope we will see them with sails up next year. The multi-talented Charlie Best is the official photographer of the Key Largo Catboat Rendezvous. His blogsite ([mylifeinthefloridakeysandbeyond.com](http://mylifeinthefloridakeysandbeyond.com)) and YouTube postings (see links) cover the weekend well.



Nest Key, Everglades for lunch.



Inspecting cats and telling lies.



That sky might be trouble brewing?



Bill Low recalls Winslow Homer, Heading Home.



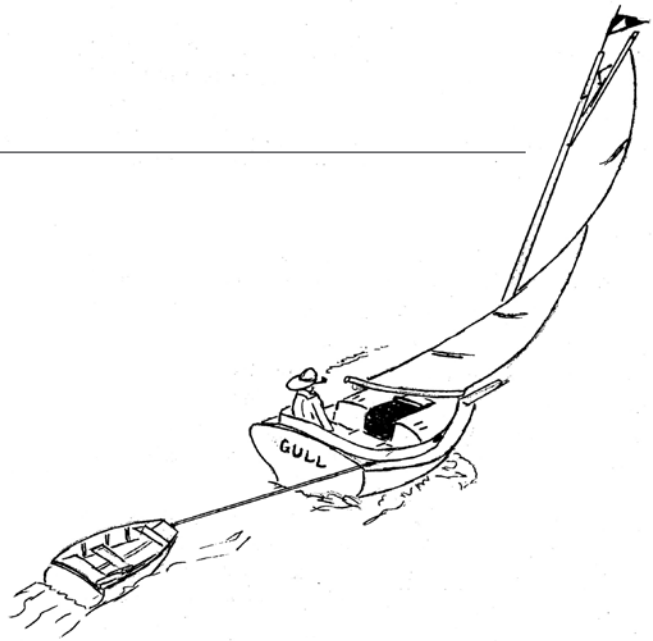
# Cruising

Steve Flesner, Editor

## Cruising DelMarVa in 2012

Guy Beckley

**Editor's Note:** This is the third such cruise by catboat guys in the CCBA. It is written by Guy Beckley, captain of *Patience*, a 1898 H. Crosby 20-ft catboat. He is retracing a journey done before. The first was by Tut Tuttle in the late 70's. His inspiration was Robert De Gast's 1975 book "Western Wind, Eastern Shore." The second in 2000, with a flotilla of four catboats, was written up by Marc Cruder in *CBA Bulletins* 123-126. For those not familiar with the Chesapeake Bay area, Bill McKay aka "Satellite Bill" suggests using Google Earth to follow the voyage around the Delmarva. — Steve Flesner



We then went on to Onancock, VA before returning to Maryland at Crisfield. Continuing north, we stopped at Fishing Creek off Hooper's Island and then on to St. Michaels off the Miles River and finally to Chestertown. We covered 487 NM in 14 days of travel on our trip. I was accompanied by several mates; my wife Elizabeth, my brother Lance Beckley, Dan Marquis of Connecticut and finally Robert Jones of Chesapeake City.

The morning of September 21, 2012 before first light (0430), we all met at the Marina for some coffee and a farewell, quite a crowd showed for the sendoff. Bob and Debbie Jones, Mike Troioni, Fred Pearson all weathered the early morning to watch us depart. Steve Isaacson arrived in his boat to escort us to Chesapeake City. My wife Biz, Janet Cookerly and I departed promptly at 0600 on a beautiful morning and motored from Bo Bay Marina through the Bohemia River heading clockwise out of the Chesapeake Bay.

We left on a mid-flood tide to get a push through the C&D Canal and down the Delaware Bay with Ports of Call at Leipsic, then Lewes, DE where we transited the Lewes and Rehoboth Canal to Indian River Bay. From there, because of the no longer navigable Assawoman Canal, we exited Indian River Inlet into the Atlantic Ocean, returning back inside at Ocean City, MD.

We were able to make Chincoteague, VA inside, but then due to shoaling, were forced back outside, making our next stop at Sand Shoal Inlet in Virginia where we were able to transit back inside and around the southern tip of the Delmarva peninsula back into the Chesapeake Bay and north to Cape Charles, VA.



DelMarVa Burgee.

*Patience* has been a constant in my life for many years. She was built in 1898 in Osterville, MA by Herbert Crosby. I'm extremely honored to be her latest steward. She captivates all who step aboard her. I have done my best to share a tale of a sailor's first trip around the Delmarva, exploring the Chesapeake Bay and the most beautiful wilderness on the East Coast, the Virginia Coast Preserve.

The balance of the information is compiled in an extensive story which I've titled "Inside" which is a work in progress. The writing of this has been a labor of love, summarizing all we have learned in the circumnavigations, and all we have learned on this trip from locals and other sailors alike. It's amazing to me how few taste the inner passage or many small harbors along the way. I grant you, the prospect and the reality of piloting changeable inlets in anything but calm conditions is intimidating. But with suitable caution and flexibility in planning, there are many fascinating possibilities. "Inside" describes both the conventional paths, and the more adventurous and rewarding alternatives.



Guy at the helm.

All of the required navigation information is available on-line for free, and we have cataloged the specific URLs needed to access this world of Coast Guard and NOAA material. By downloading required charts, tide information, and "Coast Pilot®" chapters just prior to departure and inserting these in this convenient binder, you are assured of having the most current and complete information at your fingertips. The Delmarva coast is a very changeable area, and we have found charts even a few months old are generally out-of-date.

By shoal draft, I mean less than 5 feet. More than that is certainly plausible, and I've seen 45-footers in Chincoteague, but there are other places

that are off-limits or where you will watch the tide. With a draft of less than 3 feet, a whole world opens up. With a mast height of less than 35 feet, the entire inside passage opens before you. We went the places big boats fear and brought back the details of a world known only to watermen and local sailors. I hope I have brought real life to this tale; I know how deeply I enjoyed the time spent with my family and friends.



We made it – Chestertown, MD.

Circumnavigating the Delmarva in the 114 year old catboat Patience was such a fantastic trip and a real triumph for me. It's taken 3 years of hard work to prepare for the trip with two different craftsmen to help with the bulk of the work and not to mention hundreds of man hours. On October 8, 2012 at 1600 we were greeted at the dock in Chestertown by 2 members of the Chesapeake Catboat Association, Marc Cruder, Commodore, WOP (without portfolio!) and Steve Flesner. Mark took a moment to congratulate me and the crew with some very nice words and a sip of rum to mark the occasion while Biz popped a bottle of champagne for the celebration.



A toast to Capt. Beckley.

I've heard it said that sailors are where they want to be when they get to their boat, whereas power boaters always want to get to a destination. Our crew enjoyed each other's company and the camaraderie that followed from facing adverse conditions together.

The best part of the trip for me was spending time with the people I love in some very beautiful surroundings. We laughed a great deal, had plenty of good food and drink, and constantly enjoyed our surroundings. The Chesapeake region is indeed a beautiful area; one that could take a lifetime to explore. The adverse conditions brought us together and made us a crew. Sure, there were some tense moments; two people on a 20 foot boat doesn't leave you a lot of room or privacy. However, it is testimony to their personalities and good nature that the voyage was a success. I give many thanks to all who made this a reality for me. Without your love and understanding this would not have been possible.

"Focus on the journey, not the destination. Joy is found not in finishing an activity but in doing it."

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## ***Bagor Ventures Forth***

Guy Marlow

***Editor's Note:*** *Guy received the Broad Axe award in 2012 for building Bagor. For those of us who aren't "international sailors" and would like to take a satellite peek at this cruise, try Google Earth and follow Guy, Sly and Bagor as they venture forth. A baguette, some cheese and a nice red wine and you may even smell the salty air off the Brittany coast!*

In bulletin 158 I told the story of building *Bagor*, our 22 foot Ted Brewer catboat. After eight summers toiling in the workshop behind our home in Brittany, France, we launched *Bagor* in June 2011 in her home port of Arzal on the Vilaine River. Her mast and sail still had to be added in the port of La Roche Bernard, a few miles upriver. Once complete, she was splendid, attracting a lot of attention and questions from other boaters. There can't be many catboats in France and people are intrigued.

That summer we stayed fairly close to home, wanting to get to know *Bagor* better before venturing further. Our many visitors were treated to a day on the river, usually stopping in La Roche Bernard for

lunch. We also joined in the Bastille Day celebrations as part of the Flotille Traditionnelle de Basse Vilaine, a great group of old (and one new) traditional wooden boats.

This year we left our Florida home in May, returned to France on a cruise ship that dropped us in Brest, an hour from home, and started preparing *Bagor* for the summer. We gave her a fresh coat of antifouling and a good spring clean, checked all systems and loaded aboard all the contents that had spent the winter inside our house.

The Vilaine was dammed in 1972 to control flooding and create a reservoir for drinking water. Before the dam was completed, the river was tidal up to the town of Redon, where the Vilaine crosses the Canal de Nantes a Brest. This intersection was an important focus when commercial shipping was a major activity on the river. Nowadays it is a busy center of pleasure boating, with private boats and rented 'peniches' or barges going through the locks that connect river to canal.

Having seen Redon from the train and by road, we decided it was time to visit by water. The Vilaine is enchantingly pretty and varied, sometimes with rocky escarpments and then with gentle water meadows. Arzal, La Roche Bernard, Foleux all passed by as we sailed up the river, dropping anchor for the night without another boat in sight.



*Bagor sailing on the Vilaine.*

The next day we entered the old port right in the heart of town, pulled onto a pontoon and were delighted to see an old American tug boat, built for the Normandy landings in 1944 which had later been gifted to the French and was still floating!



American tug from WWII.

After a happy hour or so in a delightful restaurant we wandered around the old part of the town, decked out, like so many towns in Brittany, with gorgeous flower beds, hanging baskets and planters. The gentle climate of this part of France means that plants thrive, particularly the ubiquitous, exuberant hydrangea and the dazzling geraniums so beloved of every Breton housewife.

As the afternoon drew to a close we returned to the port and started back on our return downriver, tailgating a large commercial vessel when the lift bridge opened for it outside of regular hours. Another calm night at anchor, a gentle sail back to our slip at Arzal and we had made our first little outing in *Bagor*. We didn't go far, but it was a start! Now to tackle the lock in the dam at the river mouth and get our girl out to sea!



*Bagor* at Redon.

We had struck lucky with the weather for our trip to Redon - the summer of 2012 was pretty dismal on the whole but now, in mid-September, the weather looked good for a few days. Our plan was to go out to Houat, one of the beautiful islands off the coast in south Brittany. The first challenge was to get through the lock in the dam. We had watched the antics of the boats in the lock many times and even helped people get themselves straightened out in there. Syl, my lovely wife, was very nervous but in the event it was a non-event. There were only three boats in the lock at this end-of-summer moment. At peak times there are up to fifty boats crowded in. The main thing to remember (apart from your life insurance) is that the currents can be fairly strong back and forth in the lock when the lock is filling or when the gates start to open – keep a tight grip on the lines at that time! Unfortunately you cannot guarantee what the other boats are going to do so you have to keep a wary eye out for them too.

We were in and out in no time and moving down the river, which is tidal below the dam and not very wide when the tide falls to halfway. There was a tempting breeze so I wasted no time in getting the sail up. We soon learned that we need to improve our coordination; in this case, we needed to allow for the strong current in the river, we had to agree that we weren't going to run aground immediately, we had to communicate better and finally we had to realize that it was better to avoid an unintentional gybe. These facts were only too glaringly obvious when we DID gybe unintentionally. The boat swung round and the boom went across, taking out the entire sheet on one side of the double-ended mainsheet. We lost half the sheet through the blocks and had to recover the situation in a hurry. With tail between the legs and the usual festering silence, we motored to recover the situation, got the sail furled and picked up a mooring further down the river opposite the village of Treguir. We were rewarded with a lovely sunset.

The next day we rode the tide down the estuary and out to sea. This was exciting stuff, the moment I had been dreaming about all the years that I had been building the boat! Progress was good under sail and we quickly decided to run all the way along the coast to the port of Crouesty, where until very recently we owned a tiny apartment. Second day out and we were already thinking of “proper” showers in the apartment. Although the wind died around midday, we carried on motor-sailing and then picked up a good NE breeze in the afternoon to sail well into the port. Here we used our passport system to have

a free place for a couple of nights. Along the way we saw the land from a new perspective, including the anchorage and The Château de Suscinio.



The Château de Suscinio.

The passport system, run by the Ports Organization in Brittany, worked well. The idea is that when you free up a place in your home port (and report your absence) you can have two consecutive nights free in all of the other ports in the system. We were escorted to our slip and for the very first time berthed in the port of Crouesty, a place we have known for over thirty years and where we had spent seven years as residents. In the harbormaster's office we checked the waiting list for a place in the port. After seven years on that list, we were now number 401. We did start at 730 so I suppose you can count that as progress! I calculate that I will be about 90 years old by the time I get a place.

After a night at the apartment and a hot shower, we set off for Houat, with light winds and good sailing for the ten miles or so across to the island. We chose to look at the biggest beach off the east end of the island, Treach er Goureg in Breton (a Celtic language with no relation at all to French.)



Leaving Crouesty.

The bottom is good and sandy but the well-know problem on this beach is that a land breeze at night in good weather makes it uncomfortable. We decided to try it out as the weather was calm and had a good walk along the beautiful, almost empty beach and up to the village in the middle of the island. When we got back from the walk a guy in an aluminum boat had pretty much beached her inshore of us. It was a fairly impressive or frightening piece of navigation, even knowing that these boats have flat bottoms with a completely retracting keel. He then proceeded to try and push her off the beach with the engine. I am amazed that his engine impeller pump survived the amount of sand that he churned up in the water.



Anchored off the beach at Houat.

The town is a peculiar mixture of traditional fishing cottages and town square to which a 1970s housing development has been added. It is not the most attractive of villages and I wouldn't want to live there in the winter. Judging by the names on the headstones in the little church yard cemetery, there seem to be only three families on the island, all much intermarried. Fishing and, more recently, tourism are the two money earners on the island; two fresh flower-covered graves in the cemetery showed that fishing is just as treacherous as ever. Two of the locals had been buried just the week before.

Walking the beach proved as beautiful as all the photos we had seen. Having had a good walk and stocked up at the local store, we dingied back to *Bagor*. It was not the most comfortable of nights! The land breeze set in with a vengeance and the rolling started, as we had little or no shelter. As the hours passed a horrible graunching sound set up from the mast. We lay there willing the boat not to roll – with



no effect – and each time she did a gut-wrenching mega squeak howled out..... I investigated. It was indeed the mast, moving ever so slightly on the keel step. I could see the sawdust forming and feel the movement with my finger. There was nothing to be done in the night but at first light we emerged on deck, determined to move round the end of the island before breakfast.

It was a pretty bleak and gray morning with a stiff breeze blowing and three to four foot waves coming in. The couple of boats near us were rolling just as we were and our aluminum friend had obviously had enough too. He pulled out just before we did and headed for the mainland. We motored off south and round the point of the island to find shelter. One of the reasons for waiting for daylight was that the coast around is pretty treacherous, with rocks everywhere, so you have to be able to see them!

It only took us forty minutes to get round into calmer waters and there we came across the second anchorage (Treach Salis) and the boats who had the local knowledge. There were at least fifty of them sitting in flat water – no problems here! A good breakfast was enjoyed and the weather soon started warming up. I attacked the mast in the morning and found that a couple of the wedges at the deck level had indeed slipped so I knocked them back into position and forced some lanolin into the place where the mast had been rubbing on the mast step to reduce or remove any noise from there. This seemed to work well and we have had no trouble since. I will fit a band around the wedges to hold them solid. By lunch time it was hot and cloudless so we decided on a walk round the cliff path – billed as a three and a half hour walk. We dinghied ashore and set off in a clockwise direction, only to find that there was something peculiar happening. There were more people coming down the footpath than you would normally see in Times Square around Christmas! They just kept coming and coming at us in single file on the narrow path so we were constantly stopping to let them pass. It transpired that there was some sort of collective hiking event (well, we are in a socialist country!!) and FIVE HUNDRED rabid hikers had descended on the island that day, striding along on their vibram soles and poking with their newly fashionable walking poles. The first ones we met were the lean, mean, intent ones but after a couple of hours it was the older, slower, plodders. Whichever category though, they ALL believed in strength in numbers. They just kept coming and had no intention of giving way to us coming in the opposite direction

or even acknowledging our presence. A smile and a ‘thank you’ cost nothing but neither was forthcoming.

