

Catboat Association Bulletin



No. 162



Fall 2013

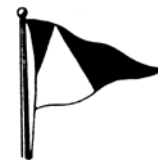
ON THE FRONT COVER

Instructor Martin Gardner, waving, and six WoodenBoat School students enjoy a romp down Eggemoggin Reach in Brooklin Maine. They are sailing *Rugosa*, a 1928 Herbert Crosby Cat of some 7000 lb. displacement and 390 sq.ft. mainsail. *Rugosa* homeports in Weir Cove on Cape Rosier, Maine. Her current owner is CBA member Edward Mitchell. Previously she was owned by CBA member Jon Hopkins.

Tricoastal Martin teaches at the WoodenBoat school in Maine, lives in Venice California, and sails his 25 ft. Wittholz catboat *Planet* out of Oxford, Maryland. He gives us more detail from the August 2013 class on page 55 of this issue.

Catboat Association

www.catboats.org



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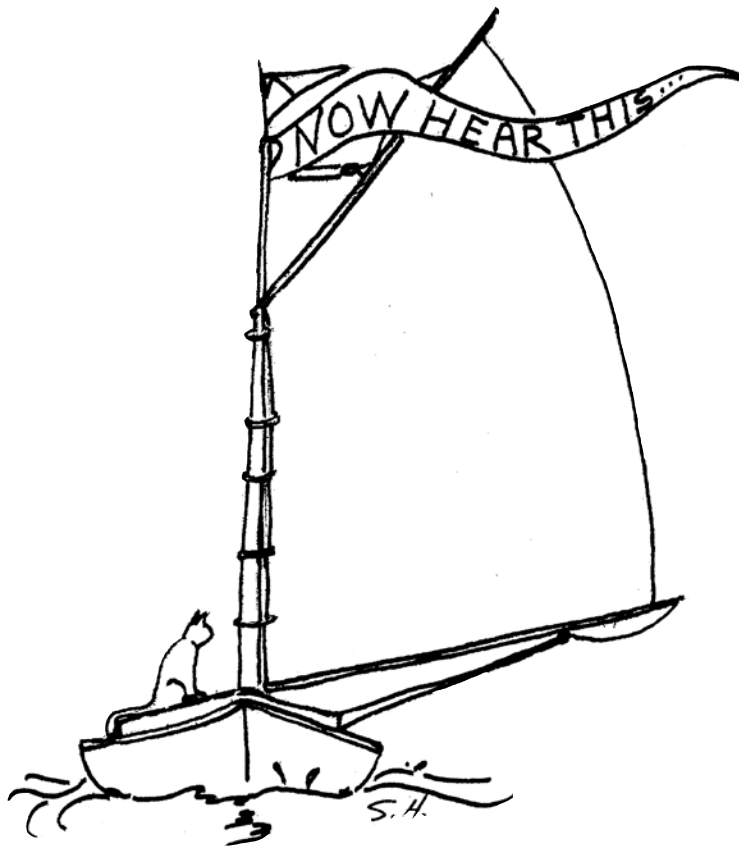
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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

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



Paul Cook Retires



Thanks, Paul, and good wishes.

Where are they?

This is the question on the minds of Bill, Mark and Lou as the 2013-2014 year is upon us. Your Bulletin keeps evolving. We need three volunteers to join us and help with the editorial work. Being a lead editor is not hard. Our Bulletin needs fresh and applicable content, accurate information regarding Association events and the particular voice each editor brings to their issue. We need help keeping our Bulletin fresh, applicable and unique. To this end we appeal to you, the members, to volunteer to work as a Bulletin editor. We would love to have three new editors join us, but one would be very welcome. All work is volunteer and very rewarding. If you are the least bit interested, please contact one of us and explore the opportunity.

After seven years, Paul Cook has ended his reign as a lead editor for The Bulletin. During his time, he performed admirably as the liaison to the Steering Committee. He was a tireless generator of articles, instrumental planner for our work at the Annual Meeting, comic relief at editorial meetings, great communicator from his work phone on the roads of Boston and lastly our best recruiter (By the way, we need a volunteer to take his place). Throughout his years of service he was often the glue that held us together (he had the charge card for luncheons). We appreciate his efforts especially since he continues on as the founder and leader of the Cape Cod Catboat Association which has now 70 members. Cook fills his time with other titles and responsibilities along the Bass River. Paul will be sorely missed, but in his words, "I ain't going away, too far."

Who are they....

Who, Who, are they!

Ok, so it's not the "Who" we are looking for, but rather a nomination for a CBA member that you think should be recognized for significant achievement over this past year or over any year for that matter. Your Awards Committee is once again (we do this three times a year!) reminding you that it's time for you to take a few moments and grasp a stubby little pencil or a quill fountain pen...or better yet, a keypad and send in a nomination so we can start considering next year's awards. We are sure that you ran across someone this past year who you thought deserved to be recognized by the catboat family....so, WHO are they?!!

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. This is your chance to participate in this process. Nominations may be submitted to any of the members of the awards committee:

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So, for those who have waited all this time for the answer to a shipstrike clock striking "ding, ding, ding", you have not wasted your TIME; your wait is over! Remember, there was more than one answer. It would either be (drum roll please!) 1:30, 5:30 or 9:30, and it could be either a.m. or p.m.! It's not really complicated and if you were a mariner, you could tell what time it was, while you were standing watch by the number of strikes you counted! Not exactly rocket science, but then again, it's been around for hundreds of years, long before we had rockets, we had catboats!



LETTERS TO THE EDITOR



Drawing courtesy of Frank Lovewell

SPRING, 2013

Dear Editors,

Something odd in Holland: My wife and I have just been to Holland for a short vacation. It's a splendid country, rich in maritime culture, with thousands of wonderful vintage boats, lovingly attended by their owners. While I was there, I thought it was a good opportunity to pay a visit to Jaap Kraayenhoff, a catboater I'd met in Mystic, at the CBA 50th. He told me there are some fifteen catboats in Holland, 16 to 20 feet long, and at least seven of them are going to gather for a catboat meeting from May 31st to June 2nd (unfortunately, my vacation will be over then). Jaap has built his 16ft. Catboat, *Charlotte II*, himself, from a design by Lyle C. Hess. For this reason he won in 2006 the Broad Axe Award.

I could appreciate Jaap's work, superbly finished down to the smallest details. He tows his boat throughout Europe to take part in races and classic boat meetings. Our visit lasted only one day and due to the nasty weather – spring seems unwilling to come

to Europe, I could only look at his boat ashore. So the sailing test has been put off and that'll be a good reason for another trip to Holland in a near future. In the meantime, we will meet in Venice next September for the Trofeo dei Miti, organized by the Diporto Velico Veneziano, where, among other mythical craft that have marked yachting history, catboats will race in a class of their own.

On February 2, 2013 in Mystic, CT, I received the "John Killam Murphy Award," the CBA's longest standing award given to one who preserves, develops and innovates the use of catboats. This was my reward for all the efforts and hard work spent making these boats known in Italy and for believing in this kind of boat and especially in their owners. I am honored by this recognition for my great passion. My dream has come true. Thanks CBA!

Oddly enough, and hence the title of the present note, since I won the John Killam Murphy Award this year, Jaap and I appear to be the only two European catboaters presented with a CBA award. Well, something to be proud of, isn't it ???



Jaap (left) and Marco; Holland and Italy.

A final consideration: if I didn't fall in love with catboats, how could I have met such good friends, in Italy and abroad, to share the same passion?

Best wishes to all and thanks again,
Marco Dissera Bragadin

Cruising Grounds Violated by American Vessel

Cal Ikoh

Takarajima, Japan: Our home in the East China Sea (Treasure Island) is an independent island, part of Japan. Since 1952 when we were administered by the United States as part of the Provisional Government of Northern Ryukyu Islands, our 116 inhabitants have enjoyed peacetime, living on farms in the rolling hills of our seaside village.



Islanders enjoy a free, self-sufficient life.

Occasional cruisers visit us as we can only be reached by boat; there is regular ferry service to the city of Kagoshima on the mainland of Kyushu. Travel time is about 13 hours. We islanders are dependent mainly on fishing and seasonal tourism.

Takarajima is the southernmost inhabited island in the Tokara archipelago, and is surrounded by a coral reef. Its climate is classified as subtropical, hence the occasional visits from sailing craft. In August 1824, a British ship violated Japan's national seclusion policy and sent a landing party of 20-30 men, who attempted to steal cattle from the islanders. I am sad to report that once again we have been violated from the seas.

As a member of the Japanese CBA, I was delighted to see another gaff rigged vessel anchor in the harbor on our eastern shore on the night of July 12, 2013. In the morning, I was disappointed to see that this foreign vessel had departed without our proper Japanese welcome. I was also disappointed to see that I was missing one of my family's pigs???

This photo, taken from a local fishing boat verifies that this foreign vessel invited our family pig for luncheon.



If anyone knows of this catboat, its name or owner please write me at Cal.Ikoh.com This incident could forever alter the cruising plans of the members of our association.

A Thank You for Unselfish Help Rendered

Rick Trask

MASHPEE, MA: It has been too long in coming but I would like to recognize a CBA member for above and beyond assistance provided to me more than two years ago. I have been meaning to write sooner but time slipped by. It is during a flight home from Pensacola, FL where I had the wonderful opportunity to see my son be "winged" as a naval aviator, that I have a few minutes to put down a few memories recognizing the unselfish assistance provided while trying to haul out my catboat in response to a hurricane warning issued for the Cape Cod area.

It was one of those beautiful days in August when you know that you will sleep better having the boat out of the water but hate to haul it out because it does not seem plausible that the weather will deteriorate. I had previously taken a number of steps to be able to singlehandedly get the boat out of the water and into my back yard without having to utilize a commercial outfit. Once the boat is on the trailer I devised a system to unstep the mast. Although it works best with two people I can do it by myself.

On this particular day I was by myself on a Friday afternoon and was taking the precaution of pulling the boat prior to a scheduled trip to the US Merchant Marine Academy at Kings Point on Long Island, NY. Bob Luckraft had pulled up in one of his boats with the same intention of getting it out of the water prior to the predicted inclement weather.

I had met Bob a year or two before when he invited my wife, Janet and I to sail with him on *Genevieve* during a Catboat rendezvous in the Waquoit Bay area. My wife and I were new to the Catboat Association and did not yet have a boat at that time.

I recognized Bob as he pulled up to the boat ramp on Great River but our connection on that particular day was due to the fact that I was a fellow catboat owner working alone to haul out my 18 ft Marshal Sanderling. As I struggled to get the boat lined up on the trailer Bob voluntarily jumped into the chest deep water to help me. There was absolutely no hesitation on his part. The fact that someone would do that so

willingly has stuck with me ever since.

After we got things lined up, Bob made a couple of suggestions for trailer mounted guides that would help me in the future. That winter I constructed those guides and used them the following year. They worked just as they should allowing me to get the boat on the trailer singlehandedly. With that addition I can now get the boat on the trailer (a critical step in the whole process) and unstep the mast at those times when I find myself alone and needing to get these things done.

What has stuck with me these past years was Bob's willingness to help in the manner he did. It was truly above and beyond what I would ever expect another boater to do and I wanted to express my gratitude in writing.

Thank you Bob. I have carried it forward at the very same boat ramp and will continue to do so whenever the opportunity presents.



Over the Bar

Obituary:

Mary Sinclair Fawcett-Arguimbau

Mary Sinclair, 54, of Greenwich, CT, passed away gracefully at home on May 17, 2013 in the company of her family. She was diagnosed with late-stage pancreatic cancer this past February.

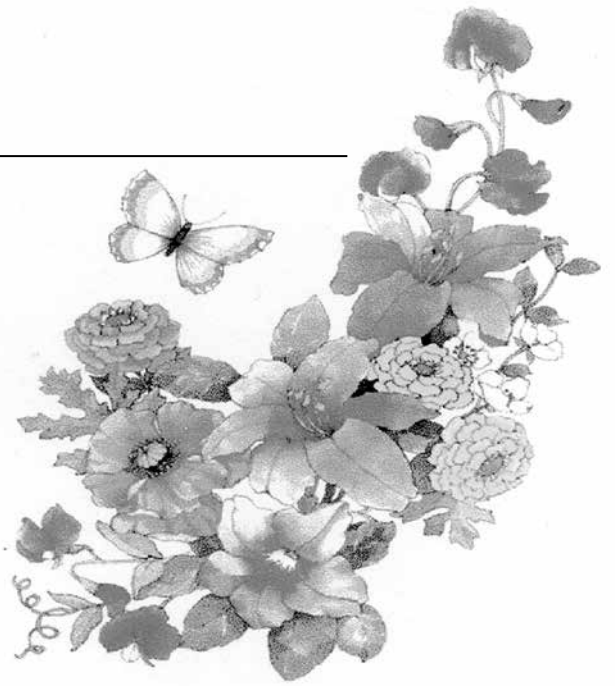
Born in Philadelphia, PA on March 9, 1959, Mary was the first-born of Roscoe K. Fawcett, Jr. and the late Pamela Miller, both of Greenwich. She attended Greenwich Country Day School and Miss Hall's School, before entering into a career and continued education, dedicated to the betterment of mind, body, and soul.

An extraordinary physical healer, Mary was a certified massage therapist and Iyengar Yoga instructor. She developed an extensive community of practitioners and established her own center, The Red Barn Studio, at her home in back-Greenwich. Throughout three decades of helping people, Mary expanded her reach by teaching workshops, certifying yoga instructors, and community outreach; bringing powerful healing to her clients and devoted students. Mary always integrated current techniques within her practice while maintaining the discipline of yoga. She had the gift to instantly read her subject and prescribe the necessary sequence for recovery.

Living close to the earth, Mary was able to design her life placing her family first. She was also a successful career woman drawing clientele from within the community, simply by word of mouth and personal contact without marketing or computers. Her favorite passions were her children, animals and gardens. She remains a role model for many in the yoga and healing community and her unique approach and personality made her an inimitable spirit.

Mary is survived by her husband Peter, son Andre, daughter Terra, father Rocky (Mary), two brothers, Roscoe K. Fawcett III (Sharon) and Gavin Scott Fawcett (Colleen), and sister Dinah Young (Richard).

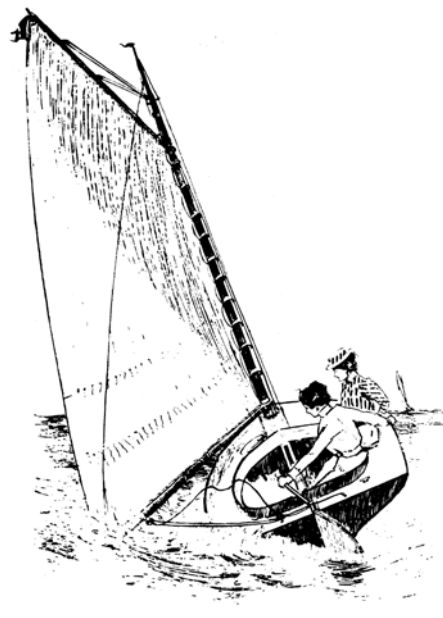
A "Celebration of Mary" was held outside in her gardens, 121 East Middle Patent Rd, Greenwich, CT on Wednesday, May 29, 2013 at 2 p.m.



Obituary:

Ray Ellis

Ray Ellis, 92, a Martha's Vineyard artist who had a worldwide following, died this past October. Ellis was the subject of a feature article in the last winter issue of the Catboat Bulletin. Throughout his extensive career as an oil painter and a watercolorist, Ellis did seascapes and coastal landscape. He loved to paint scenes which included catboats and through the years he owned and sailed on two. As recently as last winter he did a painting of a catboat sailing out of Edgartown harbor under moonlight. His enthusiasm for life and a keen sense of humor will be missed.



Sea Chantey

Mark Alan Lovewell



The Gathering: left to right: Chris Murphy, Steve Ewing, Howard Andresen, Chris Scott, Rick Farrenkopf, Shep Williams and Paul Cook.

Photos by author, unless otherwise noted.

I don't know of any sailing group more inclined to chitchat about their boats more openly than a group of catboat sailors. Having hung around the waterfront in Edgartown since youth and after listening to the expertise of large groups of sailors, I know of no other sailors who are more giving and forgiving with their stories and words.

Sailboats are material. They are plastic, fiberglass, wood, aluminum on and on. But it is the people who sail them, who give them their true color, their charming personality. We might quibble about the details over how much a catboat design contributes to the way sailors behave. But clearly, no one can dispute the fact that there is a special relationship between catboaters and other catboaters... Add to that catboaters and their boats.

I bought *Sea Chantey* in late August of 2012. She is a 22-foot Marshall catboat built in 1973. She has had a rich life, a life of many owners, a life of many names. In that summer, she sat idle at her mooring, less than a couple hundred yards from the Edgartown Lighthouse. She needed a new owner.

Ownership of any sailboat is really a collective "we." Nobody does it by themselves. There are co-conspirators. It may be a spouse. It may be a sibling. It may be the "kids in the family." I no more own her now, than anyone once did before me.

Friendships are of greater value than the boat itself. The restoration of *Sea Chantey* last winter, the repowering of her, ridding her of the tired old Palmer gasoline engine and putting in a healthier happier used diesel is really a story about "us."

One Saturday, last November was the turning point for the restoration of this old cat. A group of sailors came over to Martha's Vineyard from Cape Cod for the day. They came to begin the process of installing a used Yanmar diesel, a 2GM20F, that we acquired from a Quincy shipyard. The Yanmar was in beautiful shape, original paint, few rust spots. We gave the Yanmar engine the name: Huff n' Puff.

I always name an engine. Sparky was the outboard motor that ran my Marshall 18. You must call an engine a name. If there is ever an incident, when an engine made you happy, got you out of trouble, give the engine a name. On many occasions we used the words: "Sparky saved the day."

The catboat enthusiasts who came that Saturday, were themselves distinguished.



The Installation of Huff n' Puff. Rick Farrenkopf gives direction. Howard Andresen and Paul Cook pull.

There was Paul Cook, who we all gave the title of "project manager." Cook owns the Marshall 22 catboat *Pumpkin*. He is also a partner in the restoration of a 1905 Crosby catboat called *Marvel*. And he has a tight group of friends. Nobody knows

more about Marshall 22 catboats, save the builders, than Mr. Cook and his assembly of Bass River Boys.

Even before I had thoughts about owning a Marshall 22, Cook told me I would own one. How many friends do you have, who will tell you something about your future that at first seems absurd? And then, to top it off, what can you say when their prediction is right?

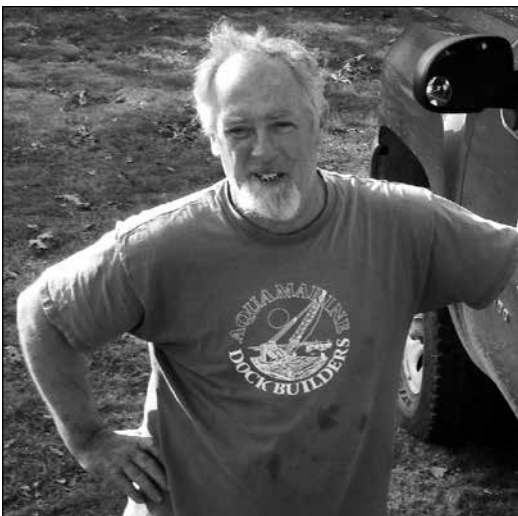
Then there is Rick Farrenkopf, of Bass River, who owns *Cait's Cat*, another Marshall 22. He has a long reputation for helping catboat owners fix their boats, though his own could use a little more attention. Farrenkopf brought his long-trusted friend Howard Andresen. Andresen has installed more engines in boats than anyone on the Cape. In his 70s, the semi-retired boat mechanic has assisted other catboat owners in getting the power right for their cat.

Then there was Shep Williams, also of Bass River, the owner of the 22-ft. catboat *Saltine Warrior*. Williams has a similarly aged catboat and has done much to bring her into this century.

The list of attending boaters is pretty long and there are more names to add. The project of installing a new used engine into an old tired boat can certainly be done with fewer people. If one were passing hundred dollar bills around, it could be done quicker and without fanfare.

But repowering *Sea Chantey* was something that I could neither fully comprehend nor afford. So, the project had a life of its own, truly a credit to those involved.

From the Vineyard, add Steve Ewing of Edgartown. He is a dock builder and also Edgartown's poet laureate. He provided the pickup truck with an attachable crane that did most of the lifting.



Steve Ewing recited poetry that you wouldn't want to print.

Ewing owns an old Marshall 18 catboat named *Ocmulgee*. The name for his boat came from a historic Edgartown whale ship. *Ocmulgee* was the first whale ship attacked, burned and sunk by the Confederate ship *Alabama* in her toxic campaign against the commerce of the North.

Chris Murphy of Chilmark, the captain of *Vanity*, a catboat that once belonged to the late Oscar Pease was also on hand. *Vanity*, is a 22-wooden cat. She now belongs to the Martha's Vineyard Museum.



A little more pull. Rick Farrenkopf and Chris Murphy give a yank.

Chris Scott of Edgartown came. Scott is the executive director of the Martha's Vineyard Preservation Trust, the owner of the catboat *Edwina B.* another great historic cat. Both *Edwina B.* and *Vanity* were built by Manuel Swartz Roberts in Edgartown.

Alan Wilson of Vineyard Haven came and he owns the 22 Marshall catboat, *High Tide*.

Jim O'Connor of West Tisbury, captain of a Marshall 22 called *Glimmer*, was unfortunately away. His contribution was a spare propeller shaft that would later make the maritime puzzle complete.

So many heads together for the day, brought forward many opinions. Huff an' Puff was purchased and came with a three blade propeller, hardly used. My catboat's previous powerhouse, the Palmer engine, was powered by a two blade. In an exchange that went on for weeks, we finally decided to give the three blade a try.

Murphy said a three blade offers an improvement. The motion of the boat will be smoother, more powerful. Another friend concurred. Matthew Stackpole, who made a visit to the boat

during the winter, agreed. With a three blade, he said: “You can stop the boat.”

Stackpole’s opinion was not to be ignored. He is a key player in the launching of many boats. He is a top maritime authority, right now the key player in the efforts to restore the world’s last remaining wooden whaling ship, the *Charles W. Morgan*.

To his credit, Stackpole gave me sound advice about renaming the 40 year old catboat. When I told him that the current name was that of a star basketball player, I asked if I could change the name to something more relevant to my life. The boat had a string of women’s names and now had a name that was even less relevant. “We have an obligation to change the name of a badly named boat,” Stackpole said.

Remember Shep Williams, mentioned earlier in this story? Williams came up with a suggestion, during the coldest part of winter. Considering the issues I had with the tired, peeling teak trim, Williams urged me to use an old schooner paint mixture, made from pine tar. The recipe was available on the web and included linseed oil, turpentine and japan drier.

Sea Chantey had some serious exterior paint issues. The brown paint that had been on the combing board, rub rail and the cabin top hand rails was so degraded that much had already flaked off. Sanding and paint removal was helpful, but why remove old paint that held hard.

Catboats, or any boat that sails and motors, is a product of a complex combination of old and new ways. By simply getting these catboat boys together to talk was a quick way to move the conversation through what works and what often doesn’t.

Cook had suggested when we remove the old engine, that I clean up the compartment: degrease, wash and scrape. He urged me to paint the interior engine compartment with white glossy paint: “so you can see what you are doing” in poor lighting.

Farrenkopf gave me a rough pattern for the engine stringers, made of pine. I cut the new stringers out of hard tropical wood and then attached them to the old engine mounts, using West System epoxy and six stainless steel bolts with washers and nuts.

Once Huff ‘n Puff was installed, for the remaining winter, we spent time playing with hoses, restoring the old saltwater filter, installing a new plastic fuel tank and wiring and lots of wiring.

Remember Wilson mentioned earlier? He was the first captain to take me out for a sail on a Marshall 22, before I owned any catboat. And he assisted years ago when I took my first sail in my previous catboat *Cat’s Meow*, a 1972 Marshall 18.

Wilson is the only sailor to have won the George Moffett Memorial Sailboat Race twice in its 36-year history. And he did it in two different boats, and neither was a catboat.

Wilson successfully convinced me to put a winglet on the bottom of barn-door rudder. The addition helps to contain and empower the water flowing across the rudder. It helps the boat respond more quickly to the movement of the helm.

Months later and just before *Sea Chantey* was launched, another friend stepped forward. Eric Peterson of Mashpee donated a spare used sail.

Members of the catboat association bring a host of talents together when they meet to talk. Whether it is a summer weekend gathering dockside, or at the February annual meeting in Mystic, there is plenty of information exchanged.

We all call it “catboat banter.”

At our gathering on that November Saturday there was something magical about the conversations that arose. That memory colors every time I go sailing.

Take a box of Black Dog baked muffins and a hot pot of coffee. Get a couple of boys together near a boat for a few hours; and sparks fly. The stories and a little lifting will move any sailboat towards its intended place. For us, we got *Sea Chantey* off to a good start.



The author on the finished boat.

Photo by Seághan McKay.



Mariah is a Tough Old Lady

David A. Calder

It was Saturday morning on June 23, 2007. The day was shaping up as a beautiful Nonsuch day. The weather was clear with a Northwest breeze of about 18 Knots. Jerry and I were anticipating a solid chance of winning the Cape Ann Challenge PHRF race. It is an annual race sponsored jointly by the Eastern Point and Annisquam Yacht Clubs on Cape Ann. The starting point alternates between each club. This year we are starting at Annisquam near the AR buoy and going clockwise up around the cape and finishing at Eastern Point outside of Gloucester Harbor. With the Northwest wind the start is a port reach up to Halibut Point, then a run down to Dry Salvages, jibe and a broad starboard reach to the Londoner spindle outside Thatchers Island and finally a broad reach to the finish at Eastern Point. It would be 15 miles of ideal Nonsuch racing conditions.

There were 15 boats in the fleet milling around the committee boat waiting for the 5 minute gun at 12 Noon. The fleet ranged from a 25-foot daysailer all the way up to a J 46. With the stiff breeze most of the boats were moving at high speed. *Mariah* my NS 30C had run down away from the line about a half-mile. We came about to head back up to the committee boat expecting the first gun at any moment. The excitement level was rising. I was at the helm sailing on a close port reach keeping an eye the other boats in the area. Jerry was watching the committee boat for smoke from the gun. We both noticed a large sloop with a deck sweeper genoa heading away from the line on a zigzagging broad reaching course intermittently obscuring our view of the committee boat. I waited for him to make his intentions clear but when he did not I concluded that the other boat had no lookout and did not see us.

In a desperate attempt to avoid him I came over on to starboard so that the helmsman might see us and maneuver away to avoid the collision. I almost made it! Since the other boat was traveling at an estimated 8-plus knots the horrendous impact of his pointy bow at 90 degrees on the starboard side just forward of the aft cabin bulkhead caused some serious damage.



The result of the impact.

My first thought was that *Mariah* was sinking quickly. I left the helm and went over to view the damage and since we were still attached to each other I had my left foot on my deck and my right foot on his bow. I could see a hole that went right down to the waterline. As the boats began to separate his plow anchor caught on the gunnel of *Mariah*, the anchor chain snapped tight over my right foot and trapped me on his boat. In a state of near panic I yelled to Jerry that we were sinking but after his anchor released *Mariah* she came upright and I could now see that the hole in the side at the hull/deck joint was not near the waterline. There was also a hole in the cabin trunk just behind the aft head bulkhead.