The walk took all of four hours, the temperature got hotter and hotter, the path was pretty dusty (think Arizona) but the scenery was truly magnificent. The cliffs, the beaches, the clarity of the water were breathtaking. The camera was in and out of its case every few seconds. It was brand new so I didn’t want to break it on the first day. A pity really – in a year’s time I will be using the same camera to knock the upcoming hikers off the path by swinging it round my head, but not yet. Anyway, we took hundreds of photos of beautiful beaches, mostly under-used, some just big enough for one family. In fact after an hour or so, I said “enough”. One beach begins to look like another, though each as splendid.

On the walk, we noted some good spots to anchor but also some bays completely saturated with boats. We selected our bays for future use and moved round to one that very night when the weather was forecast to change.

At the west end of the island, opposite the Quiberon peninsula, there is a fabulous set of bays and anchorages, full during the day but probably almost empty when night falls. The north side of the island has more beaches and bays, one called Port Navallo. We finished the walk, feeling our age somewhat – it had been a hot, dusty four hours and, as usual, we had let our enthusiasm to get started make us forget to take any water. The village supermarket saved us but by the time I got to the cash out, I had already drunk the liter of sparking water.

On our return to the boat an amazing thing happened – we both felt like a swim!! It has to be admitted that living in South Florida makes you a hothouse flower when it comes to venturing into the sea. 28 degrees C seems about right to us, whereas in Brittany it is always in the teens, sometimes at the lower end. Today though there was no hesitation – just a few stifled yelps as we hit the water. Getting back aboard the boat was a bit of a challenge. The rope boarding ladder allows me to struggle out up the rudder but there is no way Sylvia is going to be able to do it. I need to make a rigid ladder for her – it’s a safety issue and all suggestions are welcome. But we had the dinghy in the water as a step, so we got away with it and felt marvelously virtuous.

We then noticed that everyone was leaving the anchorage and this fit with a predicted change of wind direction from NE to SW. We followed suit and round at the big east beach there were hundreds of boats – the Saturday night crowd on the best weekend

of the year. It looked rather too crowded to us so we carried on round up north. Just round the north-east point we found a good spot off the beach within sight of the port, Tal er Hah, where the fishing fleet and ferry to the mainland moor. We spent a comfortable night there accompanied by three other boats. One of them was an obviously very expensive fifty foot, brand new craft of very modern design. I am sure that it was cavernous inside and, no doubt, extremely expensively fitted, but nothing could hide the fact that it had all the charm of an oversized plastic jacuzzi. Why do people with half a million euros to put into a boat buy such monstrosities?? It didn't stop me sleeping.

Next morning, we moved along the north coast a couple of miles and anchored in Port Navallo - a great spot with an ideal little beach to bring in the dinghy. We spent the day walking and picking sloes for sloe gin and then managed to find a walk with a short cut which took us through acres of brambles, gorse (prickly shrub) and sloes (blackthorn berries), finally returning to the boat minus a pint of blood each. In the evening, once again, the other boats around us sloped off (it was Sunday evening by now; back to reality for weekend boaters) and we were left all alone for the night. The sloes have since been mixed with their own weight in sugar and gin and left to stew over the winter to make 12 liters of sloe gin. We must think to put a bottle on the boat!!

On Monday morning, it was cloudy with a stiff south southwest breeze blowing - good for our return but not so good to try out the Susicinio anchorage which is open to the south so we chose to go into the Penerf river for the first time. I put in a reef and we set off going well. Another unplanned gybe reduced morale. I dropped the sail for a while and then put in a second reef, which I should have done earlier. The boat didn't handle herself badly at all following the gybe but it is disconcerting for the helm when the boat takes over. With two reefs in, she (the boat, not the helmsperson) was running along at 4-5 knots no problem and feeling very steady (again, not the helm). It was a good job I had got the sail up, as we had the motor still running in neutral when it stopped. I quickly ascertained that the cause was air in the system and bled it through using the bulb pump I had installed. This solved the problem straight away. It didn't occur again and I checked for air in the system that night and on return to port and found none. I believe that there may be an air leak in the hose coming out the fuel tank where it is

clamped onto the out pipe. I moved the terry clip and it seemed to have eliminated the problem.

With two reefs in we enjoyed a great sail to the outside of the Penerf estuary. The entrance is tricky and I quickly realized that I had become lazy with using a chart plotter for the last few years. I had quite some difficulty with the pilotage, mainly by not having the feel for the different marks and their relative positions. We didn't run into difficulty because the tide was high but I need to get back into practice. The track on the chart plotter when seen afterwards is a little worrying!! Basically, the river entrance is blocked by bands of rocks and the channel takes you up to the rocks then at right angles between two of the bands and then right angles again to go up the river. We wound our way through the right angles of the channel and found a free visitors buoy opposite the 'capitainerie' or harbor master's office. The river at Penerf is pretty open and there is a good tidal current running through so a wind over tide situation can develop easily. It was blowing hard when we arrived and carried on that way all afternoon and through the night. It wasn't the most comfortable of moorings but did have the advantage of being near the landing area. The man in the capitainerie runs a boat taxi service. This suited me fine as the idea of rowing a dinghy in the wind and currents was not a captivating one. I went ashore for essential supplies (wine, bought from a restaurant at restaurant prices!) There are no stores at Penerf. The nearest one is at Damgan, four and a half kms or an hour's walk away.

That night the rain came down and the wind blew. We woke the next morning to a totally gray, miserable prospect and a force five wind. The forecast was for deterioration. We decided to go. *Bagor* punched well into the waves and just as we got up to the first right angle into the exit channel, a squall hit us with much more wind and blinding rain. Syl did a sterling job of holding the course past the rocks while being pushed hard by the wind on the bow or the beam and blinded by the rain. We had the advantage that we knew the markers a bit better than on the way in but the disadvantage that the weather made those markers hard to see! The whole coast on our path back to the Vilaine is rocky and with the wind trying to push us onto it, we steered a conservative course and slowly got into calmer waters of the Vilaine estuary. At least we had planned to have the wind going in the same direction as the current. Otherwise this area can be very rough, as the estuary is silting up and there is only about 2 meters under your keel at low tide.

Entering the river Vilaine brought us some calmer conditions and we motored up the stream followed by another sailboat. We were both watching the antics of a fishing boat dragging the bottom for shellfish at high speed (the boat, not the shellfish.) At some point the pilot came up from behind and overtook us. There was no need for us to change direction. We were in the channel and he was out of it, well away on our port side. He went past then suddenly swung ninety degrees to come directly across our path and deliberately stopped right in front of us! We had to take emergency avoiding action to miss him and he just sat there and gave us the finger!!!

*(Editor's Note: Possibly it's an "international powerboat symbol?!!)*

The guy obviously had a bad problem with sailboats and I hope he doesn't cause any real accidents but it wasn't for lack of trying in our case.

We soon made it up to the lock at Arzal, went through with no problems (it was a partial lock again) and back onto the pontoon at the end of our first sea cruise in *Bagor*.

**Note:** If you would like to see color photos of the trip, Google "guy.marlow.picasa" then go to "Home" and see the albums "out to Houat " and "Redon trip."



## Raft Up on the Sassafras – 2012

Marc Cruder

To make things interesting this year we had some former catboaters along who were no longer in catboats. We hit a little weather which changed plans for different parts of our flotilla, but all survived to sail another day. We missed our window for bugeye sailing but will chase that opportunity another time. The wind was ample. Several were plagued by unscheduled maintenance, but temp repairs kept us sailing. All in all, another good cruise, although we need to review our raft-up anchoring process. Here's how it went....

### Returning Cruisers

- Marc *"Anybody got muffler tape"* Cruder with crew Steve *"Keep the vicodin coming"* Flesner aka Rover sailing *Wanderer*: Wittholz 25 (Glass)

- Dave *"I can't receive a radio call, but I'd be happy to receive a cell phone call"* Bleil with crew Jim *"I think my Chesapeake Bay Spyce cologne is overwhelming the rum"* Ohlmacher sailing *Gull*: Mystic 20.
- Dave *"I'll just anchor away from the raft-up"* Park sailing *Sarah K*: Herreshoff 18
- Butch *"Natty-Bo emergency fix-it man"* Miller sailing *Dusty*: Marshall 18
- Mike *"Marine supplies afloat"* Crawford with crew Tristin *"The love boat"* Crawford sailing *Shoveller*: Fenwick Williams 25
- Rich *"I'm back baby"* Mclaughlin sailing *Tenacity*: Marshall 22
- Jack *"I told you they were turning blocks"* Smith sailing *Winter's Dream*: Marshall 18
- Martin *"Patron of the arts"* Gardner sailing *Planet*: Wittholz 25 (Wood)
- Bill *"Who supplies the fender...you or me?"* Bell sailing *Bobbie*: Marshall 22

### New Cruisers

- Craig *"Here today...gone tomorrow"* Ligibel with delivery Captain *"My Marshall 15 is in Florida"* crew sailing *Mystic Wind*: Mystic 20.

### Non-Catboat Cruisers

- John *"It's my ship and I'll do as I damned well please"* Brown with crew Butch *"More power to the electronics Captain"* Garren sailing *Traveler*: Atkins Ketch
- Kerry *"If you friend me, you can see the PowerPoint"* and Kris *"Don't be silly, this is what boating is all about"* O'Malley sailing *Chesapeake*: Dickerson Bugeye
- Pete *"Side curtains rigged"* McCrary sailing *Tattoo*: CLC PocketShip 14

### Sunday, 6/10: Destination: Swan Creek, MD

We moved our 4<sup>th</sup> of July event to Memorial Day Weekend this year, which made for a good shake-down to southern Maryland and the Patuxent River well before the cruise. My regular crew actually bought a boat again and so our Roving Ambassador volunteered to crew and provision the boat. It was simply an offer I could not refuse.

With crew on the dock bright and early, we were away from the slip with dinghy in tow for a 0855 recorded departure. Cruise 2012 was on.

By 0915, we were well outbound in the Rhode River and had sighted John Brown's Atkins Ketch *Traveler* anchored in Rhode River Cove. Hard to miss a gaff rigged ketch with a main topmast! Came close

aboard to render honors...hand salute! We continued out of the Rhode with *Traveler* astern clearing the mouth of the river about 0930. *Bobbin* was sighted coming out of the West River, so we slowed to allow closure. The trio proceeded northbound; catboats via the crab pot field and keel boat in the channel.

At 1000 we raised sail. By 1100 we were off Tolly Point, just south of Annapolis, scanning the horizon for a catboat cruise first timer, *Mystic Wind*. After half an hour with negative sightings or response on the radio, we continued north. At 1200, we were "all stop" at the Bay Bridge, where the Coast Guard was enforcing a security zone because of the scheduled "Bay Bridge Swim." The swimmers were moving left to right and the western span had already been closed. *Traveler* was drifting in the middle, because the 74 ft topmast would not clear the 58 ft eastern span. Waited out the swim alongside.

By 1330 we were abeam green No.95 and on a course of 050 degrees per magnetic compass (PMC) for Swan Creek. In another half hour, we were abeam Love Point at the north end of Kent Island, shaping up for the Gratitude water tower. By 1600, we were in Swan Creek and sounding by boat hook for *Traveler*, in need of 6 ft. at low tide. Finding a suitable spot, *Traveler* set an anchor. Then things got interesting. I went into a seat locker to get out mooring lines to find exhaust coming up at me and the engine compartment covered with soot. A closer look indicated a crack in the corrugated metal exhaust line. Since it was not an extreme emergency, happy hour was upon us and repairs could wait.

I returned to make the rounds by dinghy to see who was actually among us, took requisite photos, a quick swim and then a dark and stormy. As boats continued to roll in, some of the non-trailer size boats joined *Traveler* while the rest relaxed on their own hooks. In total, there were nine catboats and a ketch in Swan Creek that night.



Cats at anchor in Swan Creek.

## Monday, 6/10: Destination: Sassafras River below Route 213

All were up early making breakfast. *Dusty* provided some magic "stick to itself" tape, allegedly good to 500 degrees. Decided to wrap the breached corrugated dry pipe followed by a steel corned beef hash can from breakfast, split and installed with hose clamps compliments of *Shoveller*. Op test satisfactory – we were gas tight again.

Catboats started out of the creek about 0730 with all out by 0830 and *Traveler* still not aground... yet. Cleared Swan Point in another hour on sail and engine heading north in light to no wind. The 1200 radio check found us 2 miles south of Fairlee Creek with *Traveler*, *Tenacity*, *Shoveller* and *Dusty* in sight. Exhaust repair holding.



*Gull* easing out of Swan Creek.

By 1300 we were abeam Fairlee Creek and by 1430, Still Pond. At 1530 we were abeam Howell Point on the south side of the Sassafras as we turned into the river against a foul tide. Skies were dark to the north and west. *Tenacity* and *Shoveller* were experiencing a confused wind and sea state different from the south side of the river which made them both douse sail. Added five gallons of fuel to the tank, cranked the Bukh up full, kept the sail up and stayed to the south shore. Two tacks put us well into the river. The third tack brought us to the flashing red No.2 about five miles in. Doused sail, donned foul weather gear as a light rain began. Rounding the green No.5, sighted the group including the bugeye *Chesapeake*. I made a visit by dinghy, which prompted crew Tristin to swim over from *Shoveller*, then *Dusty* to tie up alongside with crew from *Gull* and *Sarah K*. Before I knew it, an impromptu happy hour had established itself aboard *Chesapeake* while absolutely interrupting the Captain and Mate's dinner. We were assured the situation was fine by our most gracious hosts, the O'Malley's. We were even given a thorough

history lesson on the bugeye but with rain in the forecast, our bugeye boutique cruise with catboat crew for the next morning was cancelled.

**Cruise Notes:** *Lost Bobbin*, last seen well sunburned *Mystic Wind*, who we could not account for, but suspected to be lounging ashore in Georgetown somewhere instead of huddled in the cabin of a *Mystic 20* in the rain.

## Tuesday 6/11: Destination: Swantown Creek - Sassafras River

We woke up to light rain with a forecast of more. With the boutique cruise cancelled, all were laying in. Capt Kerry O'Malley prepared to get underway with a pressing engagement down bay and anxious to get ahead of the weather.

I took the dinghy to borrow three eggs from Capt Brown so my crew could make "Eggs Florentine." The result was an excellent brunch aboard *Wanderer*. After brunch I made a round of the fleet by dinghy to reiterate the days plan, returned to catch up on some reading for the rest of the morning while it rained.

Weighed anchor about noon as the weather took a break. We proceeded upriver under power. Within an hour we passed the Granary, tied up to the Georgetown Marina fuel dock for diesel and ice. About 1330, the group assembled to power under the bascule bridge, each to their own exploring. All proceeded past Gregg Neck boatyard at Swantown Creek on a high tide noting a six ft. depth almost everywhere in the center of the creek. In another two hours, a raft up was in progress around *Traveler* on the north side of Gregg Point. Called *Planet* on the VHF, but found him in "nap time." He promised to call back around 1700. Meanwhile, happy hour was gaining momentum, despite the early hour...cheeses, sausages, salami, pepperoni; all with a dark and stormy if you please, under the "chop top" bimini aboard *Shoveller* as a light rain fell.