I was now a passenger on the offending boat and Jerry (who fortunately is also a Nonsuch owner) was alone on *Mariah*. Jerry headed toward the harbor and the beach in case she was taking on water. On the way in he went below to check the bilge and concluded she was not taking on significant quantities of water. He called the Coast Guard to report the collision and requested assistance. Meanwhile I was getting acquainted with the six people on *War Admiral* (a C&C 41). The man at the helm was a guest not

the skipper. This is against the race rules. They were having a discussion about whether to continue the race or head in to port behind *Mariah* when the radar that had been knocked from the mast mount and was swinging wildly at the end of the wires came loose, fell into the sea beside the boat and promptly sank. Shortly thereafter the Coast Guard arrived and escorted *War Admiral* into port. When we arrived and pulled up to the yacht club float *Mariah* was on a mooring in the harbor and another Coast Guard boat crew was checking her out. The only water that came aboard through the hole had been the bow wave at impact.

After two hours of interviews by Coast Guard and Mass Environmental Police and exchanging information with the owner of *War Admiral* we went to the local hospital to have my damaged foot checked. X-rays showed no broken bones. So I was provided with crutches and sent on my way. The bruised tissue and bone in my foot took 2 months to heal.

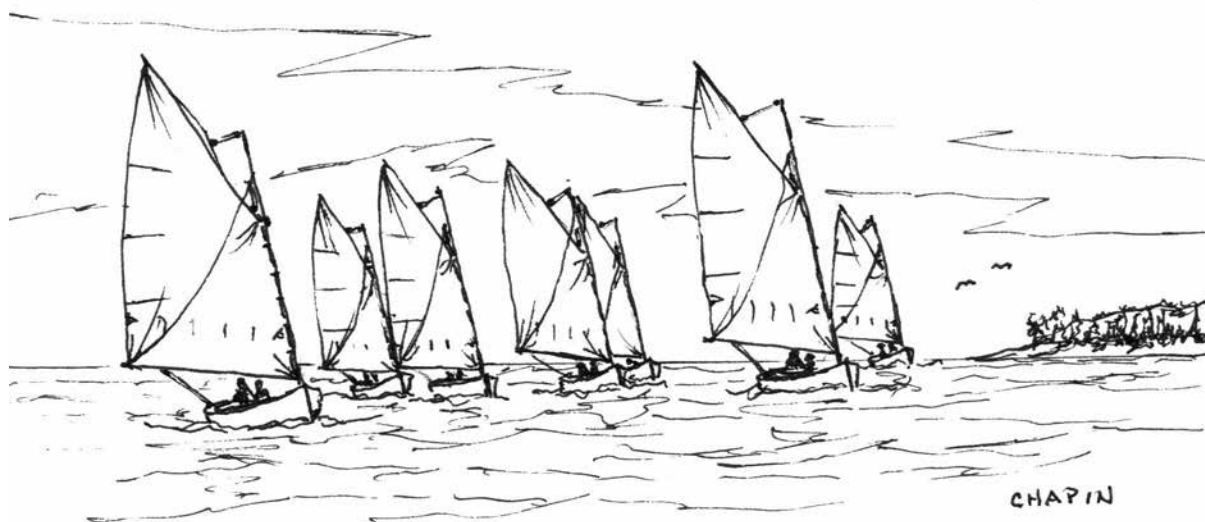
Two days later Jerry and I motored through the Annisquam River into Gloucester Harbor and down to Crocker's Boat Yard in Manchester Harbor. On the way down we checked the boat out and discovered that everything was in working order except the starboard side cabin lights. *Mariah* was hauled on to the hard and was surveyed 3 times, once for my insurance company, then for the *War Admiral* insurance company and finally for the boatyard repair estimate survey. Although there was extensive damage at the impact area and elsewhere on the boat due to the collision by the 18,000 lb. boat she was essentially intact. Her toughness speaks volumes about the quality of the design and construction of these boats. A photograph of the obvious damaged

areas are shown above. When the not yet complete repair estimate reached nearly twice the insured value of the policy my insurance company declared her a total loss and sent me a check for the agreed value of the policy.

Starting in late July in anticipation of a decision to total *Mariah* I contacted Jim Eastland (a boat broker) and began looking for a replacement NS 30C. There were several advertised in the area, 2 in Connecticut, 1 in Rhode Island, 1 in Massachusetts and 2 in Maine. After seeing only one boat and attempting to make arrangements to see others I received an e-mail from an owner in Maine who had heard through our discussion group that I was looking for a new boat. He said he had a "for sale" sign on his boat but he had not advertised it yet. He sent me pictures and a description. After reviewing the information he sent, I called and arranged to see his boat in Maine the next day. She looked as good as the pictures so I made a deposit and agreed to buy her subject to an acceptable marine survey. She passed the survey and is now on my mooring in Essex, MA.

On the way home from Maine, while at anchor at Jewel Island, I received a call from Crocker's saying that *Mariah* had been launched for the salvage company and was motoring out of Manchester Harbor to points unknown. She truly is a tough old lady.

But the story doesn't end there. At a rendezvous in Newport Rhode Island this past summer I met and had a long discussion with the new owners of the repaired and re-launched *Mariah*. She has been renamed (as you might expect), most likely trying to sever her from her unfortunate past.



Scratching the Itch of “Four-Foot-itis” – From the *Oyster* Comes the *Pearl*

Jack Hoey

“How long can you sail around Duxbury Bay in your Marshall Sanderling?” That’s the question the captain of my launch service regularly asked me. After buying a Menger 23 in May I answered: “Three seasons.” This summer I was ready to try some cruising.

Short cruises in a Sanderling or similar size cat are manageable. But for extended voyages, bigger cats can make sense and fortunately, there are plenty of good choices. My Marshall 18 was called *Oyster*, so I renamed my Menger 23 (formerly *Paws*) *Pearl*.

Pearl draws a lot of curious attention wherever I sail. The most common question: “What is this?” Most who venture to guess proffer: “A Marshall 22?” But I’ve also been asked if my Menger 23 is an Atlantic City 24 or a Nonsuch 26?



“What is this?”

It’s no wonder even veteran cat-boaters don’t recognize this rare breed of cat that has sailed in the shadow of the seemingly ubiquitous M-22s. Only 17 MEN-23s were completed before the passing of builder Bill Menger in 2005. (*Pearl* was constructed in 2000 at his shop in Amityville, NY. Jerry Thompson, who acquired the Menger molds in 2006, is selling the last MEN-23 started before Bill’s death -- either unfinished or completed.) The MEN-23 underwater shape and sail plan are the same as that of a 1935 wooden catboat designed by Francis Sweisguth, the developer of the storied Star class. Menger modified the deck and interior to make cruising more comfortable.

Menger succeeded. At 22-feet, 6-inches LOA, the “23” is actually only 4 inches longer than a Marshall 22. What distinguishes the Menger is a standup cabin (6-ft., 2-in) with a fully enclosed head aft. The forward settee converts to a double berth with plenty of room left for a third berth. The commodious interior features ash wainscoting on the sides and forward hatch, a teak and holly sole, and shelves with teak pin rails. Add a couple of pictures and some pillow-like cushions and it’s no wonder more than a few guests have exclaimed, “This looks like a living room.”



Pearl's living room.

Sailing Performance

However, the most important question is how does she sail? Most cat-boaters also ask how hard is the Menger 23 to sail? That's usually after exclaiming, "Wow, this is a BIG boat." Handling also was my top concern, given my age (66), my frequent solo sailing and, above all (literally), the massive sail (435 sq. ft. vs. 388 in the M-22). I have only sailed an M-22 once so I can't fairly compare them, but I can compare the MEN-23 to the M-18 (sail area 230 sq. ft).

I find pluses and minuses with each cat, with the bottom line adding up to how you plan to use the boat as well as personal preference. Let's begin with the MEN-23 centerboard. It weighs several hundred pounds because lead is mixed with the resin. Previous owner, Bill Watson, remounted the Lewmar winch atop the inboard end of the trunk top so it's canted at just the right angle for the centerboard pennant.



Pearl's centerboard winch.

Returning to the cockpit, the hinged boom extension atop the gallows allows for easy release of the boom after loosening the mainsheet. Bill marked the topping lift with twine to indicate the proper height for clearing the boom.

Raising the big sail requires a bit more effort (no winches on mine) than the M-18, but line stops on the halyards allow for rest and easy adjustments. Also, thanks to preset reef lines with stops, reefing the MEN 23, even while underway, is a breeze. The Yanmar 2GM, 18 hp. diesel helps me control the boat more easily than the 6 hp. outboard on my M-18. The bronze and teak wheel has a brake that also can



Gallows with hinged boom extension.

help hold the boat for short periods. To assist when raising and lowering the sail solo, fellow MEN 23 owner, Dick Loring, added an autohelm to his boat, *Felicity*, which is also moored in Duxbury.



Bronze and teak wheel.

When lowering the sail in heavy weather, I secure the boom first to the gallows by tightening the mainsheet (the gallows notch isn't as deep as the one on the extension). Bill added a second mark on the topping lift to indicate the height for this maneuver. I worry later about shouldering the boom up onto the extension.

Now for the fun part: actually sailing. Here is where the MEN-23 far exceeded my expectations. For a 6,500-pound boat (M-22 displaces 5,660 lbs; M-18 weighs 2,200 lbs.), *Pearl* feels surprising nimble. I was concerned that I'd miss the feel of a tiller, but

I find the Edson rack-and-pinion gears smooth and responsive. I've even learned to sail with my legs, as I did on *Oyster*.

Shrouds help handle the load of a 33-foot mast and seem to help on close reaches. However, on broad reaches and runs they chafe the gaff. Bill added rub strakes to protect the gaff, but I was worried that the boat might not go downwind as well as my Marshall since the shrouds don't allow the gaff to deploy to a full 90-degree angle. Given the huge amount of sail area, the MEN-23 has plenty of power off or down wind.



Pearl on a run.

The late Bill Menger claimed he averaged over 6 knots when sailing 385 nautical miles to deliver the first Menger 23s. I have had *Pearl* up to 6 knots under full sail. With both single and double reefs, I've easily done between 4 and 5 knots, sometimes a bit more. The big cat also sails well in light to moderate winds.

Made to Cruise

With this kind of performance, I still enjoy day sailing around Duxbury Bay, but it's when cruising that one comes to appreciate this boat. Bill Watson and I sailed *Pearl* across Cape Cod Bay after she was launched at Rock Harbor in Orleans. On June 6 under fair skies we departed on the high tide at 10:10 a.m., motoring out the narrow, winding channel marked by trees atop poles and then raised the sail. With a light northeast and east winds, we averaged 3 knots using a combination of sail and motor-sail to

cover 27.3 nautical miles. The trip took 8 hours, but we added 3 nautical miles by plotting a course south of the entrance to the Plymouth channel off Gurnet Point.

Bill confessed that he hadn't relied on the handheld GPS since buying the boat. This became obvious when I awakened the Garmin and the device "thought" it was still 2006. I dubbed the GPS "Rip Van Winkle" and Bill proclaimed himself "The Naviguesser." But in fairness to Bill, I had mistaken a landmark behind the cliffs of Manomet for the Myles Standish Monument on Captains Hill in Duxbury.



Checking the charts.

My first solo cruise was to my native port of Scituate on June 22. I kept my first rowboat here as a 10-year-old. Fifty-six years later, I made it up and back to Duxbury in 4 hours each way (about 16 miles mooring to mooring) on a reach with southwest winds gusting to 20-25 knots. I'm sure I could have sailed even faster but I was cautious given the gusts. My wife and I spent the first of two nights at a guest mooring at the Satuit Boat Club (\$35 per night including launch). For those who don't know this gem of a harbor, Front Street has plenty of shops and good restaurants. You can take the launch to T.K. O'Malley's for a drink; then stroll to the nearby Mill Wharf for dinner; or for less expensive fare, walk from the boat club across Jericho Road to the Satuit Restaurant or for finer (also pricier) food up the hill to the Barker Tavern. Try Riva's for outdoor breakfast or lunch. There's also a gourmet sandwich shop on Front Street that makes up picnic lunches.

On the next cruise my wife and I sailed to Provincetown. On July 14, a hazy, calm Sunday morning, we departed at dead low in Duxbury Bay,

something I had never done since I always day-sailed around high tide. I was so fascinated by the mud flats and working oystermen that I ran aground after only 10 minutes under way. “How’s it going so far,” I asked my wife, who was on her maiden cruise. “I’m not getting a good feeling,” she laughed (sort of). Fortunately a power boat pulled us off within 5 minutes.

I broke out “Rip Van Winkle” and revealed to my wife that this was the first time I had actually used it under way. “I’m not getting a good feeling,” she repeated, this time definitely not smiling. Actually I had been studying the handbook and practicing on rainy days. I also had pre-entered the waypoints for our cruise, which worked perfectly, while also practicing with the parallel plotter and charts, just in case.

We motored for the first two hours until a light southeast wind developed, allowing us to sail on a close reach to Wood End, about 5 miles north of the harbor’s entrance. The wind then conveniently shifted around to the southwest, allowing us to head up and sail along Long Point and into the harbor. The trip took six hours before we picked up a guest mooring at the Provincetown Marina (\$55 nightly). We were able to sleep both nights despite an extreme heat wave. Instead of louvered doors like the Marshalls, the Menger has three drop boards (Akumi teak plywood). I still prefer the look of louvered doors but I have to say the Menger’s door allows for plenty of air flow when you replace the top board with a custom screen. It also keeps out bugs. On two of the steamiest nights we’ve had in many summers, we were fine, thanks also to a portable fan that attaches with a suction cup on the bulkhead in the companionway. The screen panel plus a forward Lewmar screened hatch provides good air flow. We also jury-rigged a screen for the head port, which opens.

The many quaint shops and ubiquitous eateries in P-town are well known. But I was surprised by the size and depth (as much as 100 feet) of the wide bay formed by the curved arm of the Cape. After our first night on the mooring, we sailed around the bay and then anchored (first time) off Long Point beach where we erected (another first) a nice cockpit awning, and swam off the boat (first time using bronze steps on rudder and transom – not easy for older folks but doable). The MEN-23 only needs 2-feet, 6- inches with the board up versus 2-feet for the M-22. The MEN-23 board down requires 5-feet, 6-inches vs. M-22’s 5-feet, 2-inches.

One problem we had on the cruise was the Raymarine speed and depth indicator. I cleaned the paddle wheel of some algae and that did the trick. The depth transducer also mysteriously stabilized once the speed indicator was OK.

This leads us to some final observations. Cat-boaters who had moved up in size before I did warned me that the more complex the boat, the more things that can go wrong. They are right. In addition to adjusting the instruments and the placement of a new bilge pump, I’ve had to replace the marine radio and the pump for the head. (These items were working when I bought the boat so it’s no fault of the seller; just among the surprises that come with boat owning.)

Also the addition of an inboard requires even more care in making sure that the engine is properly winterized, as well as the head and water holding tank. Then there are electronics, not to mention hull through-fittings, better known as holes in your boat, which you simply don’t have to worry about with a smaller cat.

But even with these occasional headaches and backaches, I have no regrets about scratching the itch of “four-foot-itis.” A bigger cat can also widen horizons and open the way to new adventures. I will always remember fondly my Sanderling. But I’ve already come to love my Menger 23 just as much.



Pearl.

After all, from the *Oyster* comes the *Pearl*.



So How Did We End Up With a 19?

Bob Williams

How did we end up with a 19 ft. Menger Catboat in Florida? Twenty years ago, out of nowhere, I decided I wanted to sail. Shelley-Sue and I purchased a used 25 ft. Catalina and went to sailing school in Oyster Bay, NY. Over the years, the boats got bigger, working our way up to a brand new 36 ft. Beneteau in 2001.

We spent every Northeast sailing season sailing as much as possible. Every new boat brought more comfort, and more boat toys. We always travelled with 2 kayaks. Sometimes we took our 9 ft. Dyer sailing dinghy and our inflatable. Every Friday night, we spent hours loading the boat with supplies and toys, and every Sunday night unloading. For many years, pre-cell phone, being anchored out somewhere was the best stress relief we had. We had years of great sailing The Long Island Sound and the Peconic Bay.

Somewhere along the way, with a new dog who was prone to sea sickness, starting to play tennis, and spending Winters in Florida, we decided day sailing and Wednesday night beer can races would satisfy our sailing needs. We were lucky and sold our 36 ft. boat quickly. By now, we were living in Oyster Bay, NY, which has one of the best day sailing harbors anywhere. So, the search was on for a daysailer.

Over the years, whenever we saw an older couple pull in to an anchorage with a classic looking boat and drop the hook, we always thought someday we wanted to be that couple. Our Beneteau was a great boat, but when all was said and done, it looked like a floating Clorox bottle. This time, our boat would have classic lines. We settled on a 22 ft. Pearson Ensign. What a great classic day sailing boat, with its big cockpit and 3 ft. full keel. Oh, the joy sailing with a tiller again! We spent the next two years sailing off, and back on, to the mooring, never using the engine. We would go out with only a few bottles of water and sometimes a sandwich.

Not worried about the batteries running down from the refrigerator or freezer. Not worried whether the GPS interfaced with the radar. Not worried if 100 gallons of water was enough for the weekend. Not worried whether we were dragging in the anchorage overnight. Not knocking ourselves out grinding away on a windy day, the list goes on and on. We fell back

in love with the simplicity of plain ole sailing again.

Year round boating, kayaking, tennis, and the beach were playing our song, and it sounded a lot like Jimmy Buffet! So after two years of easy day sailing, we decided to move to Ft. Myers Beach full time and leave Long Island behind. Leaving family, the harbor and racing crew was not easy, but it was time to move on. So in August of 2008, we sold the house and sold the Ensign. We purchased a bigger home for full time use that came with a boat slip and a lift.

Once again a boat search was on. I started researching boats with centerboards in the 20 ft. range. I was concerned how she would fit in the lift and the hassle of what to do with her while we worked out the lift. I was getting discouraged. I didn't want to go back to a Catalina style. I also noticed there were no sailboats on the South end of Fort Myers Beach. A few people said it would be boring sailing in the Gulf with no place to go. While I was considering all this I got an offer from my Father in law. If I purchased a small powerboat, he would pay for half. Considering we had now added fishing to our hobbies, I had a weak moment and said, "Why not?"

I was thinking a small Boston Whaler type boat. Before I knew it we had a 24 ft. Center Console with 200HP. It was a lot of boat. Right away, docking this boat was a nightmare, and even after a few lessons I quickly stopped using it. Shelley-Sue's Dad was very happy with his half of the boat, and he would visit as much as possible from Orlando to use her.

Over the next year, I was having an identity crisis. Who was I, if I wasn't a sailor? I put Bill on notice, that in the next few years, the powerboat was going to have to go. In the meantime, I planned to race again and do some chartering. I did a race off of Fort Myers Beach and felt great.

What happened next is hard to believe, considering I live in a gated condo setting. The very next day after the race, in the parking lot, was a brand new 32 ft. sailboat. I quickly went over and introduced myself to the proud new owner and new sailor, Dan.

After one week of sailing school, Dan purchased a 32 ft. boat, and was looking for crew. In fact, we now had a couple more sailboats on our end of the

island. These new sailing opportunities did nothing to cool my fever; in fact the urge to have my own sailboat again became unbearable.

I started thinking about what I wanted: classic lines, a small cabin for a few overnights, something seaworthy and with a centerboard for the lift. A few weeks later, we went down island for a pirate festival. Tied up on the dock was a small catboat. She was a little worn, but she was perfect. I found the type of boat I wanted! With all the information about catboats available on the web, my feelings were confirmed.

I started do a search, and just like that, I found a 19 ft. Menger Catboat called *Panasea*, the Goddess of Healing. She was close by on Sanibel Island. Now what? How do I move up the clock and buy her right now? Shelley-Sue is an accomplished sailor, so that wasn't an issue. She just had one rule. We weren't going to have two boats at once. The powerboat would have to be sold first. We drove to Orlando to break the news to my father in law. Faced with the inevitable, he gave his blessing. We had purchased the powerboat for below market price and were lucky enough to sell her within in a week for what we paid.

We had already taken a quick look at *Panasea* sitting on a trailer. Now we were meeting the owner for a test sail. The photo below was how she looked sitting in the water when we pulled up for a test sail.



Panasea, Love at first sight.

Enough said! Love at first sight... We went for a windy sail on our first Catboat. The owner sat back, and said, "you'll figure it out." After working out the much-needed reef, along with the two halyards, we were off.



I walked away while Shelley-Sue negotiated the price, considering I wasn't leaving without the boat. Quickly the deal was done.

I left for a business trip, leaving Shelley-Sue to meet with the boat lift people to figure out how to adjust the lift to accommodate the keel. Someone else we knew spent thousands of dollars setting a lift up for a sailboat, so we were thinking it would be similar to modify ours. Shelley-Sue suggested just moving the front of the 2x6s *Panasea* would sit on. Two hundred and fifty dollars later it was done – very simple. The former owner trailered her over to a marina next store, and when I came home *Panasea* was sitting in her lift.

The best was yet to come! With our shallow draft, we started sailing in the back bay of Fort Myers Beach, Estero Bay.



Shelley-Sue at the helm.

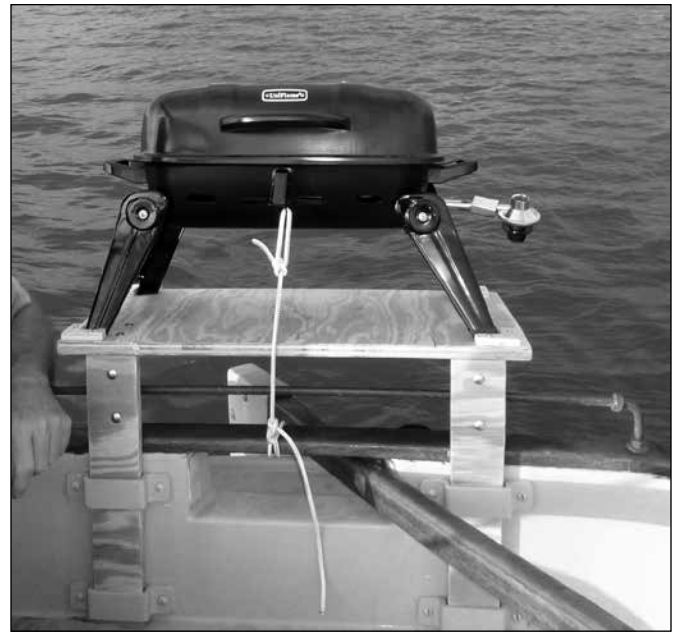
We found we had lots of room to sail. We sail in tight channels right through the mangroves. Working with my friend Captain Joe, a snowbird rigger from Maine, we started to really learn to sail her.

I have just what we were looking for, a classic, shallow draft boat. Every trip out, we have boaters taking photos of *Panasea*. We have been setting her up for overnighting. Joe came up with a great way to hang a BBQ off the stern.

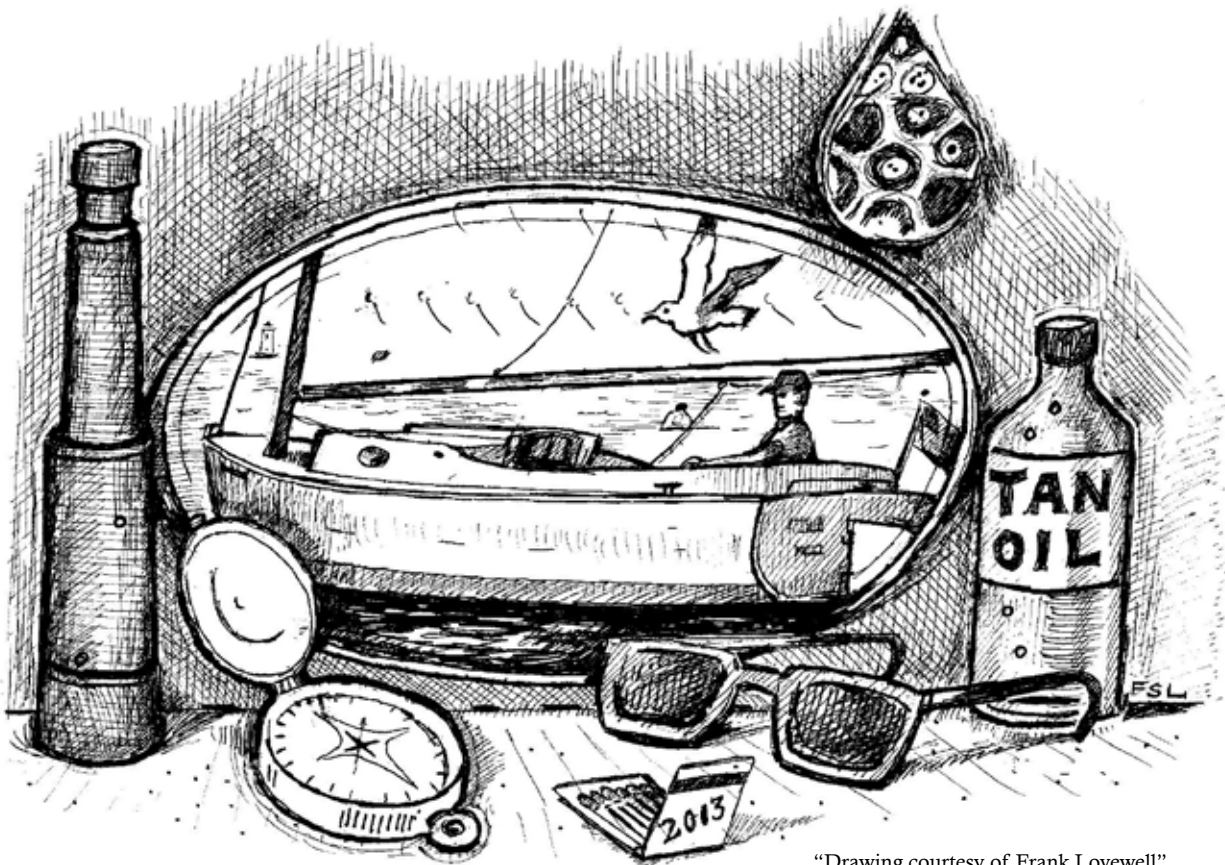
We had a canvas shade cover made to go over the open hatch, and we made screens. Joe and I BBQ'd our first steaks off of Cabbage Key last winter.

Our goal is to keep our sailing simple, and to keep it fun. If you're out on the water, and you see a not-yet-older couple sailing into the anchorage in their classic looking Catboat, dropping the hook and starting the grill, stop by and say hello.

Bob Williams, Fort Myers Beach, Florida, email swpny@aol.com



BBQ off the stern.



"Drawing courtesy of Frank Lovewell"



The Story of the *Quest*

Russell A. Jennings

Editor's Note: Russell A. Jennings passed over the bar shortly after the New Year, 2013, 97 years young. He never belonged to the CBA or owned a catboat. However, Quest was a gaff-rigged wooden boat that Russ and his friends sailed "70 years ago." Russ was an executive at Reynolds Aluminum and a great friend of ours (Lou Abbey and family) during the 35 years we lived in Richmond, VA. He sailed with us many times in our catboats when we lived on the mighty Rappahannock River. Russ talked a lot about boating and sailing and I never tired of his stories. When we left Richmond for Revere and retirement, he kept in touch mostly through our children, two of whom live in Richmond. After retiring from Reynolds, Russ constantly took courses in writing and literature at Virginia Commonwealth University. He would ask me to review the stories, poems and papers he wrote for class. When I got my MFA in writing from VCU, Russ was one of my thesis reviewers. After his wife Margaret died, Russ lived on in Richmond for a number of years then headed south to join his daughter, Connie, in Florida. I would get Christmas cards with long notes from him every year, including Christmas 2012. They were always filled with his impressions of Florida from the viewpoint of the seashore where he lived near Cape Canaveral. Thus I was surprised to get an envelope containing the manuscript, "The Story of the Quest" from Connie toward the end of January 2013. In her note she said he had passed over the bar. Russ was over 90 when he wrote about the Quest.