Cats thru the bascule bridge at Georgetown.

About 1600, we were approached by a local in a Boston Whaler who informed us we were anchored where there would only be four feet at low water. We thanked him and although most of us would be fine, we were rafted up to a keel boat, so a move was in our future...near future. Although warned, amid the reverie and while thinking about our options, the raft up of seven boats all on *Traveler's* anchor, began to drag. The group sprang to action: Capt Brown took charge on the foredeck of *Traveler*; Capt Crawford took *Traveler's* helm; Mate Tristin assumed *Shoveller's* helm while *Wanderer* at the other end of the raft up was designated "auxiliary engine."

With the raft-up manned and ready, the lone anchor was freed and the "7-wide" proceeded down river to just south of Gregg Neck boatyard in 11 feet of water. *Traveler* and *Wanderer* dropped hooks at each end of the raft up. At 1700, *Planet* came up loud and clear on channel 72: "I had this dream I was on a cruise...but now they're all gone." Responded we had unintentionally dragged anchor, but that he was welcome to join us.

By 1800, *Sarah K*, *Gull* and *Planet* temporarily joined the raft-up. *Wanderer* and crew took their turn below for dry clothes and a nap; emerging in an hour to prepare dinner. More rain erupted as the meal was consumed followed by a cigar, for an early night.



CCBA 7 – wide raft up on upper Sassafras.

## Wednesday, 6/12: Destination: Sassafras below Rt. 213 – Georgetown Yacht Basin

We woke up to sunshine and a fresh breeze with no reason to disturb a good sleep. So laid in, then decided to cook spam to have with hard boiled eggs; sharing my breakfast delicacies with *Shoveller's* crew Tristin while his Captain reported a little morning

“pain on the brain.” The day’s plan was loose and without time constraints as we only had to get back down thru the bridge and take a slip. Departure was scheduled for about noon.

*Traveler* went visiting aboard *Tenacity*, only to find the bilge full of gasoline from a carburetor float bowl overflow. *Traveler* extricated himself from the situation while *Dusty* took control. In the interim, the raft-up was dragging again as *Traveler’s* danforth proved useless, but was backed up by *Shoveller’s* plow. The situation called for a group “round turn.” We reduced the raft-up by ordering *Tenacity* and *Dusty* out on their own to continue repairs and for the safety of the rest of us. Removed *Winter’s Dream* from the raft-up and came ahead on engines to reset hooks. *Wanderer*, *Traveler* and *Shoveller* stood by for a final report on *Tenacity*. *Planet* joined the raft up, *Tattoo* “cut loose” while *Sarah K*, *Gull* and *Winter’s Dream* headed down river for the bridge.

Engine ops were witnessed on *Tenacity* with *Dusty* reporting a steady running engine. *Tenacity* headed home with recommendations for a new carb and clean fuel after a fuel tank flush. The remaining raft broke up at about 1400, heading for the bridge opening en masse. Successfully transited and immediately met a friend of *Winter’s Dream* with a Herreshoff 18 launch sporting plenty of inboard engine (as judged by his wake) and a fine audible display of triple air horns nicely tuned. We continued on to settle in at Georgetown Marina, with all boats snug in their slips by 1600. Cocktails followed in *Wanderer’s* cockpit, before being overwhelmed by Chesapeake Bay Spyce cologne, bought at the marina ship’s store and proudly donned by *Gull’s* crew. We finished up the impromptu happy hour to experience the shore facilities before dinner at the Kitty Knight House.

Enjoyed an adequate dinner with only average food and service at best, but had a nice view of the basin as we were accommodated nicely inside with air conditioning. Had a leisurely stroll back down to the boat, lazed awhile in the cockpit before calling it a night.

#### **Thursday, 6/14: Destination: Fairlee Creek – Upper Eastern Shore**

It was a quiet night at the slips. Woke up early, knowing *Traveler* would be game for the one mile walk to Twiney’s for breakfast while the rest slept. Twiney’s was everything we thought it might be as a breakfast spot of the locals. Ran into shipwright John Swain (builder of *Sultana*) and enjoyed creamed

beef on toast. Then there was the local jogger who everyone stops to watch as she jogs by every day at the same time...perhaps a story for another time. In any case breakfast was good.

Came back to the marina about 0745 to find *Mystic Wind* had come and gone. Stocked up with ice, visited the marina store to buy and replace the “miracle tape” that was holding my exhaust together and found another good deck mop. By the time I returned to the boat, the group was leaving in drips and drabs. *Traveler* was “rigged for fast sailing.”

Departed at 0945 with crew at *Wanderer’s* helm to experience a leg of river navigation under sail and followed *Shoveller* out of the Sassafras and was abeam Howell Point by 1145. Sighted *Traveler* with a spread of canvas set including jib, staysail, gaff main and mizzen...everything but the gaff topsail! *Planet* and *Dusty* sighted astern.

Proceeded down the eastern shore, making the red 2F at Fairlee Creek by 1430. Doused sail to motor the narrow but marked, switchback entrance. Anchored just inside and across from the Tiki Bar and beach along with the other catboats. Had a leisurely swim call, drinks and a nap before *Wanderer’s* crew fired up the Magna Grill. Chef Steve coordinated a fine collection of steak and potatoes and even performed his own version of “the fishes and loaves” from the bible to accommodate dinner guests from *Shoveller* and *Planet*. As the good book says: “All were satisfied.”

Just as dinner wound down, a medium sized powerboat anchored fairly close by...lights on, kids screaming, a/c overboard going. *Planet* moved off to his own hook, while *Wanderer* repositioned further up into the shallower water. Some just don’t get it.



*Planet* dousing sail on Fairlee Creek.

## Friday, 6/15: Destination: Lake Ogleton – South Side of the Severn River

Up early to find *Traveler* gone, others beginning to stir and my crew still asleep. Made dinghy rounds to find *Shoveller's* crew canoodling on the foredeck of a Hunter sloop nearby with his girlfriend Hanna. All the rest were going home except *Dusty*, who was sailing to Baltimore to see the Tall Ships. Returned to *Wanderer* to have breakfast bars and finish my coffee. *Planet* would join us at Lake Ogleton.



*Shoveller* aka The "Love (Cat) Boat".

Departed Fairlee Creek about 0900 setting sail with *Shoveller*. Set a course of 220 degrees PMC once out on the bay. Under the Bay Bridge by 1230, exchanging radio comms with *Planet*. Doused sail and entered Lake Ogleton at 1330. Anchored near *Planet* about 1400. Took a nap.

Got up about two hours later, refreshed with a little swim call before moving into happy hour. *Planet's* skipper swam over to join *Wanderer* and crew for the "staysail schooner" discussion as the Woodwind schooners out of Annapolis were on a regular schedule of sailing to and from the bay with passengers under sail. Let *Planet* row back to freshen up for dinner as we prepared jambalaya with kielbasa complimented by fresh avocado, tomatoes and spring

onions. Saw *Planet* off by dinghy after dinner but not before affixing *Wanderer's* main sheet to the transom as a retrieval device. Finished the wine.

## Saturday 6/16: Destination: Homeward Bound

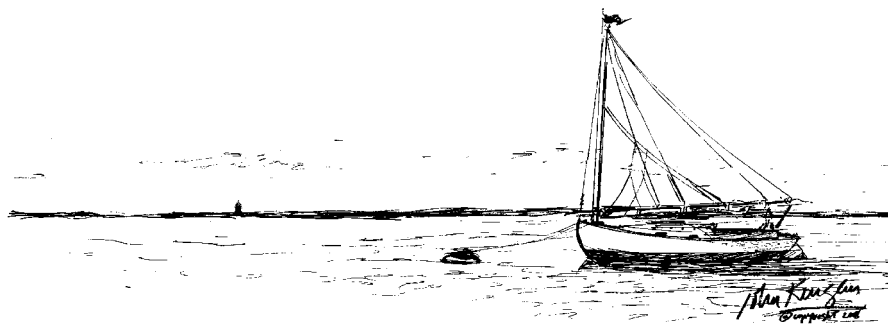
We enjoyed a pleasant sleeping night as the winds pulled around to the east. Without fuss, we were underway under power at 0700 leaving *Planet* in the anchorage. Once at Tolly Point, we set sail heading south ahead of a nice northeast wind, which had us abeam Thomas Point light by 0830 and at the entrance to the Rhode River by 0930.

Sailed into the Rhode, tacking the river to Bear Neck Creek, but not before hitting the shoal on the south side of flashing green No.7....up board, engine on, all clear, engine off. Two more tacks and we doused sail. Powered to White Marsh Creek and tied up to the Ponder Cove docks by 1030. Finished with engines.

## Epilogue

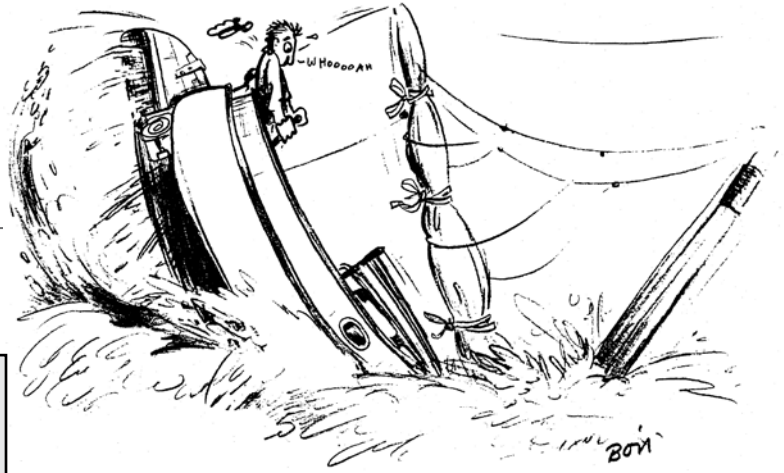
Another cruise down. Despite necessary powering the first two days, *Wanderer* only used five gallons of diesel over the trip. We still don't know if the bugeye *Chesapeake* actually sails (although I've seen pictures), but we had a gracious hosting to our impromptu group boarding of the vessel when we encountered her at anchor on the Sassafras. *Traveler* does sail although there were some unsubstantiated reports of limber rigging before all was said and done. Apparently it doesn't rain in Florida, as we lost *Mystic Wind* and crew early on, as we did *Bobbin*, who got fried in the sun the first day. The Sassafras is always worth the trip, especially the area above the route 213 bridge. Would pass up the Kitty Knight House next time, but Georgetown Marina was a comfortable respite and Twiney's.....well Twiney's was...Twiney's!

Although next year's destination never quite came up, I've got an invite to a creek we haven't been in on the Little Choptank with dinner ashore that just might fit the bill for 2013. See you next time and keep posted on [www.chesapeakecatboats.org](http://www.chesapeakecatboats.org).



# Boat Building and Maintenance

Bob Reddington, Editor



*Shipmates,*

*For those of you who have not been a catboat member for 39 years, you've never seen this before in the Bulletin. For those of you who have been around longer than that, you may remember the article written By Oscar Pease, "First Aid for an Ailing Engine." - not for diesel but just old fashioned gasoline engines. Oscar sailed and scalloped with Vanity, a 20 ft. Manuel Swarts Roberts catboat, out of Edgartown Harbor. He was a "man" and a very good friend of Betty and mine in the early days of the CBA. We had some good times together: Betty, I, Nellie, and Oscar, over scotch and cookies. This article is a reprint from "Bulletin" no.43, 1974.*

*Since Hurricane Sandy, Oct. 29, 2012, there is nothing in the cupboard – no cupboard either. Until I get some inputs from members, you'll be getting more reprints. There are some really good articles you have never seen. But get with it this summer, guys and gals. Send me what you have done and we can share it with the membership.*

*Your sunk shipmate,  
Bob Reddington,  
235 Lake Ave., Bay Head, NJ 08742*

*P.S. As for the handles: "Bad, instigator and survivor," we will keep you guessing.*

## First Aid For An Ailing Engine Reprint

Oscar C. Pease

Before we can hope to give advice on first aid for an ailing engine, we should review the operation of a gasoline engine. Gasoline is fed by pump or gravity into the carburetor where it is mixed with air, drawn into the cylinders, compressed to explosive force by action of the pistons and then exploded by high voltage spark to provide, through the crankshaft, force

that rotates the propeller. The spark is a function of the electrical system: battery, battery cables, coil, distributor, condenser, wiring harness, and spark plugs; all of which are designed to provide ignition at the proper moment.

The fuel system: tank, filters, lines, carburetor – provide the required quantities of gasoline.

The lubricating oil protects the moving parts from deterioration caused by friction-induced heat.

### Two First Steps:

When an engine has been running well all along and it stops or refuses to start for no apparent reason, you ask yourself, "What am I going to look for – gasoline or ignition difficulties?"

Before doing anything else, you should take two steps that add up to making sure that there is something that **can** cause combustion and that when combustion does take place, the engine can get rid of the waste products.

**ONE.** Check to see if there is gas in the tank, hoping all the time there is spare gasoline at hand in case the tank is empty. This check should include seeing to it that the gasoline line shut-off valve is in open position.

**TWO.** Check the exhaust line for stoppage. Many boats are fitted with a shut-off valve to prevent water from entering the engine through the exhaust while sailing without power and thus fouling the spark plugs. Sometimes this valve gets shut inadvertently, a circumstance that is both hard to detect and a positive barrier to engine operation. Back pressure that builds up in a closed or obstructed exhaust will shut the engine down.

Cort Schuyler uses a wooden plug fastened to the stern of *Ginger* by a lanyard. When he turns off the engine, he reaches over and jams this plug into his exhaust line. When the engine is started, back



pressure blows the plug out. Cort's only problem is to remember to put the plug in at the proper time.

One way of detecting a closed exhaust line as the source of trouble is an engine that repeatedly fires at intervals and seems to want to run only to die after a few revolutions.

If neither the first two steps provides an answer, then we have to look elsewhere. Apart from water in the gasoline or dirt in the carburetor that is fouling the jets, the most likely source of trouble is apt to lie in the ignition system, so let's take a look at that.

### The Ignition System

Down at Norton and Easterbrooks in Edgartown, the general rule is to replace plugs, points, condenser and coil each year. Everybody knows what the spark plugs do. The points open and close operation of the cam to provide a proper channel to get the spark to the right plugs at the right time. The rotor in the distributor selects the right plug for the spark to fire. The condenser cushions the shock of the repeated interruptions of the flow of a high voltage current built up by the coil as the points open and close. With new ignition system parts at the beginning of the season, there is less likelihood of trouble.

*Editor's Note: We here list for you the topics that Oscar detailed in the article:*

Moisture and High Voltage don't mix.

Check and Adjust the points

Clean glazed-over parts

Check the spark plugs

The Battery, its cables, 6 volt vs. 12 volt, charging

Obscure Origin: Electronic gear failure, defective low-tension wiring, Defective carbon-center high tension wire, salt water contamination

Next issue in Part 2 we will detail **Gasoline or Fuel trouble.**

If an engine is having such issues, it is not as likely to stop as if a switch were pulled. Instead, there is usual a gradual slowing of the engine or the engine sometimes surges with power or spits through the carburetor backfire trap. Again, it ay slow down, then pick up, then slow down again. This indicates a fuel problem caused by lack of fuel or some obstruction such as dirt or water in the fuel system.

*Editor's Note: We here list for you the topics Oscar detailed in several paragraphs:*

Check the fuel filters and lines  
Water in the carburetor or tank?  
Compression loss?  
Icing in the carburetor (for winter sailors)

Oscar says, "I have made an adaptor in the form of a hot air pipe or neck between the manifold and the carburetor specially designed to suck warm air from the exhaust to feed the carburetor air intake. This improves performance in the winter months and helps curb carburetor icing."