A recent book, "At Sea in the City," dealt with places very familiar to me. I grew up in New York City's waterfront and beach areas, as they were 70 years ago. And when you throw in a sailboat to go "messing about in", memories flourish like mushrooms.

We lived on an inlet known as Mill Basin, a section of Brooklyn on the shore of Jamaica Bay, lots of sand, space and water. Seventy odd years ago, this

area was largely undeveloped, not a building on it except our large white house, surrounded by a cluster of trees at the end of the only road, evidence of a more modern era. The house had been built on four or five acres in the late nineteenth century and it has been occupied continuously since that time.

We spent our first years in this cove off Bums Inlet before we even thought about messing about in boats. That place was ideal for people with small children; the water was shallow enough for paddlers and waders. There was even a lifeguard to reassure the mothers.

Many of us from the cove got caught up in sailing because of the variety of watercraft. There were lateen-rigged sailing canoes; flat-bottomed single sailors with drop keels and larger boats with owners looking for a hand. We hands helped balance the boats by shifting from left side to right side, until we learned port from starboard. Once we knew left from right we started "learning the ropes" and became sought-after crew.

I can't remember the origin of the hull that years later became the *Quest* (my father suggested the name). A wooden, clinker-built thirty footer, she had no deck, just seats athwart and a platform at the stern for the man at the tiller.

The real "builder -in-charge" was Frank Collins, a shore-side carpenter friend of my father. The building was done under his patient supervision, with the emphasis on patience. A few of us were rough carpenters, really rough. I recall Frank's tolerance while teaching us how to caulk a seam, an essential part of wooden hulls. There were two caulking irons, a paying iron and a tap to shove the caulking cotton into the seam. That job was more difficult because of the staging that held the hull. Volunteers were few and easily discouraged; fortunately, there was less than fifty feet that needed doing.

Frank Collins was the one who moved the undertaking forward, and Howard Miller, a stationary engineer in a pasteurizing plant, provided the monetary fuel. Except for Frank and Howard, I was the only other of our group who'd become interested enough to show up on weekends. At this

remove I don't remember why. The atmosphere of the yard, the smell of well-seasoned timber, sounds of wood being shaped, were all factors in making it an activity I looked forward to. I felt that a part of me would be wherever *Quest* was.

It was a time when there were few pleasure boats in our inlet. We managed to keep out of bad situations, but I know we made some other mariners nervous. Like the time we sailed out of Bums Inlet into Jamaica Bay, a much larger body of water with a correspondingly larger amount of commercial traffic. Without a good breeze we had to use tidal currents to get under weigh and there were times that could only be described as *being afloat but drifting*. I have one vivid memory of our having to literally pull our way out along the wall of the ferry slip as the ferry entered. That was our last trip under sail.



Russ and Howard in a good breeze.

At the end of that summer for most of us was the time of our entrance into the "adult society" in which we hoped to flourish; *Quest* had to go into the yard at Mill Basin, where she'd been built, for an overhaul that was for all intents and purposes a rebuild. She got her first engine, a cabin with two lockers, a galley and a head. The port and starboard lockers served as berths. These improvements led to an increase in our list of "volunteer" passengers for cruises. We were limited to Saturdays, since most of us had jobs. Not everyone wanted to spend weekends cruising. None-the-less, when Howard proposed a trip, rather a voyage, around Long Island by way

of Montauk Point and Long Island Sound, Frank Evans, Dick Foley and Otto Bauer signed on, but only as passengers.

So, with a crew of Howard and me and four passengers we sailed away under a clear sky with a favoring breeze and things went well. By mid afternoon we had cleared Breezy Point and were in the ocean heading east under sail.

We were a group of conversationalists who had known each other since high school. The usual lively chatter slowly faded, however, as *Quest* took us into deep water. None of our passengers were used to her antics and within a short while they grew silent, having lost their healthy complexions. Howard gave me a questioning look; I knew what he was asking and nodded, so we reversed course. In what must have seemed like half a lifetime to the others, Howard and I put in at a landing that was near the end of the Flatbush Avenue Bus line. There we put all three passengers and their luggage on dry, solid ground.

Howard and I still had the largest part of our vacations left and we decided to sail up the Hudson River, making good use of the tides, and stopping at riverside Parks or Yacht Clubs along the way.

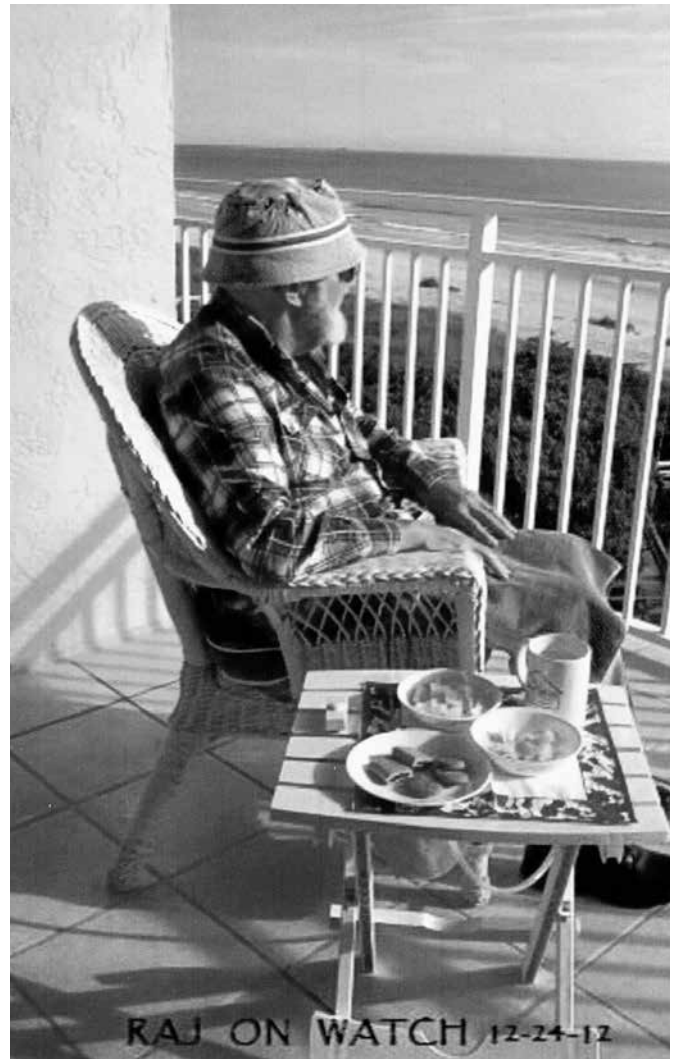
I recall that part of our trip as most pleasant. Park Personnel made us welcome and the yacht club set seemed intrigued by *Quest's* workboat appearance. One described her as "sort of a grimy British freighter, with a salt caked stack." We felt like a pair of "old salts" ourselves and played up that role. We sailed up the Hudson as far as Newburg, NY, going ashore and exploring towns that we thought might be interesting. Our adventure continued until we had used up half of our vacation days. Then we turned south for home just as the weather turned sour, chilly and drizzling.

We took that in stride, however, and slogged away. It just took longer than planned, with a noticeable diminishing of supplies in the food locker. We were soon down to one box of Shredded Wheat biscuits and some cheese. We were happy as clams at high tide, though, despite the weather; which stayed sour.

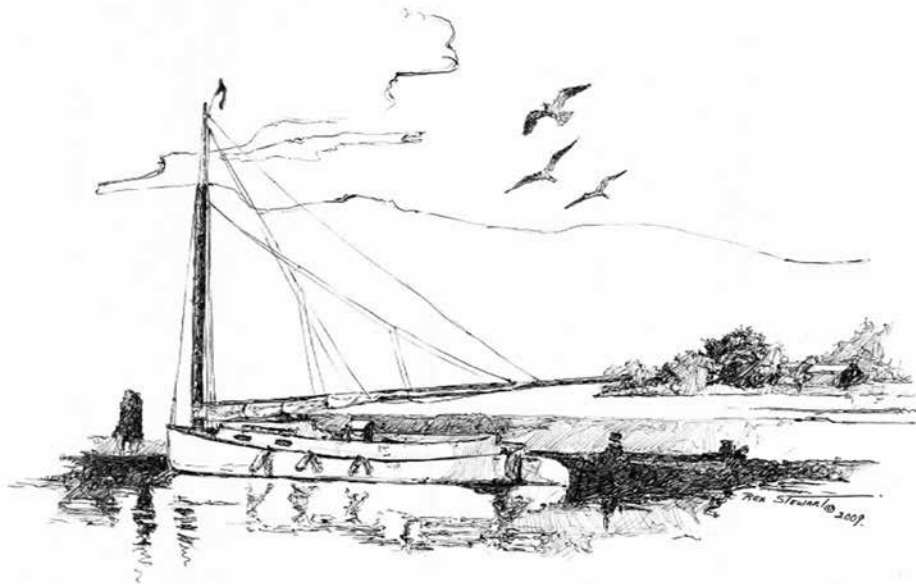
The last morning, we watched a fine fifty-foot cabin cruiser on our starboard side. On the deck a man in oilskins was waving to us, obviously asking if we needed assistance. Howard shouted "thank yous" and assured him we were all right. And we were, being back in familiar, if crowded, waters.



Russ, Howard and *Quest* in calm water.



Russ at 97 on watch.



Tom Maddigan at the CBA 50th Anniversary Lunch

Tom Maddigan

Editor's Note: This story is the fourth in our series on speakers at the CBA's 50th Anniversary Luncheon in 2012. The presentations were so representative of the CBA, the Editors decided to make them available to the membership through the Bulletin. Tom Maddigan and his wife, Susan, retraced the voyage originally recorded by Henry C. Plummer in his classic book, "The Boy, Me and the Cat." Tom is the speaker in this piece and the illustrations are from his presentation. Lou Abbey edited and arranged the piece from text and photos that Tom kindly provided, aided by John Conway's recording of the presentation.

The History of the Catboat Association is contained on one page in our annual directory. But it is not as simple as a list of people and boat names, hailing ports and e-mail addresses.

I guess my family's CBA story is best told through the boats. Susan and I met sailing and racing Beetle Cats in our pre-teen years. I learned quickly that she really is the better sailor.



Susan and Tom.



Beetles racing.

After our marriage, a friend found a Legnos 20 for sale in Scituate Mass, and on Mother's Day of 1979, we sailed the *Susan B.* home to Onset, at the west end of the Cape Cod Canal.

On that cloudy, squally, cool, gray day, somewhere off the Plymouth Nuclear Plant, my bride asked, "Where is my Mother's Day gift?" I learned not to argue the origins of life with a mother-to-be while at sea. I sent her flowers the next day.

From Onset, during that summer, we cruised to only a few rendezvous, the furthest being Padanarum, in the company of Barry O'Neil in *Maryalice*, and Mike and Terri Browne, in *Muttokian*. For us, that was quite a long voyage in a little boat.

So with our son Patrick, and with Brendan on the way, we acquired *Mischief*, a Marshall 22. It was that venerable vessel that our family sailed to Mystic in 1990. There I helped Frank Cassidy shepherd over 100 cats to celebrate the centennial of the heyday of the catboat. There was no better reason to have a grand celebration and invite 350 of our closest friends. And for us, that was quite a long voyage in a little boat.

As Patrick and Brendan grew, we noticed the cabin was shrinking, so after sailing *Mischief* for 10 years or so, we bought *Shoveller*, a 25 foot, Fenwick Williams designed wooden vessel from Max and Linda Fife. She was the catalyst behind our re-tracing the voyage, ably captained by Henry Plummer, his son, and his cat, *Mascot*.





The Maddigans with *Shoveller*.

In September of 2001, with much fanfare, we left Woods Hole, delayed by a stuck drawbridge. We changed the alternator belt on the fly and headed south. The photos below are from that trip. Those were the days before GPS. Each evening after sailing, Susan and I would chart our courses for the following day in our cozy little cabin and we'd read the relevant passages from "The Boy, me and the Cat" to compare and contrast.



The Maddigans read Henry Plummer at sunset.

Anchored at the head of Chesapeake Bay, Henry Plummer wrote: "Last night we turned in to the vibrant sound of honking geese in flight and this morning we turned out to the same tune." Anchored at the head of Chesapeake Bay, Susan said, "Don't worry honey, they'll quiet down after dark."

With both boats anchored near Miami: *Mascot* on March 3, 1913; *Shoveller* on March 19, 2002:



Miami at last and more reading.

In this anchorage, Henry Plummer wrote: "I guess this is the Southern end of the cruise. I want to go a-fishing and I want to go down among the Keys, but the season is getting on and indeed the road to the Northward is long. The south point on my compass is all rounded off from steady use, and you can hardly read the letter 's' it is so worn."

I wrote: "Weighed anchor after coffee...all out of supplies and time to head to a marina. Will now fly home to Easter, then beginning voyage back home. Drawbridges along the way up the river, all under power. So ends this log. All together a great trip and from here on, it's just about going back."



Heading back home.

And for us, That was one long voyage in a little boat.

Both because we were catboaters and we set out on big adventures in our little catboats, we have met wonderful people at shallow anchorages, race rendezvous, annual meetings, in Mystic at the big 1990 rendezvous, and along the waterway. A wise man once told me: it is the unique character of the people that make this association special;

the boats are merely the common bond that brings us together. In our three little boats, we have come full circle: the 50th anniversary of the Association, the 100th anniversary of the voyage of Mascot and friendships that have lasted a lifetime with a lifetime of memories.

Here in no particular order are some shots from the recreated voyage of *Mascot*.



2013 Race Rendezvous, Part 1

Gayle Cornish, Editor

Editor's Note: It is my pleasure to offer you these four important announcements or reports of Race/Rendezvous during the summer 2013. Let's get many more in the Winter Bulletin? Also, in early January of 2014, would each chair of a rendezvous send me the dates and the contact person of next summer's event? Send to: Gayle.Cornish@catboats.org Thank you very much.



2013 Padanaram Rendezvous

SOUTH DARTMOUTH, MA

Smith, Marshall, and Cole Families

Wow – another great gathering. We thought this would be a low key event given the unusually exciting celebratory activities of the past two years. But again well over a hundred catboat sailors made this another rendezvous to remember – thank you to all of you who made this party a success!

Foreword

For sure the Peterson family made a spectacular presence arriving in full force with 5 catboats (2 Marshall Sandpipers, 2 Marshall 22s, and a Marshall Sanderling) in a flotilla led by the flagship *Dawn Marie*.



The Peterson Clan representing four Generations of Catboat Sailors with the *Spirit of Padanaram Award*.

Forty boats arrived for the party. Some arrived Saturday morning because of bad weather the day before. Others participated in the parade out the harbor to the race area on Buzzards Bay and to the race course for the small cats in the upper Apponagansett Bay north of the Padanaram swing bridge. On Buzzards Bay winds were perfect at 12 to 16 knots out of the Southwest and the weather was fantastic considering the day was bracketed by two days of rain. This year we tried to minimize the confusion of different buoys in the outer harbor by setting a race course that included government buoys only – it seemed to work as nobody went to the wrong mark as happened in past years.

Buzzards Bay Race and Results



Another spectacular view of the Catboat Fleet on Buzzards Bay.

The winds were at the point that gave the Marshall 22s the edge over the 18 footers resulting in the 22 ft. catboat *Loose Cannon* skippered by Nathan Peterson being the first over the finish line. Nathan was awarded the *Marshall Marine Trophy* for fiberglass cats.

The *Captains' Smith Trophy* for altered cats went to Gaelen Canning who sailed *Sunshine* a Marshall Sanderling Sloop.

In the wooden division the *Breck Marshall Trophy* was awarded to Peter Argimbaugh sailing *Molly Rose* a 28.5 ft. cat designed by Phinney and built by Erford W. Burt in 1935.



Look at that rudder! The photographer has remarked the centerboard was in view when the picture was taken.



Siverheels (foreground) was apparently still in cruising mode.



Loose Cannon displaying a winning style.



If we had sound we could hear cries of “Starboard! Starboard!” to no avail as *Molly Rose* needs lots of room to tack.

Upper Harbor Small Cat Race and Results

This was the second year a race for small cats was held in the upper part of Apponagansett Bay near Marshall Marine. Six Sandpipers and a BB Swan showed up for the event. All crews were experienced sailors making it a fun and challenging race. We are glad to report there were no mishaps or groundings.

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



Yoshizo with the rising sun on the sail racing with the small catboat fleet.

The best total low score (lowest finishing position) out of four races was achieved by Eric Donald Peterson skippering *Yoshizo*. Yes, Eric is part of the Peterson Clan and is the son of Dawn and Eric Peterson.



The small cat race committee boat *Elmo* (formally of the Peterson Navy) flying the Sammy Smith memorial pennant with *Yoshizo* approaching the line.

Accordingly, the Small Catboat Trophy was awarded to Eric. It is a half scale model of a Sandpiper transom. Hopefully, we will continue to see this fleet grow in future years as it is open to all small catboats less than 16ft.

Charlie Adams of Marshall Marine was on the race course with a Boston Whaler to assist the fleet. He was very helpful and needed as with 7 boats it was like trying to herd cats (can't believe I said that).

Celebration Highlights

The Smith, Marshall, and Cole families were present including children and grandchildren to make the event as pleasurable as possible and greatly appreciate those who also helped. Notable of these was Bruce Almeida (*Harvest Moon*) aka "Prometheus the Fire Bringer" who made sure the charcoal for grilling was hot in no time almost at the expense of a tent the grill was under. A scream from Kristen got some of us to leap into action to move the grill and fire ball out from under the tent. Proof catboat sailors can still perform after several libations.



The grill after surviving the fire ball.

Also, the Marshall Marine crew was key in making the event memorable. They attended the Saturday night festivities with their families – it was fun to meet them all.

Everyone enjoyed hors d'oeuvres brought by locals, various libations, music by Matt Smith with his band Fourteen Strings (name varies with the number of instruments involved), and food brought by everyone to include their own burgers, steaks, veggies, hot dogs and the occasional lobster that were on the large charcoal grill that was really hot thanks to Prometheus.

Awards

Before acknowledgement of those sailors that performed interesting and spectacular feats on the water the *Padanaram Spirit Award*, created and donated by the distinguished artist Peter Arguimbau was awarded. It consists of a catboat scene painted by Peter that is framed by a bronze oval shaped porthole mounted on a varnished mahogany board. It was presented to the Peterson family who always put forth a great effort to make this Rendezvous a success as well as for their years of dedication to

catboats and the CBA. “*The Padanaram Spirit Award was first given in July of 2011 at the Padanaram Catboat Rendezvous. The recipient is chosen based on his/her spirit, energy and enthusiasm during the Padanaram Rendezvous. The award may or may not be given annually based on the judgment of the Padanaram Rendezvous Committee.*”

Now to the really fun stuff - we again were able to enjoy the Sammy Smith tradition, now perpetuated by her daughter Anne Smith, of recognizing notable nautical feats, some zanier than others, performed by catboat sailors on the water. And again this year we were not disappointed -here they are:

Coveted Last Prize Awards

Were Padanaram 2013 edition CBA burgee boat bags hand painted by Anne along with a can of delicious Dinty Moore beef stew – an excellent supper for those winners who might not have been in time for a hot dog off the grill.



Lottie Cates, a Fenwick Williams designed cat built by owner Bruce Gratz, may have been last in the wooden boat class but certainly presented a pretty picture on the race course.

Sailor Jerry Award (Bottle of Sailor Jerry rum)

To Bruce & Sue Almeida in *Harvest Moon* for being an ever present and helpful presence at Marshall Marine.



Yes Sailor Jerry Rum does exist.

Annual Fender Award (It’s a fender)

To Peter Argimbaugh for scaring the daylight out of a few cats around a mark with that big momentum-filled *Molly Rose* (we think however no fender is large enough for this gigantic cat).

Can You See Me Now Award (coordinating florescent crab and flamingo hats).

Bruce Almeida and Larry Langford who were presented last year’s Luau Party Gear (bright colored grass skirt and leis) made this year’s special presentation.

Awards went to Charley Appleton in *Emmalina* and Charles Hagedorn in *Sailor Dog* for an almost nautical encounter.



Charley and Charles sport their new florescent headgear.

Nick of Time Award (clock)

To Cal Perkins in his latest edition of *Cape Girl*, who, taking a page from the Skott Rebello book, launched the day before the rendezvous.

Clearly In Cruising Mode Award (clamp on beach umbrella)

To Peter Wood in *Silverheels*, who towed a dinghy during the race.

Party On Award (set of martini glasses)

To Skott Rebello and family in *Caterpillar* who did great on the first leg, but were much more focused on their large cocktail glasses for the rest of the race.

Floppy Leech Award (couple of old battens from around the shop)

Two folks could have used their sail battens – Cal Perkins in *Cape Girl* and Kevin O’Driscoll in *Shannon Marie*.

Morning Dash Award (50th Anniversary CBA burgees)

To the bunch of folks who got stuck in Wild Harbor and Hadley Harbor on Friday and gamely made the dash over in time for the race on Saturday.

From Far Afield Award (coffee mugs)

Paula Fleck in Cat Nap, who travels from Hull, MA to be with us in Padanaram for the Rendezvous every year. It's a long trip, and we suspect you and your crew might need a little coffee.

Listing of Participating Boats

Boat Name (Owner)	Type
<u>Fiberglass Cats</u>	
<i>Ahoy</i> (Wayne Braley)	Sanderling
<i>Buon Giorno</i> (Luke Nagle)	Sanderling
<i>Carel J</i> (Joel Ristuccia)	M-22
<i>Cat Nap</i> (Paula Fleck)	M-22
<i>Catterpillar</i> (Skot Rebello)	Sanderling
<i>Cape Girl</i> (Cal Perkins)	M-22
<i>Egret</i> (Arthur Ullian)	M-22
<i>Emily</i> (Larry Langford)	M-22
<i>Ella B</i> (Ed Will)	Sanderling
<i>Elsa B</i> (Peggy Estes)	Sanderling
<i>Emmalina</i> (Charley Appleton)	Sanderling
<i>Genie</i> (George Peterson)	M-22
<i>Glimmer</i> (Jim O'Connor)	M-22
<i>Ghost</i> (Curt Peterson)	Sanderling
<i>Harvest Moon</i> (Bruce Almeida)	M-22
<i>Hobbes</i> (Dan Goldman)	M-22
<i>Hobo</i> (Hans Brenninkmeyer)	Sanderling
<i>Ishmael</i> (Jay Webster)	M-22
<i>Jellicle</i> (Mike & Marty Power)	Sanderling
<i>Loose Cannon</i> (Nathan Peterson)	M-22
<i>Minus</i> (John Donovan)	M-22
<i>Morning Star</i> (Kristen/David Jemiolo)	M-22
<i>Puddleduck</i> (Richard Dow)	M-22
<i>Red Squirrel</i> (Tim Lund)	M-22
<i>Sailor Dog</i> (Charles Hagedorn)	Sanderling
<i>Shannon Marie</i> (Kevin O'Driscoll)	Herresoff
<i>Silverheels</i> (Peter Wood)	M-22
<i>Wiggy</i> (Alan Symonds)	M-22
<u>Altered Cats</u>	
<i>Sunshine</i> (Gaelen Canning)	Sanderling Sloop
<i>Tango</i> (Larry Walsh)	M-22 Sloop
<u>Small Cats</u>	
<i>Black Pearl</i> (Jonathan Kirby)	Sandpiper
<i>EO</i> (Sennett Duttenhoeher)	Sandpiper

<i>Esmeralda</i> (Peter Nelson)	Sandpiper
<i>Ka-Ching</i> (Ted Lorentzen)	Sandpiper
<i>Noah</i> (Jed Webster)	Sandpiper
<i>Sandpiper</i> (Dick Pepin)	Sandpiper
<i>Yoshizo</i> (Eric Donald Peterson)	Sandpiper

Wooden Cats

<i>Genevieve</i> (Bob Luckraft)	Herbert Crosby
<i>Lottie Cates</i> (Bruce Gratz)	Fenwick Williams
<i>Molly Rose</i> (Peter Argimbaugh)	Phinney/Burt

Finale

Located on the shore at Marshall Marine, facing out to sea to the Southwest, is a memorial teak bench to Jerry Smith. Take a pause when you are in the yard and sit a spell to remember the great moments Jerry shared with us.



Jerry Smith Memorial bench.

Because of the large number of 18 and 20 ft. fiberglass cats participating in past Rendezvous, under consideration is retiring the Marshall Marine Trophy for Fiberglass Cats and replacing it with two (large cats and medium cats).

Take a look on the Marshall Marine website under the galleries tab to view the video in which filming from last year's rendezvous and the CBA 50th in Mystic was used (http://marshallcat.com/html/video_clips.html).

Please join us next year at the Padanaram Rendezvous – with your help as always we will make sure it will be a fun time! We wonder who will be awarded Bruce's flashy skirt next year. And, pass the word! The tradition of a Small Catboat Race North of the bridge will continue in future years.

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

Acknowledgements:

Pictures are by Charlie Adams, Dolores Cole and Kristen Marshall.

Norwalk Around the Islands Race

Roger Klein

August 10, 2013

Everyone was eager for a nice day on the water after an unusually gloomy summer week of clouds, rain and chilly weather. This Saturday started out bright and quiet. All we needed was a little wind, and it would be a great day for a catboat race.

The boats started arriving at the Norwalk Yacht Club in late morning, having motored through the calm from their homeports and tied up in a long line at the North Dock, pretty as a picture, the stout masts rolling gently waiting for action. Unfortunately, no one thought to take that picture, but there they were, all seven ready to go. After another cup of coffee and a brief discussion on race particulars, the catboaters were ready as well.

Back to the boats for the crews to head out to find the yacht club committee boat anchored off Rowayton, engaged in a series of Ideal 18 races for the Norwalk YC ladies championship. Sure enough, a little wind was stirring out there. Preparing for our own start, we had some dark ripples on the water, puffs coming over the land from the west-northwest. Less than 20 minutes before it looked like a drifter, but now we had just what we needed for a fine day on the water.

We were off with a clean start in an 8-12 knot breeze with some 15+ knot gusts. All the cats were

able to fetch the first mark, a very solid Greens Ledge Lighthouse, surrounded by the usual rock riprap, with *Malö* leading the way. Most gave the light a wide berth, as there is a lot more involved than a penalty turn for touching that mark. *Owl* rounded second, closer to the rocks and inside *Malö*, to take the lead on the long run down the south side of Sheffield Island. The wind backed to the west as we passed Old Pelt, Old Baldy, Hiding Rocks and Great Reef, unseen at high tide, but guarded by buoy "R 28". Despite the government mark, these gnarly rocks, exposed at low tide, still claim their share of disasters and, with names from earlier times, must have their own tales to tell.

Because the wind was light at the beginning of the day, we had decided not to go around all the Norwalk Islands, but to cut through the unmarked gap between Shea and Chimon Islands with rocks and reefs on all quarters. It was here that the race became more interesting. The not-so-wise *Owl* proceeded too far to the east, but the other boats hardened up and went in close to the Shea shore, and did much better with wind and current. *Lovinde*, *Malö*, *Kismet*, *Sally E* and *Limin* all slipped ahead and through the passage safely.