Blow-by and oil seals

First aid remedies – a list of materials to cope with engine problems

### Tools

Every boat should carry a tool box including the following: ball peen hammer, pliers, vice-grips, 3 slotted screw drivers, two Phillips head screw drivers, set of open ended wrenches, one or more S wrenches, adjustable crescent wrench, monkey wrench, socket wrench for plugs, set of ignition wrenches, sheets of 220 or 180 wet or dry sandpaper, battery carry-sling.

### Conclusion

It pays to know your boat and engine; you should learn to keep both of them trouble free. But we must remember that an engine is like a human being. When it gets old, it may look good and test up well, but the old parts just aren't as good as new ones.

Then, perhaps, comes the day when, try as we may, we can't do anything with it. Our engine has become like the dog Rover.

"There was a dog; his name was Rover.

And when he died; he died all over"

If the worst comes to worst, we can always do what Everett Poole did many decades ago. His son, Donald, tells about when he and his father were fishing together off Gay Head in the catboat, *Goldenrod*. When the time came to return, the T & W make and break engine – colloquially known as the "Old Tired and Weary" – that had been giving them grief for a long time wouldn't start.

"Son," said Everett. "Hand me the tool box."

He took the wrench, unhitched the drive shaft, the gasoline, exhaust and water lines, unfastened the bed bolts and with one mighty strain heaved the engine up on the coaming and pushed it overboard.

"There, son," he said. "That won't cause any more trouble. Let's hoist the sail and go home."

Oscar Pease, 1974

*Editor's Note: The articles which follow are items related to Bob's column which were pulled from other sections to keep maintenance and building of cats in one section.*

## Maintenance Idea from the Listserve:

As a follow up to the CBA Discussion Group question in Bulletin No. 159. You might consider a product called Silent Running Marine Coating manufactured by Current Composites Coating out of East Haven, CT. Their website is [www.silentrunning.us](http://www.silentrunning.us). It is used to reduce noise and vibrations in sheet metal, plastics and fiberglass. It's described as a nontoxic, water-based, vibration absorbing material that goes on easily with brush, roller, or spray gun. It is also Coast Guard approved. Of course, if you really want to run silent, the Navy may have some material left over from their Trident subs...but it might be a bit expensive for catboat applications!

If you really want to be quiet, and be healthy too, get rid of your engine, install some oarlocks. Of course, there is always the Yuloh.

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## Catboat Project - Year #2 in Review Jan 7, 2013

Frank Camm

### Background:

1. The plans for the Fenwick Williams 18 foot catboat arrived from WoodenBoat on January 6, 2011 and I have had a productive and enjoyable two years working on my project. I decided to take a snapshot each year on the anniversary date so that there is a record of the progress each year. It will be fun to look back on the progress in the future and these documents will help me recall the challenges, the effort, the problems solved, and the enjoyment at the various stages of the project. This is the second installment but certainly not the final one!
2. Status on Anniversary Date (January 6<sup>th</sup>):



Installation of the final outer keel lamination December 3, 2012.

Photo by Al Mason

I believe that I can honestly say that the second year of the project was just as much fun as the first year. This was likely the case because I moved on to new and different challenges. I am reminded that the scale of a project is important and in my case the boat is large enough to be interesting but not so large that any single phase becomes tedious.

During the second year I completed the following major tasks:

1. Beveled the frames, keelson, transom and floor timbers. I took a cautious approach and cut pocket bevels just wide enough for my fairing batten at six inch intervals. Once satisfied with these, I beveled the areas between the test bevels.
2. Decided on my plank layout scheme. I knew already that I was going to lay them on parallel to the sheer but then had to think about how I would handle the planking, gluing, clamping and edge-nailing in practice and single-handed. I decided to start 36 inches up (when inverted) from the sheer and work up towards the keelson. Once I got going, I realized that I could plank in both directions and in fact needed to for efficiency reasons. Edge nailing was harder when nailing up but not too bad until I was very close to the sheer. Using the building jig as a staging to stand on was something I had not anticipated but it really worked well for me.
3. I finally got the planking after some nail-biting on February 8<sup>th</sup> and had it delivered by flatbed wrecker from the transport depot. I was glad to

get it safely stickered in my boat shop since I had been a bit concerned about a trans-continental uninsured shipment. The crate lid was loose but none of the wood was damaged.

4. On March 3<sup>rd</sup>, my friend Al Mason helped me install the first three planks. It was good to have the help and really satisfying to see the first planks and to imagine what the hull would be like when finished.
5. I laminated in the sheer clamp which had to be done prior to planking given the sawn frames. It consists of three stout pieces of Douglasfir which were just possible to bend into position.
6. I took most of May off as my brother and I walked across northern England on the well-known Coast to Coast walk.
7. The planking was all done by July 3<sup>rd</sup>. I learned that four planks per day was a pretty good workout. It doesn't sound like great productivity but it was all I could do while maintaining the level of quality I wanted. I was pretty satisfied to plank the hull in three months.
8. I sanded the hull. I don't say that I faired the hull since all I really did was remove glue squeeze-out. There was no corrective work done to remove high or low spots in the hull.
9. I laminated and installed the outer stem in August when I could use my steamer to bend the 3/8" pieces of Douglas-fir. The plumb stem makes for a slightly tricky bending process.
10. The outer keel was a big job and took a lot of timber. The final piece which I call the shoe was installed on December 3<sup>rd</sup> again with the help of Al Mason. It was certainly a two man job as we worked fast and just got done at the very end of the epoxy's open time.
11. During the fall I cleaned up the centerboard slot and if there is a next time I will do that more carefully as I go! I had cut the slot with a router pattern bit as I laminated each layer so most of the hard work had already been done the easy way. But I should have been a bit more careful cleaning up glue squeeze out inside the slot as I went.
12. All floor timbers were installed except the two in way of the centerboard trunk which are made and beveled and ready to install after the case is installed.
13. I started drilling holes for the 1/2 in. bronze keel bolts but did not finish that. This will be completed and the bolts installed as soon as the

machine shop finishes machining an extension for my 18 in. ships auger. I need a 29 in. drill to drill through the keel and skeg at the aft end of the boat.

14. I also worked on the centerboard design and the development of a full scale wooden model which allowed me to validate the design and confirm that, if I build the real one exactly the same, it will not fetch up on the case and fail to descend on launch day! This also involved a refresher course in grade three physics as I needed to determine how much incremental ballast would be required to achieve negative buoyancy.

I had hoped to have the xynole polyester fabric installed on the hull and the boat turned over before the start of my third year and did not achieve that goal. However, as soon as the warmer weather comes on the spring I expect to do that and in the meantime I am working on other components that I will need later on.

#### **Lessons Learned:**

I got my first inkling of the importance of project scale last year and this was confirmed again by the new tasks I tackled in year two. I also learned that persistence is important and that if one does a bit every day a lot can be accomplished.

#### **Intentions and Hopes for the Coming Year:**

It would be really nice to turn over the boat, install the centerboard and centerboard case, install the two bulkheads, sand the inside of the hull, and install the deck beams and carlins in the third year of the project. Maybe the rudder, gaff, and boom could also be done.

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## **Comfort Aboard and More**

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Bob Witherill

I have a couple of ideas that could help the comfort of those of you who do some cruising in your catboats. The first concerns the problem of condensation beneath mattresses. There is a product called "Hypervent". It is a special fiber pad and it goes under the mattress and takes up little room at all. It does the job though in eliminating the condensation. Go online and search "HyperVent Marine" and you will get all the information.

## Compass Connection – Part 2

### Adjusting Your Compass

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Bob Witherill

The second idea is for those of you who wake up with condensation on the cabin walls and ceilings. You paint or spray it on and it acts as an insulator -- no ceiling condensation. It is made by Mascoat. I contacted Mascoat, and their product is called Mascoat Marine-DTM Insulating Coating. It is only available in 5-gal. cans, which may be necessary as 2 to 3 coats are advised. The sales representative, Andy Margarite (713-301-6693) tells me it's about \$67/gallon from the factory. You'll also need a special spray gun (product CANNOT be brushed or sprayed by conventional sprayers!) for around \$100-150.

For smaller quantities, their spray-on insulation "Lizardskin Spray on Insulation is recommended. Margarite says it's basically the same thing, but without the International marine approvals which is expensive. Lizardskin (and presumably the sprayer) are available from Rob's Automotive Shop in Dudley, Ma. (508-943-0009) or <http://www.robsautomotiveshop.com>. He recommends AGAINST using it in the bilge due to the fact that it's water-based, and constant contact with water may compromise it.

The third idea may provide a winter project. A lot of catboats have shelves along the outside of the hull. When you sit on the cabin bunk the upper part of your back just catches the lip of one of these shelves. I had a boat that took care of his problem in a very neat way.

It was a folding back-board. It was a mahogany board about 6" wide and four feet long. The dimensions are not critical. They can be longer or shorter. The board was attached to the lip of the shelf with at least three hinges and substantial screws. You may want to reinforce the shelf lip before attaching the back board. The front edges of the board are rounded a good bit to be easy on the back. On the back of each end of the board is a brace or foot that rests against the hull. These are made from a block of wood about 1 1/2 to 2" thick. Make a template to find the exact shape. These braces are screwed to the back of the board. At night the board is simply raised and held up with a gate hook! Several coats of varnish will make these boards a pleasant part of the interior and mighty comfortable to boot.



OK, this is the topic many of you have been asking for. First of all we need to understand why a compass needs adjusting.

Without anything in a boat, a wood shell unless the boat is made of iron or steel, every compass will point to magnetic north. This will differ from true north by different amounts in different places. This is called Variation. It is indicated on charts, or figured mathematically if you know the amount and direction (east or west). It is also computed for your location on your GPS automatically when you have it set on "Magnetic". This information can be found in nautical almanacs. You cannot correct for Variation by adjusting the compass.

When you start adding equipment to your shell of a boat, some of that equipment may set up a magnetic field that will draw a compass off its heading of magnetic north. Some of this equipment may be heavy metals like anchors or engines, or even knives in pockets but some may be set up by competing magnets in music speakers, and microphones, and some fields may be set up in electrical circuits like we learned in Physics Class in High School.

Some equipment such as a Radar Screen may not bother a compass while other such as an anchor will set up a field requiring the moving of the compass. The point is to keep known offensive equipment like fire extinguishers away from the compass (or keep the compass away from the equipment.)

So the object of adjusting a compass is to neutralize the effect of other magnetic fields. This is the process of removing the deviation. We can do this by any one of several methods. In my adjusting work I use an electronic gyro, but since these cost about \$3,000, we will use an alternative method. We can do it using a hand-bearing compass. However, since some of you have a GPS, it will probably be the easiest way to do it. But I will also tell you how to do it with a hand-bearing compass. When mounting the compass be sure to use stainless screws.

STEP 1. Set your GPS to read "Magnetic" (instead of True -- your Manual will tell you how to do this). Also set your GPS to give "Bearing" instead of "Course". Course will give a COG or course over ground, which is subject to the currents and wind

while the Bearing will give a constant direction of the target. If there are no wind and current effects, and the helmsman is steering a straight course, Course and Bearing will be identical.

STEP 2. Find a Target Waypoint and enter it on your Waypoint List in your GPS. This should be buoy or landmark that you can run toward on a course of N or S or E or W. You will probably need at least two or more. If you can find a buoy with plenty of clear water around it you may be able to do the whole job with that. Position your boat so you can run East, towards a Target. You must be able to run at least 1/2 a mile on a day with as little wind and current as possible. You do not have to be able to run exactly on East but it should be within 10° (from 80° to 100°).

STEP 3. Set the GPS in the "GO TO" mode with the Waypoint due East plugged in. Have one person steer directly for the "target way point" while the other person uses a non-magnetic screwdriver to turn the screw on the bottom edge of the compass facing you until the compass just matches the GPS. (Note: On some compasses there will be a plastic plug that will have to be pried out with your finger nail or thin screwdriver to get to the adjusting screw) In order to minimize course variation, speed should be 5 knots more or less. At 5 kn., you will have 6 minutes to make your adjustment in 1/2 a mile. Also run on the course for 2 minutes before making the adjustment. If the error is not reduced by turning the adjustment screw one way, turn it the opposite way. A non-magnetic screwdriver came with your compass or you can make one out of a plastic knife from a fast food chain.

STEP 4. Using a Waypoint for North, put that in the GPS Go-To mode. Again have one person steer for that waypoint while the other person turns the adjusting screw. Only, this time, use the adjusting screw on the side of the compass. The Waypoint should be between 350° and 010°. The compass should match the GPS. If the GPS shows 004°, that is what the compass should show. Now with some of these smaller compasses that only show every 5° this is very difficult. So if you can find a Waypoint that is exactly North or South it will be easier.

STEP 5. Now go to a Waypoint you can run to heading South. Check the compass, if it does not agree with the GPS, turn the side adjusting screw to remove one half the error. e.g. The GPS shows 180°

but the compass shows 190°. Turn the compass so it shows 185°.

STEP 6. In performing step 5, the error may be caused by the compass being out of "alignment" in other words not parallel to the keel. In that case do not turn the adjusting screw, but turn the whole compass to take out 1/2 the error. Bulkhead mounted compasses should not have this type of error.

STEP 7. Check the four cardinal points (N-S-E-W) with the GPS compared with the compass, if they do not agree, repeat Steps 3 and 4. Do not be surprised if your compass is correct-- you do not have to make any adjustments. If you do not have any steel and you are using an outboard for power, there may not be any offending influences on your compass. Remember if you have a bulkhead compass, anything mounted or hung on the inside of the bulkhead will affect your compass.

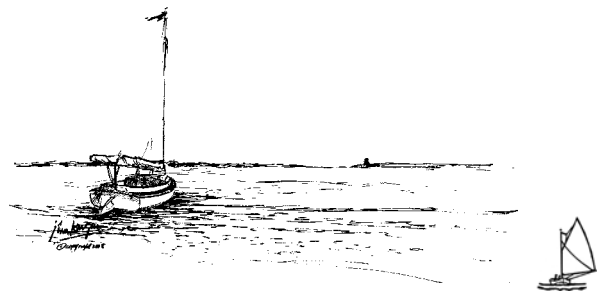
### **To Adjust your compass using a Hand Bearing Compass**

STEP 1. Hold the Hand Bearing Compass (HBC) up away from any metal objects so it will be accurate on its own. Maneuver the boat so it is 1/2 mile away from a target waypoint and nearly or exactly due East. Have the helmsman hold the HBC while standing and run toward the target on a course of due east by the HBC. Make the adjustment according to step 3 in the GPS system above.

STEP 2. Continue following Step 4 on the GPS Instructions in Step 4. Then follow Step 5.

If you are planning a distance cruise, get a chart book and lay out your courses and distances. If you are taking kids show them how to do it. If you have a HBC, they can check your progress independently of the GPS. They will enjoy the voyage more and so will you. If this is your first cruise, have a great time, and I'll bet it won't be your last one!

Next installment we'll talk about repairs and Maintenance. Any questions on the adjustment procedure, let me know: [sketchrbob@roadrunner.com](mailto:sketchrbob@roadrunner.com)



# CBA Discussion Group

C. Henry Depew, Editor

**Q:** *Anyone have any recommendations on the best line to use for lacing sail to wooden mast hoops? I have the info on how to attach, but was wondering on what the best size and type of line to use is?*

**A:** Most respondents used tarred marlin. Some used the heavier version and some used the lighter version. Also recommended was 1/8 inch braided line in 24 inch lengths with the ends properly burned to prevent unraveling.

It was noted that tarred marlin can stain the sails if not installed properly by lashing the hoops to the shackles to keep the line from the sail.

Another approach is to use brass brackets where one half is sewn to the sail and the other half screwed to the mast hoop. That way, you can detach the sail and leave the mast hoops around the mast.