Now inside the islands in Sheffield Harbor we had a beat back to the finish. The harbor is full of more named and unnamed rocks, hammocks, shoals and small islets-pretty much the realm of catboats only. So it wasn't just a boat for boat tacking duel, but a bit of an obstacle course as well. Additionally, although the wind had died off a little, it was shifting 30 to 40 degrees from the west to northwest. Clearing an island or shoal one moment gave way to a quick tack to avoid grounding the next. Through it all, *Malö* persevered and was able to cross the honor system finish line between C1 and Noroton Point just ahead of *Kismet*.

With the boats back to the line-up at the North Dock, talk and refreshments proceeded with many thanks to the Norwalk Yacht Club. A good time was had by all.

RESULTS:

<i>Malö</i>	Mark Dam	Marshall Sanderling
<i>Kismet</i>	Jay Fallon	Marsahl Sanderling (inboard)
<i>Owl</i>	Roger Klein	Marshall Sanderling
<i>Limin</i>	Mike Madigan	Marshall Sanderling
<i>Sally E</i>	John Reffner	Atlantic City Cat
<i>Lovinde</i>	Frank Kemp	Marshall Sanderling
<i>Annaleah</i>	Ken Wolen	Herreshoff America (inboard)



2014 Key Largo Catboat Rendezvous February 14, 15, 16

Mark your calendars now! Make your plans to join us this winter in sunny Key Largo, Florida for the third annual Southernmost Catboat Rendezvous. The location is the beautiful Upper Keys Sailing Club www.upperkeysailingclub.com, on Buttonwood Sound. Join us for a fun weekend of cruising, casual racing, and celebrating the Art of Catboat sailing. We'll be playing on the turquoise waters of Florida Bay and the nearby Everglades National Park. Catboats of all types and sizes, as well as Nonsuch are invited to gather for the weekend. For registration and hotel information, contact Wavy Davy Adamusko at ahoydavy@gmail.com or 703-850-6654.

Useppa Island Catboat Rendezvous – Wednesday, February 26 - Saturday, March 1, 2014

Jay Taylor, Mike Albert

Where will you be the last week of February 2014? Hopefully, joining other Catboat sailors for the 2014 Useppa Rendezvous. Going back over two dozen years, the every-other-year Useppa Rendezvous can boast:

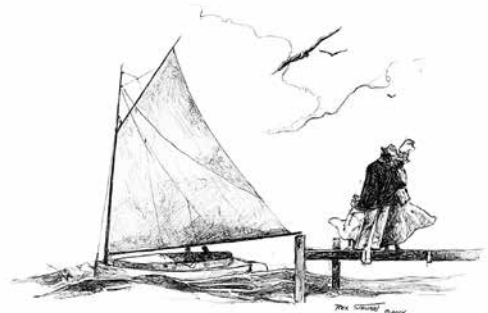
1. The largest fleet of Sandpipers south of the Mason Dixon Line.
2. The most outgoing and gregarious sailors you have ever met.
3. Some of the best sailing waters in SW Florida.
4. Best parties: dinners and beach parties to lunches and après racing snacks.
5. Sandpiper World Championships.
6. Fun racing for other Catboats.
7. Sailing related games; island amenities, beach, pool, tennis, and croquet.
8. Without a doubt, the most unique location for a sailing rendezvous.

Useppa Island is a real car-less, bridge-less island of 80 acres accessible by boat, located west of Ft. Myers and Cape Coral, FL along the ICW. In February the weather is balmy compared to up north. According to co-chairmen, Jay Taylor and Mike Albert, the intent of this gathering is to bring together owners of all Catboats to mix, mingle, race, eat, drink, and enjoy each other and their boats. And Catboat aficionados, of course.

While the Sandpiper Worlds are serious, the main purpose of the Useppa rendezvous is to have fun. Come to Useppa and join the group from Wednesday, February 26th – Saturday, March 1st. Bring your boat, bring your family. Come early, stay late. For more information about the Useppa Rendezvous, e-mail Jay Taylor at jaytomato@icloud.com, 941-737-4807, or Mike Albert at mycopres@aol.com, 941-376-1200.

Accommodations on Useppa Island, and dock reservations, are to be made through the Useppa Island Club (mention you will be part of the Useppa Rendezvous): 239-283-1061. For more information on Useppa Island: www.useppa.com.

Join other Catboat sailors and their families on Useppa Island, Florida from Wednesday, February 26th – Saturday, March 1st? Mark your calendar now!



Yarns & Adventures

John Orlando, Editor

***Editor's Note:** I am extremely honored to be able to serve the association as the new editor of this column. I have been sailing catboats since my youth and have enjoyed everyday that I have spent behind the helm. For the past three or four years, I have written several articles for the bulletin. About a year and a half ago, I wrote an article about my experience taking down the mast in my Sanderling not only once but twice. To refresh the readers' memories, the first time the mast fell. A friend who was an aluminum boat builder repaired the mast by cutting away about two feet of the corroded mast and replaced it with a beautifully machined sleeve. Well, it worked wonderfully the first season.*

I am a very firm believer that things should not only work good but look good and those two welding beads were driving me crazy. So the only solution in my mind was to grind them off. Result: I weakened the weld by fifty percent and running downwind in a race, I thought a gun went off. With a loud bang the mast came down for the second time

For this, my first edition, I thought I would share with my fellow catboaters a story of how impulsive I can get. When I first bought my Marshall 22, Erica Lee, she had the original sail, which was over 400 square feet. The boom and gaff were of a length to accommodate a bigger sail. In the restoration process. I purchased a new Thurston/Quantum sail, which is 388 square feet. That resulted in a large overhang on the end of the gaff and boom, which annoyed me to no end. So I cut a piece off the boom and the gaff hastily. When the new sail stretched out a bit, I found I cut too much off. I do feel like a real klutz. I now have to either buy new spars or a one foot piece of boom and gaff and weld them on. Being there is no stress as I can grind off the welds so they are eye appealing to me!

I wish to tell everyone that I am looking for your yarns (no matter how embellished), and adventures/ photos to share with our readers. Email me at the association site: john.orlando@catboats.org or my email johno628@aol.com. Please help me out by sending whatever you can. Don't think you can't do it; just give it a try, you'll love it. Anyone can feel free to call me at (631) 286 -1470. Happy Holiday to all of my fellow catboaters. I hope to receive lots of stories.

Hadley Harbor Adventure A Catboat Flash Mob

Bill McKay

GOSNOLD, MA: A huge harvest moon rose during the week of Sept. 16th and anyone who sails knows that you have to consider getting out on the boat for a night. A few emails and a brief announcement for a flash mob brought six catboats to Hadley Harbor on Sept. 20th. Perfect dry and warm forecast... perfect winds.... ebb current through Woods Hole in the afternoon and a flood on Sat. morning; conditions couldn't be better to hole up in one of the most picturesque harbors on Cape Cod.

The "adventure" of this sail is getting through Woods Hole in one piece; world class sailors have grounded out in mere seconds. Others find the hole is a peaceful 10 minute drift. On Friday, a WSW wind had most of us tacking to the hole and then riding a favorable current through; for a few it was their first

time. They passed with flying colors. A mile to the west is the entrance to Hadley on Naushon, one of the six islands under the ownership and protection of the Forbes Family. Visitors to their harbor can have free moorings in trade for respecting Forbes Family privacy and their natural surroundings.



Mark Lovewell, *Sea Chantey*.



Tom Grossman, *Hope*.

After a mid-afternoon arrival by the first three cats, I took a row around the harbor; it is a visit back to a century past:



Bob Luckraft arrives and sails almost to the horse barn.



The Forbes family provide the largest dog park in the world, Bull island. This 12-acre island, is accessed by a float and offers terrific views.



Complimentary float to a small island of beech trees



Distant views from Bull Island show me that our raft has grown to six.





Jim and Kim O'Connor, *Glimmer*, Al Wilson, *High Tide*, Bob Luckraft, *Genevieve*

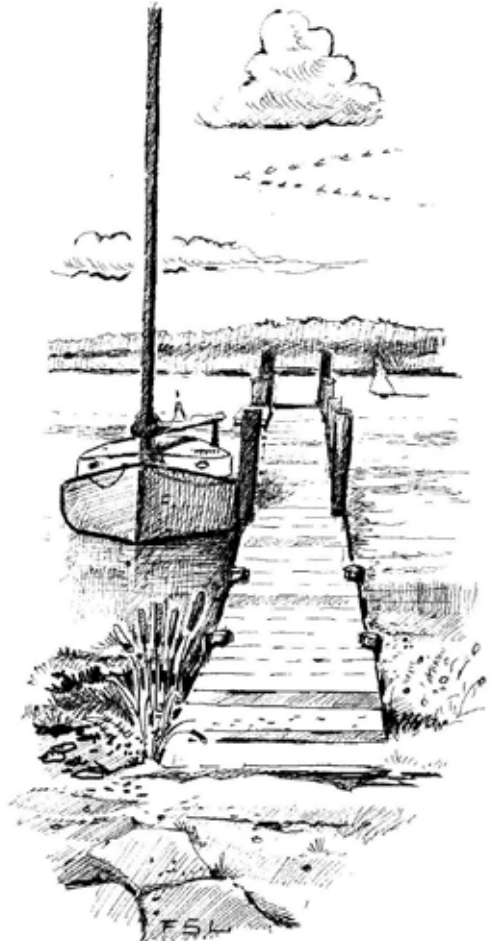
Late afternoon gave us time to fuss around with boats, watch others arrive, tend to Marshall, aptly named, for a few doggie trips to Bull Island, and the normal shared meals, stories and talk of the hole of course. A perfect moon rose above the trees and warm temperatures made for a good sleep. Nothing but anchor lights hardly moving in the calm air.



Goodbye neighbors, we will return.



Morning always comes too soon in anchorages like this; and the tide charts tell us that we can't hang around for too long. The direction of the current is everything for captains who have to fend off all manner of hostile vessels as they eke out a path through Woods Hole in their 6 kn. crafts. Tom leaves first, followed by the rest of us. Saturday morning is much more of a challenge in the Hole; I guess one would say an adventure. Large powerboats, towed boats, sailboats, ferries. Everyone is in a hurry; some are trying to buck the current, others are doing 30 kn. with the current. We are reminded that this is an unforgiving place when we see a Towboat USA anchored just west of the channel, like a vulture waiting for an easy meal. A south wind, a bit rare on the Cape is stirring things up: standing waves, crisscrossing wakes, current pulling us east to Red Ledge. All these make for a few moments of "this is interesting." However once we pass Nobska Lighthouse, we enjoy a beautiful sail eastward to our homes.



Cruising

Steve Flesner, Editor

On the Chesapeake Bay: A Float and a Visitor

Pete Peters

Spring line cleated. Single up the stern line and climb aboard. The raft up complete. We are 11 small boats that yearly spend 3 days on the Chesapeake on what has become known as the “Male Bonding Float.” It is not gender inclusive, nonetheless a lot of fun and challenging. Yes, we sail, eat, sleep, drink, etc., on traditional small sailing craft 13-22 feet overall length.

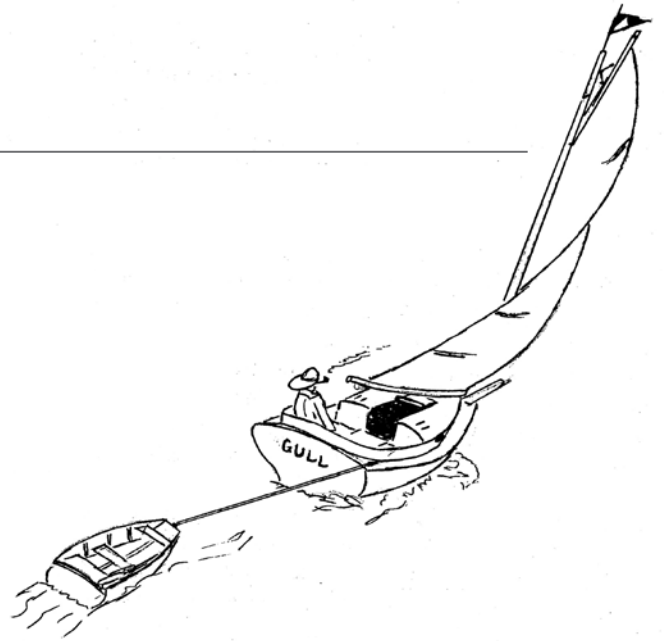
We eagerly gather on the center boat of the raft, *Comfort*, a 15 foot Marsh Cat. Capt. Doug offers all a Yuengling or Dewar’s. Ten of us gather. He is the one with the jolly laugh and anchor tattoo on his calf. A veterinarian by trade, he is also known for bringing his wife Meg’s killer cookies. We eat these philosophically first. Our excuse, life is short. Then smoked oysters, homemade bread, sharp cheese and Triscuits are shared as well as stories of the afternoon sail up the Patuxent River to a pristine sandy beach.

From upwind in the distance we spy a catboat, like a mirage in the mist, slowly motoring toward us. Spars are bare. There is silence for a moment. The faded green hulled Sandpiper circles around, recognizes *Obadiah* and shouts “Is Pete Peters here?”



Raft up...or, the effects of ballast!