**Q:** *Would you sail your catboat across the Gulf Stream to the Bahamas?*

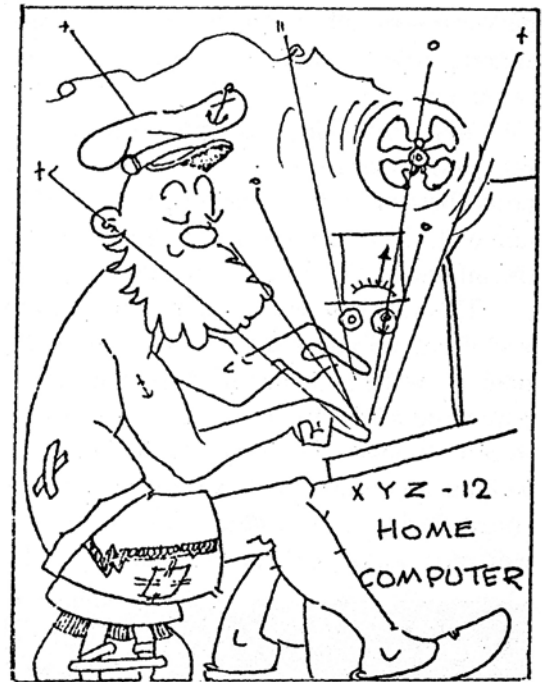
**A:** Answers ranged from "NO way" to it depends on the boat, the weather, and your capabilities. It was noted that you needed a boat that has internal flotation so if there are problems, you still have a hull available.

In one form or another, respondents noted the following:

1. Make sure your vessel was in tip top shape.
2. Wait for a good weather window and never attempt to cross the Gulf Stream against a North wind.
3. Take at least one crew member to relieve you, and a self steering rig would be great.
4. Plan to leave from the latitude as far south on the Florida east coast as possible because the Stream will push you rapidly north when you are steering southwest.
5. Try to go in company with other boats.
- 6., It would be good to head for Bimini as a stopover.

General thoughts on any trip from the respondents ...

"a sailor's wisdom comes from keen observation, shared experiences and time under sail~"



"Trusted vessel" is the key. Take care of your boat and know her limitations (and, of course, your own) and you'll be fine.

"Seaworthiness" has been defined as the vessel AND the crew". There is no simple answer.

Additional discussion:

1. Know the stream. It's most narrow between Boca Raton and Jupiter - about 30 miles, although it varies. This is the best place to cross. If your desire is to go to Bimini, start farther south, such as in the upper keys. The danger occurs when the wind is in excess of 15 knots from the north. The stream builds up waves fast!

2. Know the weather patterns and the weather. Summer is not the time to cross in a smaller boat. The weather is more variable. Think October to April when patterns are more settled.

3. Know your boat - is everything in good shape? Do you have the required gear? I would recommend an EPIRB and safety gear, not to mention spare parts and tools. Understand the limitations of your VHF radio. The USCG patrols the area quite heavily and can be heard very well in the Bahamas - make sure you antenna is mounted on the masthead and, if possible, use one of the newer AIS models attached to your GPS.

4. Know yourself - Can you handle an emergency? Can you handle the beauty you will see? Can you handle being sober for the duration? Can you handle important repairs? I try and do most repairs myself - that way I build up my skills and I know my boat that much better when things do go poorly.

Offshore sailing is about knowing how to minimize risk. The danger one faces crossing the Gulf Stream is not too different from going from Marion to Block Island, just more current and prettier water. I think the greatest danger is from the boom hitting your head in an accidental jibe. If you are lucky you'll see green and loggerhead turtles, be visited by a pod of dolphins at midnight, and wake up to a breakfast of fried flying fish that leapt onto your deck during the night.

**Q:** *Anyone know about Garden Catboats?*

**A:** The Family cats were modeled on the James W Hart. Thirteen were built near Victoria, then the molds went to Collingwood in Ontario where they made a few Bluejacket 23's. Garden's original plans for this boat are now archived at Mystic. Headroom in the galley is fine when you're sitting but you can also stand up and look out (and even climb out) the forward hatch.

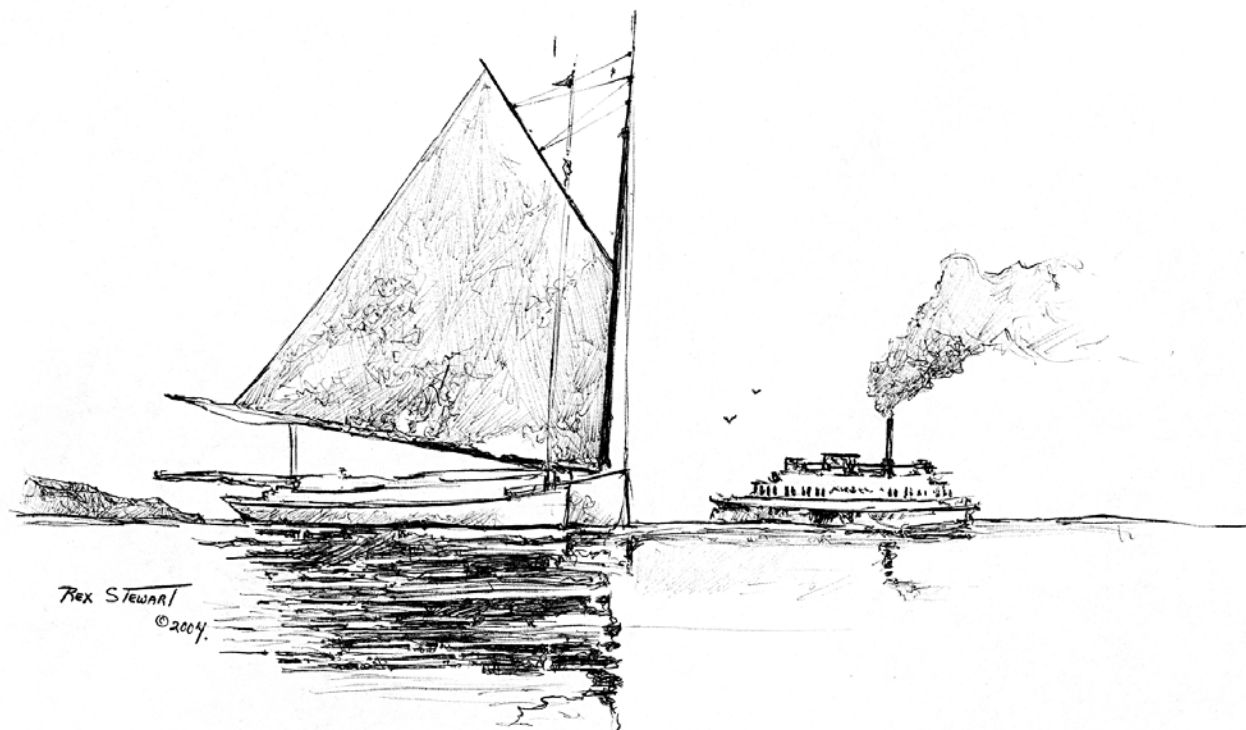
**Q:** *I pulled the Sanderling out this fall and readied my trusty mast raising/lowering contraption. Everything was all set to go so I wrapped my arms around the mast*

*and pulled. Nothing. I got down a little lower and lifted hard with my legs. ZERO movement. At one point a very old, scruffy looking gentleman pulled up in a beat up old Ford pickup and said, "Don't you have a mechanism to free up that hinge? I thought all you catboaters knew that." I told him that the mast hinge and I were just introduced that summer, but I was frustrated at my apparent lack of membership in the vast knowledge of cat boaters. He wished me good luck with a smile and drove off. Eventually, I was able to rig up a couple items in my car to pry the mast up out of its seated position.*

*I remember seeing an article in the CBA bulletin about a prying contraption someone had made, but I have not been able to locate it. I have some ideas, but wanted to get the group's input. So, does anyone have any advice or pictures of a system for unseating the mast hinge on a Sanderling? I'd love to blame my shortcomings on my bad back, but the reality is....I just ain't that strong!*

**A:** Alas, no "words of wisdom" from the list.

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



# CATFOOD

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Jane Walsh, Editor

## La Man of La “Mangía”

“Mangía” “Mangía” “Eat, Eat”.... But, what I really mean, for the sake of this column, is not “La Man of La Mangía” but rather “La Man of La Mancha”! I love this story and I hope you will too!

In 1965, “La Man of La Mancha” hit Broadway (the famed fable of Don Quixote). Quixote is a dreamer who sets out from his village of La Mancha to perform acts of chivalry in the name of his grand love, Dulcinea. Quixote, through many ridiculous adventures, maintains his staunchly hopeful attitude and belief in chivalry. The term *quixotic* describes anyone who takes on an idealistic quest against great odds. In the stage version, Quixote sums his quest in the beautiful song, “The Impossible Dream”.

So, what does all this have to do with catboating? Enter “Stage Left.” I am pleased to introduce you to John Marinovich who hails from Barnegat Light, New Jersey.

John dreamed of building an 18ft. cat, but his brother convinced him to build a 22-footer instead. John’s Dad agreed to help with the endeavor. And, so it goes that over 40 years ago, Breck Marshall sold John a “kit” to build at 22’ catboat, but also advised him that there were NO written instructions to follow. The Marinovich family rose to the challenge. I would say the fellows’ endeavor was *quixotic* at best. The empty hull, spars, centerboard and rudder were trucked from Padanaram to a large garage in NJ where John had rented a corner of the space to build the 22. With John’s Dad’s mechanical expertise, a plan was developed to fill the keel with fiberglass and chopped roving. Then, this became a mold for a silicone covered broom handle to make the shaft log. Did I already mention that there were no written instructions? John’s brother forged the jackstay bow piece and made the stainless engine gear shift and controlling linkage. Breck recommended a Swedish Albin AD-2 diesel engine when he learned the boat would sail in and around the Barnegat Inlet. Twenty-five gallons of fiberglass resin and 7,000 hours later, she was done. Finished, she was trucked on a flatbed to Barnegat Light for launching.



John and Kathy on *Dulcinea*.

John and his wife, Kathy, charmed by story of Don Quixote and the Broadway musical, fittingly name this lovely Marshall cat *Dulcinea*. The Marinovichs’ have been sailing *Dulcinea* for over 42 years. John and Kathy have enjoyed cruising through the years and shared adventures to Little Compton, Newport, Point Judith, Watch Hill, Mystic, Long Island and even to Nantucket. When I met John at the annual meeting in Mystic this year, he told me some of their greatest fun on *Dulcinea* was finding epicurean delights and treasures from the sea such as scallops inside Menemsha, a speared striper off of Watch Hill, tautog off of Fisher’s Island, and lobsters on a breakwater in Little Compton. John and Kathy have lived up to the fishing boat heritage of their beloved *Dulcinea*. New to *Dulcinea*’s deck this year, is a stainless steel clam rake that John mounted on the forestay.



In celebration of John and Kathy's longstanding romance with *Dulcinea*, their love of the sea, love for each other and commitment to enjoying this beautiful



Clam Rake on *Dulcinea* "JT"(son) and John



cat in the manner in which our forefather's did, please raise your glasses and toast, John and Kathy Marinovich! With freshly dug clams, Kathy makes "Broccoli and White Clam Sauce" for the Captain and their guests.

I invite everyone to try this recipe and "Mangia", "Mangia" "Eat", "Eat", in honor of the Marinovichs' achieving "The Impossible Dream"!

"Boat" Appetite,  
Jane

## From *Dulcinea's* Galley

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### Broccoli and White Clam Sauce (Serves 4)

- 2 cups broccoli florets
- 24 little neck clams
- 3/4 pound linguine
- 4 cloves garlic sliced
- 1/4 t crushed red pepper
- 2 T chopped parsley

Shuck the clams and reserve the liquid. Rinse, strain and chop the clams and place them in the liquid reserved liquid.

Soften the broccoli a little in boiling water. Drain and run under cool water. Chop into bite sized pieces.

Cook the pasta until not quite done (al dente) reserving 1/4 c pasta water

Meanwhile, heat a 1/4 cup olive oil in a large skillet over medium heat. Cook the garlic until golden no more than 2 minutes. Be careful not to burn. Add the broccoli and red pepper until sizzling (approximately 2 minutes) Pour in clams and liquid and bring to a gentle boil. Add 1/4 cup pasta cooking water to skillet and cook 4 minutes or until broccoli is tender. Add drained pasta to the skillet. Bring to boil and stir in the parsley just as you serve. Salt and pepper to taste. Serve in warmed bowls and drizzle with a little extra virgin olive oil, if you like.

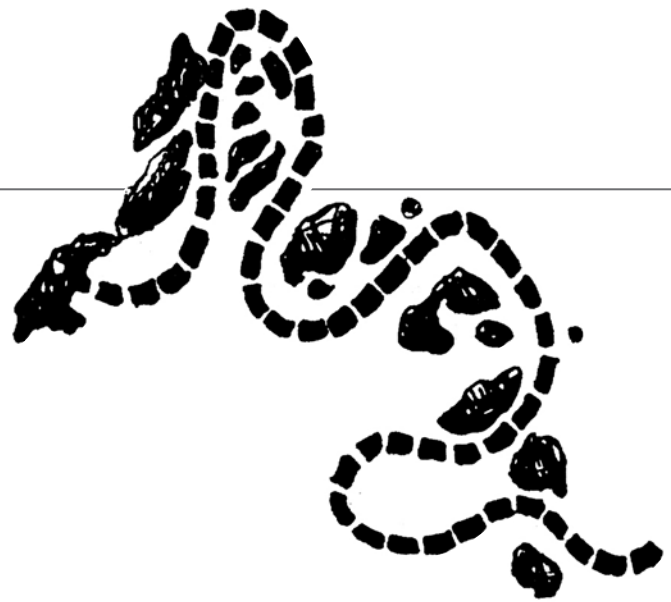
PS: This is also good without the broccoli if you don't happen to have it ... best with freshly dug clams!!!



# Short Tacks

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*Editor's Note: The first two entries here are our first attempts at a CBA Who's Who. Won't you send us a description of some interesting and worthy member about whom we should know more? Our other short pieces celebrate the prose and poetry of members. Thank you very much.*



## Keeper Trophies & Scrimshaw

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Steve Flesner

What do the CBA Keeper Trophies and scrimshaw have in common...Al Doucette! Al has been supplying the CBA Keeper Trophies for umpteen years. He originally carved the catboat that he had cast in pewter that is found on each trophy. While not a CBA member, he has met a number of us over the years as we rotate through the Awards Committee. Al is a scrimshaw and ivory carver. For years, he owned the little scrimshaw shop, Whale's Tale Scrimshanders that was located across the street from the New Bedford Whaling Museum. Al had studied commercial art in vocational school and later took up carving part time and fishing full time. The more he carved, the better he got. After a stint in the Navy, he became a commercial fisherman running an off shore 98 ft. scalloper, the *Donna Lynn*. In 1977, she was rammed by a 682 ft. Israeli container ship resulting in the loss of a crewman. After the ship accident, he decided on another career and in 1983 he opened his shop and surrounded himself with model ships, a swordfish sword, a replica of a harpoon and books about the sea. Al notes that he sculpts his scrimshaw, but sends them to other artists for the detailed engraving since he was never satisfied with his own engraving. Al closed his shop and "retired." He now works out of his home in Mattapoisett where I stopped by after the CBA meeting in Mystic. Al gave me the grand tour, showing me his carvings along with other artist's pieces, carvings by Alaskan Eskimos, the unique tools he uses and the material that he carves from.



Al Doucette in his work shop.

Since Lois was unable to attend the CBA meeting, I thought a consolation prize was in order so I bought her a miniature Nantucket Basket that is approximately 1¼ in. tall, carved out of ivory with a top and bottom in ebony. I picked one with the tiny whale on the top and the lucky penny inside. Each piece is signed and dated by Al. Figuring if I got something for Lois, what the heck, how about me?! I couldn't resist and picked a piece carved by Pelowook, an Alaskan Eskimo. It is carved from a walrus tusk and has two bears and a seal that have eyes made from whale baleen (keratin straining material in mouths of non-toothed whales). Al explained what I should look for when selecting the piece that I have now added to my collection.



1¼ in. Nantucket Basket in ivory.



The lucky penny!

He also showed me pictures of a beautiful 24 ft. Friendship sloop that he restored but has since sold. He has many unique pieces and a number of catboat related ones. I think he was most proud of the 24 ft. replicas that he carved of the whale ships *Essex* and *Morgan* that a lucky fellow in FL now owns. If you are interested in seeing his work, his email is [adouce476@comcast.net](mailto:adouce476@comcast.net). We hope he continues making our trophies for many years to come!

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## Marco Dissera Bragadin

Marco Bragadin has had a lifelong passion for catboats. At the February annual meeting in Groton, Bragadin received the John Killam Murphy Award. The award is given to a sailor who preserves the tradition of sail in catboats and advances the use of catboats. Bragadin's love for catboats led to him to found Associazione Catboat Venezia, affiliated with

the Catboat Association, the distinguished American sailing club.

Marco was well aware of the difficulty of operating within the limits of a narrow sector of traditional sailing; however, he didn't hesitate to devote his time and energy to spreading the love of such particular craft as the catboats. He was born in Venice in 1962. He started gaining experience aboard the family 'topetta', a 20 ft. traditional lagoon flat-bottomed boat with a huge rudder acting as a centerboard, rigged with a 'vela al terzo' (a typical sail very similar to a lugsail). At twelve, he had not yet got Dad's permission to use the 5.5 hp. Evinrude; so he had to content himself with rowing, until Mum contrives a sail for him from old cotton sheets. It's done! He feels he's the master of the Lagoon. But soon he develops a passion for 12 ft. dinghies with their single large sail set on a mast stepped in the bow, just as in catboats.

Grown up, he crews a 43 ft. ketch on a three-month cruise to southern Turkey. Back home, Dad says he's a mature and better man. He's nearly thirty when he's got his first 'real' boat: a Comet 7.70, a 25 ft. sloop permitting him to go on frequent cruises



Che bellissima barca a vela! (What a most beautiful sail boat!)

along the Croatian coast. But an overwhelming passion for catboats soon arises. He buys a 15 ft. one in a state of neglect, restores her, then... out on the Lagoon. The family grows and he buys another one, 20 feet long. She's christened *Caterina*, like his daughter. Her wooden chine hull comes from the drawing board of Charles Wittholz, one of the most celebrated catboat designers. Then the daughter grows up... and *Caterina* becomes too small: a larger size is needed.

*Cassiopea* is a 25 ft. catboat, designed by Wittholz in 1958 and built in 1991 by Girolamo Ippolito of Leghorn. It arrived in 2004. Her mahogany carvel planked hull has a long keel, a bowsprit, and an incredibly roomy interior layout, featuring a twin cabin fo'c'sl, a vast saloon with full head room under her crowned coach roof, a workable galley to starboard, and a sufficiently comfy heads. Her 12 ft. beam is almost half her L.O.A.

As a matter of fact, Marco's first idea was to go and have just a look at the boat with a view to building one similar himself. Anyway, there are always a lot of jobs to be done aboard: thank goodness, Marco's got good manual skills that allow him not to get ripped off by boatyards. He subsequently saves and restores *Bobcat*, a small open catboat designed by Philip Bolger, which otherwise was bound to end up under the teeth of a power saw.



*Cassiopea*

The Venice Catboat Association began small. Marco, with three other catboaters, founded the Associazione Catboat Venezia on February 9th, 2002 and becomes its President and... General Factotum. There are only a few catboats along the northeastern Italian coast, so its members don't exceed the number of fifteen. Among their boats there are some catboats built on a design by Carlo Sciarrelli, the Triestine wizard of classic boat design. The Association is an independent de facto society, with no staff, no subscriptions, and no fees. Its members, under its burgee, get together to attend meetings or to take part in races organized in one of the various seaports of the Gulf of Venice, from Chioggia round to Trieste, and including Pirano in Slovenia.

From the start there was cooperation with Americans. The Associazione Catboat Venezia was affiliated with its American homolog, the Catboat Association, in 2003. Marco and his family are then invited to the United States, where they go on a cruise from New York to Mystic Seaport, Boston, and Cape Cod. Marco remembers that experience as 'a dream'. The Italian group appears to be the most numerous on that occasion. Then their American friends often come to Venice for a drink and a sail on the Lagoon. A delegation of Italian catboaters returned to the United States in 2012 to attend the CBA 50th Anniversary Celebrations, which coincided with the Venetian Association's 10th Anniversary.

Marco has a very simply philosophy: "Before becoming a catboater you should embrace a particular sailing philosophy. Catboating means a special way of conceiving and living sailing. It's a life style. Before buying a catboat, you should desire her passionately, otherwise she's liable to end up suffering and decaying at her moorings. It's easy to fall in love with this singular, peculiar, attractive boat. But if you are only looking for adventures, better not to buy her. You could only hurt her.' Well, isn't that true love?"

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## The Plight of the Bloomies Beetle

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William C. Winslow

More than 4000 wooden Beetle Cats have been built since the first one was launched in 1921 by John Beetle, but this story is about No. 2107,

built in May 1992—and bought by Bloomingdales, that chic department store, known to its fans as Bloomies. The boat was purchased as a display prop for children’s summer resort clothing. Fully rigged, it “sailed” suspended from the ceiling of an atrium between the eighth and ninth floors of the company’s flagship store on Manhattan’s Lexington Avenue. The crew of mannequins never varied over the year, only their clothes as fashions changed.

In October 2006, Arlene Balcewicz, the registrar at the Long Island Marine Museum in West Sayville, Long Island, took a telephone call from Joe Webber, who identified himself as a maintenance worker at Bloomingdales. “He was so sincere but insistent,” she recalled, as he spun his tale of woe about a Beetle Cat that was about to be chopped up by chainsaw and thrown into a dumpster the next morning at 7 a.m. if he couldn’t find a home for her.

“I am a sailor,” he cried. “Please, can you find a home for her?”

Moved, Arlene said she’d check and call back. She dashed out of her office to consult with resident shipwright Josh Herman, who looked dubious, until he heard the magic words “Beetle” and “terrific shape.”

At 6 a.m. the following morning Josh was backing his pickup truck to the store’s loading platform. Upstairs, the boat still hung from the rafters; ominously, a man stood nearby, chainsaw in hand.

“I started sweating,” Josh recalled. “There were a couple of store executives milling around, asking me how I was going to get her out. They insisted she was too big for the freight elevator. But Josh reasoned, if someone got her in, I can get her out.

With help from some of the onlookers, Josh lowered the boat onto a dolly and wheeled it toward the elevator. The hull stuck out of the door by about six inches.

“You’ll never do it,” a couple of skeptics chortled. “Get the chain saw. Get it done.” More help arrived and the men muscled the boat in on the diagonal for a few extra inches. It still wasn’t enough. Then someone pointed out that there was a tiny sliding door recess in the back of the ceiling of the lift. Ten men, including some executives spring into action and ever so gently manhandled the boat’s stem-head into that little bit of extra space. The doors slammed shut.

By 7:30 a.m. Josh was happily battling rush hour traffic on the Long Island Expressway, homeward bound, mission accomplished, trophy in hand.

## When He Turns Off the Motor

Tom Stock  
(For Captain Mike Caldwell)

*Editor’s Note: Tom kindly arranged for a photo and information from the captain himself. Pricilla is an 1888 Oyster sloop, one of hundreds of such wind-powered craft that harvested off Long Island. She is available for charter, captained by Mike Caldwell. For information:*



He turns off the motor  
The grinding engine noise dissolves  
Into wind-luffed main, jib, and rigging;  
A collective sigh from crew and guests;  
We settle into Earth’s sounds,  
The gurgle of wake and lapping waves  
    against the hull,  
Aboard the *Pricilla*, an old oyster boat,  
That tells us a new story.

Life before a fossil fueled energy-driven vessel;  
Life of quiet, honest work;  
With not much information,  
Only a cargo hold full of beauty...  
The sparkle of the bay, simple horizon line.  
Low slung barrier beach.

We slip away from land-stress  
When Captain Mike turns off the motor.



# 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)*

161-1. FOR SALE: 1974 Herreshoff America 18'. Excellent condition. Totally refurbished 2010. New sail & sail cover, new 6HP Mercury outboard. New cockpit cushions. New varnish & paint. Located in Winter Harbor, Maine. Boat and new custom trailer offered at \$13,900., or boat only at \$10,500. David Carpenter david.derinda@gmail.com (preferred method of communication) or 239-649-1723 or 239-404-3688.



and no time to spend on her. She surveyed well in 2001, and was appraised at \$25,000. Specifications: 22' x 9'9 x 2'6" (board up). Displacement approx. 10,000 lbs. Dual axle trailer, tapered aluminum spars, sail looked good last time I looked at it, wood spoke wheel, large cockpit and cabin, galley with icebox and stove, enclosed head, folding salon table, bronze hardware throughout. The 4 cyl diesel was removed, I had planned to replace it with a new, smaller Beta diesel. That engine room space could be used for storage, with an outboard auxiliary on a transom bracket. CAT NIP is being sold as-is, where-is and is priced as a fixer-upper for \$5,000. Located in Sheldon (south of Charleston), SC. Contact me for more details. John Smith, [smithmarine@embarqmail.com](mailto:smithmarine@embarqmail.com) 843.846.9561.

161-2. FOR SALE: 2000 Menger 23' catboat. Yanmar 2GM Diesel. 2006 custom Haarstick Main (original as a back-up.) Boat underwent retrofit in 2006 for current owner. Cabin and cockpit set up for serious cruising by a seasoned sailor. All the accessories you'd expect & more, except pressure water. (She's got a reliable, bronze hand pump) Classic Edson bronze and teak wheel. Seriously for sale at \$38,500 (shipping negotiable) Located Orleans, MA. (Freshwater boat) Contact Bill Watson [bwatsonb@vermontel.net](mailto:bwatsonb@vermontel.net) or 802-843-1034. Full pdf listing available on request. (I've moved to the mountains or you'd never get this chance to buy this boat.)



161-5. For Sale: 1999 Marshall 18' Sanderling Cat Boat. Very Good Condition. Hinged mast, 4 HP Marshall Factory Installed Electric Inboard Motor, Almost Silent Aux Operation for up to six hours on a full charge, New Deep Cycle Batteries installed 2011, Two Battery Chargers, Three Blade Bronze Prop, Cabin Cushions, Self-Contained Head, 2012 Marshall Sail Cover, Lazy Jacks, 2009 Tidewater Trailer. Located Orleans, MA. \$22,000. OBO Contact: Robert Ouellette 781-769-3556 [Almoststair@aol.com](mailto:Almoststair@aol.com)



161-4. For Sale: AMERICAT 22, CAT NIP. Bought as a hedge against inflation, she entered the market in 2008, just as the national economy was tanking. I got her for the right price from a seller in financial distress. Catboat prices don't fluctuate with the economy as other vessel types do. As a marine surveyor, yacht appraiser, with a background in boat building, my plan was to invest early in vessels not prone to market fluctuations, refit and refinish them when my regular business tapered off, and sell for a profit. Well, the economy tanked, but my business did not. Here I am, years later, with a great yacht



161-6. For Sale: 1981 Atlantic City 24' Catboat, 11.5 beam, 2' draft board up, 4' draft down, 6'2" standing head room, new headliner, GPS, 2 new compasses, new cockpit cushions, new ultra suede cabin cushions, new sail cover, new running rigging, new harken blocks, new 450 square foot North Sail with 2 reef points, new Pathfinder 4 cyl, 51 HP diesel engine, speed and depth, new 2800 watt Sterling inverter, dual batteries, in-boom reefing, separate 110 volt shore power, stereo system, separate head with sink all pressure water system, new stove and refrigerator, microwave, new hot water heater. The boat is presently moored in Hutchinson Island, Florida. \$24,500. Contact Jim Slattery at 908-309-2890 or [slatterryjes@aol.com](mailto:slatterryjes@aol.com)



161-7. SAIL for sale: 355 Sq. FT L= 15' 3" LE= 32' 11" FT= 20' 3" D= 24' 3" G= 15' 10" If interested, email me at [dstanier@gmail.com](mailto:dstanier@gmail.com) The sail was made for a 20' catboat, Pandora. The phone number is: 774-323-3288

161-8. FOR SALE: 1973 Herreshoff America Catboat. Built by Nowak & Williams. Good condition. Fresh water sailed only. North sail. EZ Loader trailer. Johnson 15 HP outboard in well. Newer laminated tiller. Tabernacle mast. Knot meter & depth meter. Full cockpit cover. Autohelm. Compass. Many extras. Asking \$8,200. Cleveland, OH. Contact Floyd Biery at 216-849-6167 or [fbiery@gmail.com](mailto:fbiery@gmail.com)



161-9. WANTED to Trade: Marshall 18 Mast. I would like to trade my freshly painted sundown buff Marshall 18 mast plus cash for a M18 mast with a tabernacle. I will do all the work such as re-running halyards, etc. If interested please call Kurt Peterson at 508.524.6903. P.S. I'm also looking for a trailer for my M-18. [kurtp65@gmail.com](mailto:kurtp65@gmail.com)

161-10. For Sale: 1974 Marshall 22. Diligent is a fine example of earlier Marshalls. The layout is standard with the exception of the removal of the through hull head. Porta-Pottie installed in its place. The cockpit is large with easy access to the engine compartment. The cockpit sole is a removable mahogany grating level with the engine cover. The sail has plenty of life left, new battens were installed two years ago. Aux. power is a 22hp Palmer engine with less than 500hrs. The hull and bottom are in great shape. I painted the interior and the deck two years ago. I have kept her in sail away condition. In addition she comes with a Fairclough winter cover just reconditioned over the summer. Boat stands are available should you need them. The other more common items are also included, vhf, lines bumpers, etc. asking 19,500. Contact Len van Vliet at 860-388-5221 or [vortex5221@yahoo.com](mailto:vortex5221@yahoo.com)



161-11. For Sale: Classic 1972 18' Herreshoff "America" fiberglass catboat. Built by Nowak and Williams, powered by 5hp Mercury 4 stroke outboard. Barn door rudder, 2 tillers, alum. mast with oak mast hoops, main sail with original "flag" pattern. 500 lbs. of lead ballast, cabin berth cushions, GPS included, teak combing, grab rails and rub rails, all bronze fittings. 2012 -12 volt battery with electric bilge pump, anchor and line on a 2002 Load Rite trailer. Boat is located in Branford, Ct. and needs some updating. Paid \$6000, but will consider a reasonable offer. Contact Ron at 203-483-7388 or E-mail [grl4882106@comcast.net](mailto:grl4882106@comcast.net)



161-12. For Sale: "Frisson," Gary Hoyt design cat-rigged Freedom 21 built by Pearson & Tollandson. Has been owner maintained and includes a Triad custom trailer. She has been sailed on a lake in northern VT for the past nine years. Haarstice fully battened main with two reef points. Main is reefed from inside the cockpit. Light air jib good to about 12 mph and two spinnakers, one repaired and old, and one that is newer and



lightly used. The spinnaker is set using the patented Hoyt gun mount, which allows one person to hoist, jibe and douse the chute, all from the cockpit. Lazy jacks make lowering the main an easy job. Free-standing carbon fiber spar, aluminum boom. Spring-loaded outboard motor mount but no motor. Cockpit cushions and all interior cushions included. Down below there is a counter for a sink and stove plus two 6'6" bunks. A sturdy table sets up in the cabin or cockpit. Separate forward cabin has provisions for a Porta-Potty, which is included. Rigging and sailing instructions also included. LOA 21'8" LWL 17'8" beam 8'0" Draft, fin keel 3'9", displacement # 1800. Asking \$4,000. Delivery available. Contact Louis Thiem, 11 Turnpike Road, Townsend, MA 01469. Tel. 617.901.0233. [thiem@comcast.net](mailto:thiem@comcast.net)

161-15. For Sale: 1988 Marshall 18' Sanderling; Very Good Condition, Quantum Sail & Cover, 1997 Johnson 7HP motor, 2004 Long Boat Trailer. Includes: Cockpit and V-berth Cushions, Teak Drop-leaf Table, Teal Centerboard Cap, Spring line Cleats, Flag Halyard, Bronze Transom Step, Dock lines, Anchor, Life Preservers, Gas Tank. Professionally maintained and ready to go, just rig and sail her away. Located Orleans, MA. \$17,000 OBO Contact: Ted Grunebaum 312-560-4114 [tgrunebaum@yahoo.com](mailto:tgrunebaum@yahoo.com)



161-16. For Sale: 2003 Marshall 15 Sandpiper Catboat. Open cockpit model. In excellent shape. Hull white with buff deck, seats and cockpit sole. Very good looking. Sail, cockpit cover, and sail cover in good condition. No motor. Lifting motor bracket, removed from boat, needs work but could be repaired. Located Stonington, CT. Asking \$9,900. Contact Charles Storrow. Email [schwesti@hotmail.com](mailto:schwesti@hotmail.com) or call 860-536-4060.



161-17. For Sale - Hermann catboat 17' - PARTS ONLY - Sail (Marconi headed) - Boom, rudder, tiller - other small parts. (Thanks to Hurricane Irene boat was lost) sail and boom recovered. If interested contact J. T. at [jtjancomb@snet.net](mailto:jtjancomb@snet.net) or (203) 281-3462.

161-18. For Sale: 1989 -18' Marshall Sanderling Excellent Condition White Hull - Buff Deck, Teak Hand Rails and Center Board Cover finished every year with Fresh Cetol. 6 HP - 2000 Johnson Outboard. 5 Starr Galvanized single axel trailer - excellent condition. Teak Shelves inside cabin. Custom (White with Green Trim) Cockpit Cushions. 3 Sets of Sails (1 Very Good / 2 Good Condition / 1 Custom) Danforth Anchor. Sail Cover, Canvas Boat Cover. Fenders, Harken Blocks. Port - Starboard & Stern Lights. Located in Lanoka Harbor, NJ. Contact Rod Brynildsen: 201-913-5401 or 609-693-9192 / US \$ 18,000. - [RodBrynildsen@gmail.com](mailto:RodBrynildsen@gmail.com)



161-19. For Sale: 7'7" Nutshell Pram. Designed by Joel White, the Nutshell has proven to be a popular, stable, light weight tender capable of carrying four adults and gear to the mother ship, or as a great starter boat for the kids. Currently under construction as the rowing version, she could easily be set up with a simple lug rig to get her sailing. Professionally

built by Whetstone Boats, with great attention to detail, this is a boat that will last to be enjoyed by generations to come. Glued plywood lapstrake construction from marine grade mahogany plywood. Solid mahogany quarter knees, skeg and rails. Laminated teak frame and stem, bronze fastened. She is now ready for your choice of colors and options. For the basic rowing version, painted and ready to row: \$2,800 (802)-254-6955 / jmark@sover.net / www.whetstoneboats.com



161-20. For Sale: Various parts (Mystic 20): I have just replaced the VIRE 7 (single cylinder, 2 cycle, gas) engine in our Mystic 20, MARIAH, and the engine (w/transmission & panel) and a never-used 12 gallon plastic gas tank (similar to below deck tanks that retail for about \$140) are available for sale. The engine was in running condition when removed, but needed new water pump seals (which are a standard size), a new impeller for the internal water pump (for which I obtained the Mercury o/b impeller that, if re-bored to 12mm, will fit) and a carburetor re-build (for which I have all the needed parts). The engine and gas tank are currently in western RI and I need to sell them before I have to bring the boat back to MA. Also available for sale is a never-used West Marine 13 gallon flexible water tank that retails for \$120. Reasonable offers are sought. With the rebuilt Yanmar diesel engine installed, I am seeking a 3-bladed, 3/4" bore, 10x10, machine blade, right-hand prop. If you have a used (or unused) prop that fits (or is close to) those specifications you are interested in selling, please contact me. b2lewellyn@gmail.com

161-21. For Sale: 1973 Herreshoff America 18' Catboat by Nowak & Williams . Newer traditional flag sail in great shape with blue canvas sail cover. Bronze hardware and ports, Teak trim all coated with Cetol. Interior and exterior cushions in good shape. Anchor and rode, life jackets, stove, porti-potti . Self draining cockpit, Dock lines and fenders, With a single axle galvanized trailer ready to roll and delivery is available. Includes a 2003 Mercury 6 HP. outboard, with tank, in excellent condition, 4 stroke, easy low compression start, with less than 20 hours on it. Mast and boom crutch. \$7,800 Located in Montauk, NY. 631-355-1346 or Murphysparadise@optonline.net



161-22. FOR SALE: 1982 Marshall 22 Catboat "PEARL" Beautifully maintained in excellent condition; was Marshall's "showboat" at Newport in 1982. Fully equipped with sail and new sail and wheel covers, custom fly/canopy (which covers entire cockpit to past open cabin hatch), (2) Danforth anchors, (8) fenders, dock lines, PFD's. PEARL is equipped with a custom 6' bow sprit with roller reefing jib and anchor roller. Both sails are in great shape. All spars, boat interior and cockpit have been repainted and bright work refinished in 2013. Yanmar 3GMD, 22.5 HP, fresh water cooled with approximately 300 hours of use. Auto bilge pump, Ritchie compass, Datamarine Dart electronics (updated 2006). All cushions in great shape. Head beyond fwd bulkhead with holding tank and thru deck pumpout. Two burner Origo 3000 stove and new galley fresh water pump. 8' Puffin dinghy included in price of \$32,500. PEARL is located in Hyannis Port. Contact Ken DeLong, owner, at (508) 775-5928.



161-23. For Sale: 1981 Herreshoff 18' catboat designed by Halsey Herreshoff, grandson of famous yacht designer Nate Herreshoff of Bristol RI, and built by Squadron Yachts, a respected custom builder also in Bristol. The boat is home-ported in East Orleans, MA. The carved name board centered on the transom reads "Sea Mist". Hull is hand laid up fiberglass. Gelcoat surface is still smooth, mirror-like and attractive overall. Running rigging in good condition. Cleating lines converge in the cockpit within reach of the tiller and line from the centerboard winch, making boat handling extra safe and simple. The cockpit is large (6' long and 5' wide) and self-bailing under way or moored. Seating consists of 2 teak benches with removable cushions. Cabin interior nicely finished on all surfaces. Two 6' berths with removable cushions and overhead storage shelves, a small counter with a sink, a folding table over the centerboard box and space for optional sani-pottie. Sitting head room is adequate all around. Sail in excellent condition after 8 seasons of service, sail cover included. 8 HP Johnson 2--stroke has spring loaded mount and battery charging capability. 12 volt battery powered electrical panel controls interior LED lighting, exterior running lights and powers 4 outlets plus the marine radio. Contact Fred DeBoer at 508-255-8355 or fideboer@verizon.net. The asking price is 10,500 but there is much more to talk about!



161-24. 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 Ronzoni 516-365-7949.



161-25. For Sale: 1985 Marshall 22' Catboat "Skimbleshanks". Hull #MIV1c22189L485 Yanmar 3GM 22hp diesel inboard engine. Maintenance records -- boat has been professionally maintained since new, including inside winter storage. Sail, sail cover, radio, head, holding tank, alcohol stove included. Extras include extension radio speaker, stern mounted grille, "Paul Whipple" art wheel in addition to original wheel. Racing history plus well equipped for cruising, two anchors, sun shade, charts, binoculars, galley plates, cups, cooking and eating utensils. In water at Duxbury, MA. Asking \$35,000. Call Stevens family at 781-934-2781 or e-mail LTCFAS@aol.com.



161-27. For Sale: 1973 Herreshoff America (Picnic) 8HP Yamaha with less than 20 hours. Well maintained, owned over 20 years. Very sea worthy. With trailer, \$6995. Falmouth MA. Alvah Pearsall 508 -566-6889 or 508-564-5502

161-28. For Sale: Compac Yacht Suncat 2002, 17 ft. fiberglass Catboat gaff rigged. Cuddy cabin sleeps two. Lights and electronics, depth finder, radio. Lightly used. 5 hp Mercury outboard and trailer included. Two years stored inside and every winter out of the water. Located NW CT. \$13,000 OBO.





Contact: [jenniferhking@me.com](mailto:jenniferhking@me.com)

161-29. FOR SALE: 1978 Marshall 22' cat. Sloop rig with roller furling jib. Well maintained with original engine in good condition, low hours. \$20,000. Located Plymouth, MA. Call Paul at 508-746-4437.



161-30. 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.

161-31. For Sale: 1976 Marshall Sanderling 18'. Extensive updates by yard including new mast tabernacle, entire cockpit and cabin. Canvas and cushions excellent. Pintles and gudgeons on the rudder were replaced. This cat is lightly used and only in the water one month a year. More pics on [yachtworld.com](http://yachtworld.com). Would consider partial trade of smaller cat. Asking \$16,500 w/trailer. Located Mass. 386-852-0088. [mikewood9035@gmail.com](mailto:mikewood9035@gmail.com)



161-32. For Sale: 2000 home built 13'catboat by Stuart Fitz of East Setauket, Long Island. Great beginners sailboat, new triangular sail by North Sails, new paint on deck and hull, new canvas cockpit cover. Boat comes with 100lb mooring anchor, "Magic Trail" trailer with new rollers, extra sail, 4 HP Yamaha outboard. located in East Hampton, NY. \$4,500 OBO. Call Richard DeFronzo at 631-807-9401 [kandfronz@aol.com](mailto:kandfronz@aol.com)



161-34. FOR SALE: 2004 Menger 19 Catboat. Tabernacle mast, tanbark sail w/cover, lazy jacks, jiffy reef, trilinger-winter cover of nylon cordura, cockpit tent/sunshade, bronze steps on rudder and transom, 4" Ritchie compass, depth finder, fixed head w/17 gal. holding tank (Y-valve and pump-out at deck plate), electric and automatic bilge pumps, slide out galley unit (w/sink, brass pump, ice chest, and collapsible water tank), inboard diesel 9 H.P. Yanmar 1GM10 (less than 200 hours), running lights, 2 brass cabin lights, masthead light, bunk cushions plus double bunk filler cushion, 12V receptacle in cabin, 12V deep cycle battery in case, Danforth anchor with deck pipe, anchor chocks on deck, varnished ash drop leaf table on centerboard trunk in cabin, ash trimmed shelf on forward and aft bulkhead, seven lockers under bunks, laminated ash and mahogany tiller, two net hammocks in cabin, bronze cat's eye ports, varnished ash wainscoting on cabin sides, teak and holly sole, molded cockpit with two lockable hatches, cetol on teak, inside winter storage, freshwater use only, Load-rite 3200# cap. trailer (w/galv. rollers and bunks, 3 keel rollers, jack stand, surge brakes, and spare tire). Additional photos available. The boat is one of the last boats built by Bill Menger of Menger Catboats. Location central PA. Asking \$33,500. Call 570-452-6305 or email, [catboat19@dejazzd.com](mailto:catboat19@dejazzd.com)



161-35. For Sale: 1976 Legnos Mystic 20. PERFECTION, hull #33; less than 50 of these boats were made during 1974-81; they have a beautiful champagne fluted stern, a spacious berth and cockpit; 20' length and 8' beam; cockpit is 7'9" long fiberglass hull, headroom about 4' draft is 2'1"

board up and 4'3" down; NO trailer. Great condition with refinished all wood spars: mast, boom and gaff. Yanmar 8 HP, 3400 RPM diesel inboard, sink, water tank, porta potty, cabin & cockpit fully cushioned. Mahogany cabin & hatch doors, 2 anchors, sail, battens, dark red sail cover. \$9,500. Stored East End of Long Island. Todd Apmann [toddapmann@gmail.com](mailto:toddapmann@gmail.com) 917-887-4785.



161-36. For Sale: 1971 Cape Dory 14' Handy Catboat "Dipper" built 2/19/1971. Fiberglass hull, professionally repainted hull in Royal Blue in 2004. Sitka spruce spars varnished professionally in 2011, teak seats for 4 people. All rigging included. Sail in good condition. Maintained at a Wooden Boat Marina in New Jersey. Includes Sunbrella sail cover (new 2012), cockpit cover, anchor and line, mooring gear, spare tiller, pump, 2002 Karavan galvanized trailer with wooden mast rack. Located in Doylestown, Bucks County, PA. Inspectable. \$7,500. Contact John Trainer, 215-230-7500 work or 215-766-9541 home. Email [kate\\_trainer@msn.com](mailto:kate_trainer@msn.com) "Dipper" has been in the family for 20 years.



161-38. For Sale: 1980 Legnos Mystic 20 Sloop, "Genevieve". hull #46; Only 6 of these little gems were made as sloops, which gives an almost neutral helm - no weather helm! She has the loveliest of all catboat transoms. 4.5 Mercury longshaft outboard on removable Bristol Bronze bracket (can remove when not in use or sailing), painted spruce mast, varnished spruce & boom. New Thurston Quantum Sails in "canvas look" color, (2 reef points) and Sunbrella covers in 2011. All bronze & wood blocks, hardware. Beautiful condition, completely restored/ Awlgrip 2009-2010. Don't buy this sweetheart if you don't want your picture taken! Boat is in South Florida, come for a test sail on the beautiful Indian River! Asking \$15,000. E-mail or call for more pictures. Bruce at [rbsborn@bellsouth.net](mailto:rbsborn@bellsouth.net) or 772-219-0144.



161-39. For Sale: 1997 Marshall 15' Sandpiper, Open Cockpit Folding mast, cockpit cover, sail cover, two-tone cockpit, lazy jacks, outboard bracket, Harken mainsheet system, sail, shelving, Cetol teak, trailer Lightly used -- in excellent condition. \$16,000. Boat is in Charlestown, RI. Call Vincent Rizzo (212) 706-6029 or email [vrizzo@gmail.com](mailto:vrizzo@gmail.com)



161-40. FOR SALE: 2007 19' cat-schooner BRILLIG, 7' beam, William Garden Design #130 plywood hull with fiberglass sheathing and teak trim throughout, Dynel deck, 300# fin keel, lead trimming ballast, double berth, hanging locker, sink with pump, wood burning stove, alcohol cooking stove, electric navigation lights, bucket & chuckit, Farymann 7HP diesel (hand or electric start; less than 100 hours on the engine), Sestrel box compass, 15# anchor. Foresail, mainsail and fisherman staysail like new. Fast and handsome. She is presently hauled out in Barnstable, Cape Cod. She has been repainted inside and out and looks spiffy. REDUCED. Asking \$12,500. Phone 508-362-3760 or email [hickman31@verizon.net](mailto:hickman31@verizon.net). William B. Hickman. New 6'-8" x 3'-8" Murray Peterson dinghy available for \$1500.



161-41. For Sale: 1971 Marshall Sanderling. Recently and professionally restored. Hull, Deck and spars done in awlgrip. New port glass. New running rigging and great sail. Boat very clean and ready to go. Woodwork is bare teak in wonderful shape ready for cetol or varnish. 6hp Johnson SailMaster long shaft in good running condition. If you are looking for this type boat she is a must see. \$10,600 Email Bill wpi5263@aol.com or call 508-264-8026.



161-42. WANTED: Undamaged Boom for 1973 Marshall 22. With or without any hardware. Also a 5-inch opening front port light and old pig sticks. Contact by mail only. John Orlando, 60 Country Club Road, Bellport, NY 11713.

161-43. For Sale: 1928 Wooden 28' Catboat "BLUE GOOSE", built in Taunton, MA, by Brown Boat Building. 28 ft on deck, with 6-ft bowsprit and 4-ft rudder. Previous owned by Spaulding Dunbar of Chatham, MA for 40 years, now berthed in Beaufort, NC. Completely rebuilt by Pease Bros. of Chatham in 1992. Oak frames, cedar planking, 50 HP BMW 3-cyl diesel, boat is fully found and ready to go. Hull, equipment, sail all in excellent condition. Owner loves her dearly but has aged out, having sailed her consistently for 20 years. Recent survey replacement cost: \$157,000. Asking price: \$34,500. Contact Tom Harper, P.O. Box 1031, Burlington, NC. More photos here; Tel: 336-227-1153; www.harpoon1@bellsouth.net



161-44. For Sale: 1995 Menger 19' Catboat with tabernacle mast, battery with power station and fuse holders, navigation and cabin lights, automatic bilge pump, inboard Yanmar 9H.P. diesel engine, (IGM10), yard maintained, 11 gallon fiberglass fuel tank, 3 way valve to flush engine saltwater cooling system with dockside fresh water, egyptian cotton colored sail, lazy jacks with jiffy reefing, sail cover, sailing boom and storage boom crutch, Danforth anchor with chain and rode, rope deck pipe on forward deck, cabin cushions, porta-potty, ice chest, docking lines & fenders, cabin ash drop leaf centerboard table, ash cabin wainscoting, forward and aft shelves, net hammock for gear, seven lockers under bunks, forward 10"x10" hatch in cabin top, bronze transom step, winter cover, black colored hull, easy to single-hand, located Mamaroneck, NY. Asking \$21,000. Contact Jack O'Leary at jolsail@aol.com or phone # 914-636-8441



161-46. For Sale: 2010 14' Fisher Cat by Howard Boats. Excellent condition. Gaff rig, wooden spars, fiberglass hull with wood trim. Oak gunwales, oak cockpit coaming, cedar floorboards. Included accessories: sail cover, cockpit cover, reefing hardware on the boom, removable outboard mount, anchor & rode, hand bilge pump. Two sails included. \$17,995. Don Jones 978-460-1337 or call Peter Eastman at Howard Boats Barnstable, MA 508-360-6859.



161-48. FOR SALE 1980 Marshall 22' catboat. "Katrina". Sailed past 5 years. New rigging lines, Yanmar inboard 18 Hp, with all manuals. All electric working, in cabin and running lights. Radio in good order, sleeps 4 with comfort, all cushions, inside and out are in good shape, galley with propane, porta potty head, nice galley table, inside, and outside eating tables, fold up, utensils, plates and eating ware for six on board. This boat has taken many trips along the coast, with most all meals prepared

aboard. Teak wheel, and rudder & hull mounted bronze boarding steps. 388 foot sail with three reef sets, easy to single hand for a larger catboat. Two anchors, one Bruce, one Danforth, with over 200' of anchor line. Reasonably priced at \$28,000. which is a great value for this much boat. For a Sanderling owner who wishes to upgrade to a Marshall 22 (inboard Sanderling preferred), I will consider taking Sanderling in trade, with balance for the 22. There is also an 8' sailing dinghy from the "SABOT" class, which could be in the transaction for a reasonable offer. Contact Bob (860) 536-6407 or aiki.ledyard@gmail.com

161-49. For Sale: 1974 Herreshoff America 18' Catboat. Lightly used, professionally stored and maintained, in excellent condition: New steel centerboard, centerboard pin, repainting of boom and gaff, and other work by Billing's Diesel & Marine in 2011; new tanbark sail with jiffy reefing, wooden mast hoops. 8HP Yamaha 2 cycle about 3 yrs old, professionally maintained. 12V system with battery, solar panel charging, all wiring checked and maintained by Billings. Teak rubrail and trim. Fully equipped, including like-new 4.5" Ritchie compass. Located in Stonington, Maine \$7900. More photos and details here. Contact Larry & Jeanine Jones larryjeanine@earthlink.net 541-386-2877



161-50. For Sale: 1906 Crosby 24" catboat "SEAHORSE". Built in Osterville on Cape Cod, Massachusetts, USA in 1906 by Mr. Charles Crosby. New Teak Deck, Yanmar 2GM20, lying in Switzerland, asking CHF 32000 (swiss francs), email: info@noahdesign.ch for more information or pictures.



161-51. For Sale: 1990 Suzuki 8HP 2-stroke LS with oil injection (no mixing oil). Excellent condition fresh water; like new inside & very low hours. Considered one of Suzuki's best outboards. \$725 obo. Also 1986 Suzuki 4 HP 2 stroke LS runs great and very clean \$325 obo. wabraley@comcast.net

161-53. For Sale: 2010 Marshall 15' Sandpiper in excellent condition, very little use. Annapolis Boat Show boat with every option; Mast hinge, lazy jacks, jiffy reefing, Harken main sheet system, Boom tent, Sail cover, Garboard drain plug, Mast and Boom crutch, 2010 Load Rite trailer, Honda 2 HP four stroke motor. Located in Virginia, \$22,000 hall.logistics@gmail.com or Brian Hall 703-629-8858.



161-54. For Sale: 2000 Menger 23 ft Catboat fully loaded. Tanbark sail, Sail cover, one line reef system for 2nd and 3rd reef; Boom Gallows (teak); Rope deck pipe (forward deck); 1/2" nylon 200' and 1/4" chain. Danforth 12# Hintsuke anchor. 1 opening side porthole. 20' x 20' Bomar Hatch. 2 bronze steps on rudder & transom. 1 standard Horizon wind speed/direction (speed-log-depth); Compass (Ritchie 5"); VHF antenna; Bilge pump (electric automatic); Fresh water cooling system; Shore Power (CFCI outlet + 2 outlets 30 amp); Pressure water system; Shower in head; Shower on stern; Recessed Origo Stove; Dodger and tent over aft end of cockpit; 2 installed deep



cycle batteries; Inboard Diesel (18 HP Yanmar 2GM20F). Price \$40,000. Located in water at Cape Coral, FL. Email Richard N Ellis ellisrichn@yahoo.com Phone 239-458-4119

161-55. For Sale: 1995 Menger 19' Catboat – Tabernacle mast with masthead light, jiffy reef, lazy jacks, Excellent Sail with custom sail cover. Custom winter cover, EZ-Loader Trailer in excellent condition. Bronze transom step, Compass, Deep cycle battery with power distribution station and fuse holders, Automatic Bilge, VHF Handheld, Garmin 176c charting handheld GPS w/Bluechart for NJ to RI. Yanmar 1GM10 Diesel w/ new water pump impeller, fuel filters (Racor & Engine) . Engine has very low hours. Internal fiberglass fuel tank. Large Cockpit, large cabin Bunks, Drop leaf table in cabin. Port-a-potty, 2 anchors, bumpers, dock lines, Travel boom crutch, all documents for engine, boat, GPS. Instructional how to sail video featuring Bill Menger included. New bottom paint. Everything needed to get out sailing \$19,000. Call Bill Hegarty @ (631) 604-0750 or email littlewhitedory@gmail.com



161-56. For Sale: 1974 Marshall 18' Sanderling Catboat. Hull #304 in excellent condition available from owner, laid up in Mystic. Auxiliary 9.9 HP long shaft 4 stroke cycle Yamaha. 4 wheel trailer. GPS, VHF, Depth, Compass, Sail Cover, Winter Cover, 2 Poppets, Sail in good condition (fast-won 3 of 3 races in 2004 Cats & Gaffers regatta.) 5 Life Jackets. Berth & Seat Cushions. A great single-hander, family daysailer/ weekender with a great turn of speed, centerboard (1' 6" draft). Big cockpit, cuddy with vee berth, portable head. White topsides. \$8500. 860 536-2717 Bill Webster deliverwdw@aol.com

161-57. For Sale: 2001 COM-PAC SUN CAT SAIL BOAT. Length 17'4", Beam 7'3", Draft 1'2"/ 4'6", Displacement 1500 lbs. Pristine condition, meticulously maintained, new cabin upholstery, refinished teak, new sail, sail cover, stainless steel retractable motor bracket and boarding ladder, Mastendr quick –rig system (raise mast single handed) very easy to launch in minutes. Fiberglass hull in high gloss condition. New teak floor boards. \$10,900. Available custom Performance trailer and 5 hp. four stroke long shaft Honda O. B. with less than 10 hours, also available mooring in Salem Harbor. Joseph Corona Jcorona3@comcast.net or 978-741-2429 Salem MA



161-58. For Sale: 1912 Manuel Swartz Roberts catboat "Old Sculpin". As seen on cover of CBA Bulletin #160. Well maintained 24' wooden catboat built in 1912 by Manuel Swartz Roberts on Martha's Vineyard in Edgartown, MA. Measures 24'X12' beam. One of the last 4 of his big cats still sailing. Has 3YGM Yanmar diesel. Located in West Barnstable, MA. \$25,000 508-744-7020 or 207-380-9881 Linda and Bill Mullin lbmullin@comcast.net



161-59. For Sale: 1968 17' Hermann/Wittholz catboat "Piccolo"; completely restored 2011. Marconi rig; 4hp/4cycle Johnson with less than one hour; hull epoxy white with buff decks and cabin top (re-cored 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 cap rail; 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 sail cover; 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 \$7500 REDUCED to \$6500. Can be seen in Rowe, MA. Contact Gene or Sandy Donovan at 413-339-5328 or email at edonovanchateau@hotmail.com

161-60. For Sale: 1984 Marshall Sanderling 18' catboat. Hull #569. Boat is in very nice shape. The hull shines like new. Decks, cockpit and cabin soles are solid as are the cockpit seats. Sail and spars are all in good shape. Newer halyards and lazy jacks. Cabin drop-leaf table. Interior and exterior cushions are in good condition. Honda 5 hp (2004?) long shaft runs well. Small soft spot in interior, cockpit bulkhead (up high) should be scarfed in with a patch of marine ply. Some areas of the rubrail could use a sanding and a coat of Cetol. Other than that everything is in good condition. Three year old, Marshall sail cover (navy) is in excellent shape. Heavy duty, winter canvas cover from 2012 (Fisher Canvas) is also in excellent condition. No trailer. Boat is located in Tuckerton, NJ – still covered for winter. Price is \$8,900. Call Mike: 609-462-9989. Email vigsail@gmail.com



161-61. For Sale: 2001 Compass Classic 14' Catboat. Well maintained, all equipment in very good condition. 2001 Magic Tilt Trailer in excellent road condition included. Beam 6' - 10", draws 10" to 30". Fiberglass with white oak coamings, rubrails and centerboard trunk cap. Lead ballast and foam flotation glassed in place. Built by Compass Classic Yachts in South Orleans, MA. Current version being built by Pleasant Bay Boat and Spar Company. Sells new without trailer or added equipment for \$20,000. Asking \$8,000. Located in Virginia. Contact: tfsouthworth@gmail.com Thomas Southworth



161-62. For Sale 1976 Marshall 18' Sanderling. In great shape with absolutely no wood rot. 2012 Tohatsu 6HP 4 Stroke Long Shaft. 2002 Galvanized Load Rite Trailer. Handheld Uniden VHF and Garman GPS. PFD's, Fenders, Dock Lines, Anchor, chain and line, Tiller extension, Boat hook, Horn, MacGyver stick, Rod Holders, Sail cover, Xtra sail, Nav. lights, Porta-potti, Lazy jacks, Jiffy reefing, Bronze steps, Berth and Cockpit cushions. \$12,500 Contact: Larry Lague tel: 774-206-1278 or larrylague@yahoo.com



161-63. For Sale: 1965 Marshall 22 Catboat " Santa Baby ", former "Santa Ana". #6 Hull. 30 hp Universal Atomic 4 gas engine rebuilt Spring 2012 with new starter; runs great! White Awlgrip hull, beige non skid deck and cabin top with white side decks. Natural teak grabrails, rubrails and trim. Mast repainted white and beige in 2010. Cockpit finished in wood and painted white. Top loading insulated chest icebox in port cockpit seat. Swim platform on transom and bronze boarding step on rudder. Edson rack and pinion teak wheel and complete set of closed cell cockpit cushions. Hood mainsail with 2 reef points and original mainsail with 3 reef points. Fixed 2 blade prop. Wiring and electrical panel replaced 2001. Open cabin design with folding dinette and complete set of cushions. Bronze piston type fresh water pump with 20 gallon tank. Shipmate " Skippy " cast iron wood/coal stove with stack. Wilcox Crittenden " Head Mate " head with holding tank. Boat currently on a mooring in Duxbury, MA. Offered at \$12,000 or BO; Priced to Sell. Email Jim Linsdell jlinsdell@me.com or call 781-422-1555.



# 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>	

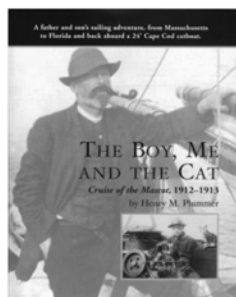
\* Stone, (Please Specify Original Logo or Burgee only), All other colors, Nautical Red, Periwinkle, Pale Pink, Lime Green, Baby Blue in burgee only **Total of All Columns \$ \_\_\_\_\_**

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

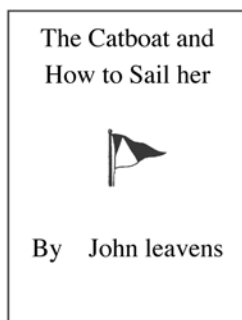
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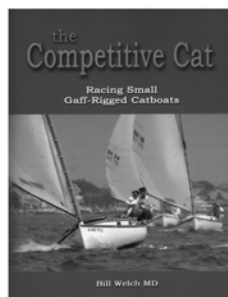
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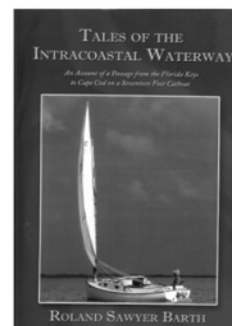
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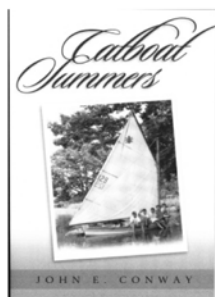
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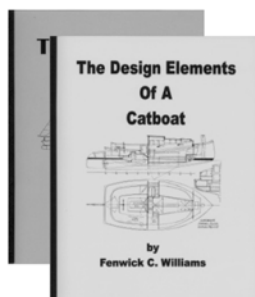
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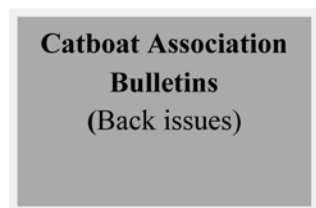
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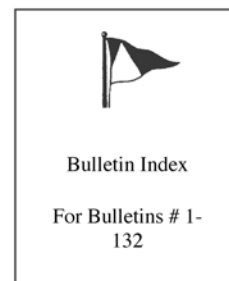
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Carol Titcomb, 38 Brookwood Dr., Branford, CT 06405-2325.

# ON THE BACK COVER

## **Gaff Rigs... everywhere**

On land, on the sea, even on ice... gaff rigs are here to stay.

The top photo is a land yacht from John Conway's "Barn Door" article on page 28.

Not to be outdone are the winter sailors/ice boaters of Bellport, New York. You can read about their interesting sailing craft on page 36. John Orlando has again written an excellent piece about avid sailors on Long Island.