I hesitate to answer, and then shout out. Steve Flesner, who lives and monitors the boats sailing on St Leonard Creek, is welcomed aboard. Steve



is an active member of the Chesapeake Catboat Association, so our flotilla was like a porch light to the moth. Stories begin. He tells of the upcoming sailing events for the catboats, the “small tankers.” The Little Choptank cruise and of course a Mystic 20, in Bristol condition, for sale. What a “sailsman.” Tempted, Capt. Doug replies, “We’ll get back to you”(after I speak with my wife, he whispers). Perhaps selling the stress producing Triumph motorcycle could be a bargaining ploy with his “understanding” wife Meg. (Outcome to follow)

A bit later, Capt. Flesner cautiously and optimistically disembarks and offers showers and use of the head at his house not far down the creek. Both will be graciously accepted in the morning. For some in the fleet Old Spice deodorant and WAGS Bags will suffice; for others, none of the above. For them, the aroma of the sea, tarred lines and themselves, are part of the Float.



No, you are not all sleeping on my boat!

Pot stickers from Trader Joes and yesterdays Pork Lo Mein share my Kenyon Butane Stove. A hint of clam chowder, a sub from WaWa, hot dogs and beans, canned herring and a chicken rice dish gently waft downwind in a cloud of tempting yet conflicting aromas. There will be no rotten meat or weevily bread tonight.

Aboard *Little T*, another Joel White design Marsh Cat, Capt. McDonald gives lessons on his laptop. On a small PC he has downloaded OpenCPN <http://opencpn.org/ocpn/>, and NOAAcharts: <http://www.charts.noaa.gov/interactiveCatalog/ncgd.shtml> both for free. Tomorrow he will note we sailed 55 miles in 3 days and reveal our not so efficient zigzag tacking skills. Priceless! Capt. McDonald and mate, Mike Wick, have won fame and respect from their peers for sailing *Little T* from Key West to the Dry Tortugas. Not once but twice. There is talk *Little T* and *Obadiah* will sail to the Marquesas in the Spring, 2014. (After I speak with my understanding wife)

Aboard *Obadiah*, the crew and Captains gather for stories, song and music. Pete Doyle, crew on *Obadiah*, plays fiddle, as cigars and pipes glow. Old sea favorites, "Fischer's Hornpipe and Swallowtail Jig" begin the gam. Capt. Doug joins with some songs of dilapidated schooners and old whaler men. Or perhaps it was dilapidated whaler men and old schooners? Capt. Kevin Brennen joins in on penny whistle, "Dennis Murphys and Shenandoah Falls." He sails a Navigator ketch, *Slipjig*. Many a quiet, light "Aire" afternoon he can be heard playing while handling sails and tiller.

Just at dusk, the no-see-ums wake up, the raft disperses and the captains seek out separate anchorages in order to catch the evening breeze. George Surgent sails off in his Crotch Island Pinkey. After pumping the bilge, likewise does Capn Mike Wick in *Jackeroo*, a newly acquired Haven 12 ½ (nicknamed *Pumperoo*), Capt. Paul Skalka sneaks off in the little sister to the Joel White designed Marsh Cats. She is a Handy Cat, named *Red Molly*. She was built years ago from the original mold at Cape Dory Marine, Hull #148.

Seven Stars, a design engineered and built by owner Capt. Ron Gibbs, rows away and readies the anchor light. And Ken Tweed, who captains the token 17 foot fiberglass Daysailer in the fleet, motors away using a 2 hp. Honda 4 stroke, "the small boater's friend." Each year we threaten to glue wood simulated contact paper to his hull.

Eye in Hand is the name of Barry Long's photography gallery. He has documented most of

this trip that can be viewed at <http://www.eyehand.com/Marginalia/>, scroll down to the 30 mile day.

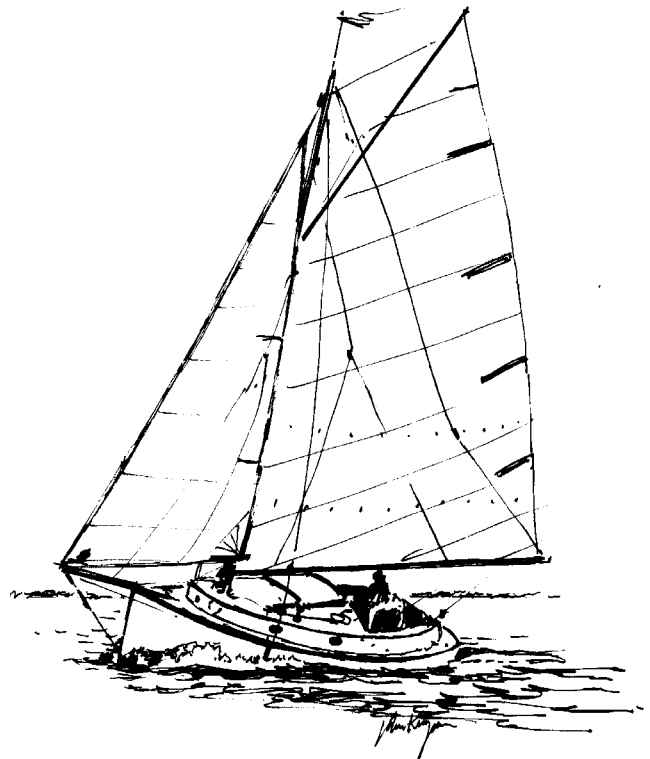
(Editor's Note: This site has some absolutely stunning photography as well as videos with sound of their cruise on the Patuxent River.)

Barry sails a beautifully crafted Melonseed, *Aeon*. Last year he won best of traditional design at the Mid Atlantic Small Craft Festival held at the St. Michaels Maritime Museum. Tomorrow a photo shoot is planned for a "to be written article": Catboats, Variation on a Theme, by Capt. Doug Oeller. It will feature the Marsh Cats.

With the raucous hum of the 17-year Cicadas everywhere, we have a new visitor. He alights on our foredeck, seemingly a bit lost. My first mate and I debate if this Insecta is male or female. Well this is the Male Bonding Float after all. He clumsily takes off and we hope he does not become one of the hundreds of struggling and drowned ones around the boat. We wish him luck as he, like an optimistic freshman college student seeks out a partner for the night.

We realize the inflatable Permarest cannot compete with Sealy mattresses, and that all of us snore.

Maybe we can talk Mystic 20 in the morning.



Editor's note: Our readers may have seen reference to a trotline in some of the cruising articles about the Chesapeake Bay. In its use in the commercial crabbing industry, a trotline is used as a variation of a setline. Webster's dictionary defines a setline as being "a long heavy fishing line to which several hooks are attached in series." A trotline is defined as "a comparatively short setline used near shore or along streams." As used for crabbing, a trotline is nothing more than a long line, resting on the bottom and anchored at both ends, to which a series of baits are attached at intervals of two to six feet. The baits are attached to the main line by simple slipknots or by shorter lines called dropper lines (known as trots or snoods.) Crab trotlines are usually baited with chicken necks, chicken livers, bull lips, eels or other inexpensive baits. Maryland blue crabs are harvested by waterman on small workboats using trotlines and crab pots. When caught by trotlines, the line is set and the workboat moves slowly end to end, bringing the line to the surface where the waterman catches the crab. Crabs on a trotline are not hooked, they are simply netted by the waterman at the surface, with the workboat moving slowly enough through the water that the crab does not discern movement as it eats the bait. The crab having been netted at the surface, the trotline moves back to or toward the bottom with the same bait intact to attract another crab. Depending on the length of the trotline (usually from at least 100 yards and up to a mile), a commercial waterman can catch anywhere from 4 bushels to 20 bushels of crabs daily. We generally stay clear of trotlines so as not to upset the crabs or the watermen!

Marc Cruder offers us detailed accounts of this annual cruise with the intent of a good read for our members, but more so to lay the ground work for someone to repeat the trip: navigating/ charting issues, local knowledge, marina descriptions; just about everything one would need to plan their own cruise. He has been doing this for years, so many itineraries can be found in the Chesapeake Bay Catboat Association Archives. Here, we are providing a shortened version of this year's long cruise, but we urge you to read and use their website to get the complete story of this and the past several cruises: <http://www.chesapeakecatboats.org/>

Cruise to the Little Choptank – 2013

Marc Cruder

After last year's trek north and continuing a theme of revisiting favorite spots, we returned to the Little Choptank River on the Eastern Shore. Cruised last in 1997, it was time to take up the remaining unexplored creeks. We only had one day of rain and otherwise fair weather with sufficient wind to sail between our low mileage stops the rest of week. The cruise included a chlorinated swim ashore, a visit to an old but changed haunt, discovery of a new one as well as a visit ashore with friends. There were no mechanical issues and only one minor anchor drag that did not involve the group. Several dinghies got rigged for sailing and of course there was fishing including "the one that got caught...but got away." All in all it was a good time. Here's how it went....

Returning Cruisers

- Marc "*Just a salaried employee*" Cruder with crew John "*Daddy Warbucks, except for one thing, everything else I do is legal*" Brown sailing *Wanderer*. Wittholz 25 (Glass)
- Dave "*Just another case of biological ignorance*" Bleil with crew Jim "*Smile for the camera*" Ohlmacher sailing *Gull*: Mystic 20.

- Butch "*Just stoppin' for a sandwich and a Dale's*" Miller sailing *Dusty*: Marshall 18
- Mike "*Bad Dad, no beer, too many jellies*" Crawford with crew Tristan "*You know I make music*" Crawford sailing *Shoveller*: Fenwick Williams 25
- Rich "*Off kayaking and fishing*" Mclaughlin sailing *Tenacity*: Marshall 22
- Jack "*But I thought it was your dinghy*" Smith sailing *Winter's Dream*: Marshall 18
- Martin "*Would you have Campari?*" Gardner sailing *Planet*: Wittholz 25 (Wood)

Non-Catboat Cruisers

- Pete "*Please refer to my float plan*" McCrary sailing *Tattoo*: CLC PocketShip 15

Shore Support

- Craig "*On a kitchen pass but have rum*" Ligibel, who joined us at Slaughter Creek.

Sunday, 6/16: Destination: Phillips Creek

Mr. Brown, who was having problems of his own aboard *Traveler*, the wood Atkins topsail ketch purchased the previous year, was available. We decided on an early start with tide foul and winds light but somewhat useful from the southwest. Last line was 0645 as we proceeded under power, dinghy in tow, enjoying oatmeal raisin cookies and Kona coffee Mr. Brown brought aboard courtesy of a recent trip to Hawaii. By 0800, we cleared Curtis Point, setting a southeast by south course of approximately 170 degrees magnetic. Our practice considers the onboard GPS an emergency device not necessary with good visibility and land on both sides

As we approached Trippe Bay and with a favorable tide, we sighted our first catboat astern; it was *Dusty*. Upon entering the Little Choptank and up into Phillips Creek, sighted *Winter's Dream*, *Shoveller*, *Tenacity*, *Planet* and *Tattoo* anchored just south of Cherry Island. Doused sail and continued past Cherry Island with *Dusty* into the suggested anchorage finding 6 ft of water and a very natural (uninhabited), protected spot. With weather expected, went back to inform the group we would be up around the corner. They slowly migrated to the anchorage north and east of Cherry Island. *Shoveller* rafted up to *Wanderer*; the Marshall 18 crews came over as did *Tattoo's* skipper. *Gull* arrived about 1900, amidst a mild happy hour in progress. Within an hour, all retreated to their own boats as a short but heavy downpour came through. *Shoveller* stayed alongside as we enjoyed Mei's beef and green peppers with the Crawford's on the cockpit table aboard *Wanderer*.

Once dinner was complete, each retired to their own hooks. There were 7 catboats and a Chesapeake Light Craft Pocket Ship anchored with plenty of room in the creek.

Monday, 6/17: Destination: Slaughter Creek

More weather simply did not come. Our little nook of Phillips Creek turned out more protected than needed as the temperature was up with no breeze but luckily, no bugs. Just before sun up, a local waterman started running a trot line, but his boat was decidedly quieter than we were used to, as it was an outboard. With the disturbance minimal, we all slept in as the temperature finally came down and the breeze came up. Breakfast was a simple affair focused on things that would spoil over time, so we had milk over shredded wheat with fresh blueberries and of course John's oatmeal raisin cookies with coffee.

After breakfast, it was time for the first cabin clean-up of the cruise as we enjoyed the natural surroundings. Within view were fish breaking the water, some egrets and even a bald eagle. The fleet laid in sufficiently to make time for the dinghies to rig up and get sailing: a fatty knees, a vintage fiberglass "seal" by Atlantic Laminates and *Tattoo's* nutshell pram rigged with *Tattoo's* new mizzen. Just as the regatta was winding down, Mr. Brown decided it was time to steam some shellfish he had brought back in a borrowed kayak. Steamed with butter for dipping, they were fresh and right off the bottom of a fairly remote and clean estuary. It was a nice lunch.

With only 7 miles to our next stop, I fired up the Bukh to signal departure about 1330. Catboats slowly filtered out of the creek as we sailed southwesterly for Slaughter Creek. At the entrance buoys, we motored down the creek since the wind was on the nose. All catboats were secure in slips by 1630. Found Craig Ligibel on the dock with a bottle of rum and some cheese...but instead of a leisurely happy hour, most were pressed to get showered, take a dip in the pool and freshen up for dinner. It was South Dorchester County on a Monday. We needed to be at the Island Grille before the kitchen closed at 7:30 pm. Luckily, Robert Bromwell, the marina manager, called ahead and provided supplemental transportation (the marina station wagon) to ensure we got there for a meal.

The Island Grille is the old Taylor's Island General Store, but renovated a few years back. Some of the old charm remained but it was just not the same old place we remembered. The food was reasonable, the prices had gone up, no sherry was available for the cream of crab soup, but we met Jamie "kiss my glass" our waitress and former Taylor's Island U.S. Post Master/Mistress. She took good care of the group and did not even flinch when we asked for separate checks. A good time was had by all.

Returned to Slaughter Creek Marina, thanked Craig for making the trip down from Annapolis, then had a night cap aboard *Shoveller*. Liberally applied some kid's "Off" that I had on the boat, to find that it surprisingly worked to keep us bug free.

Tuesday 6/18: Destination: Fishing Creek

The local watermen berthed at Slaughter Creek Marina were right on time starting their work day between 4 and 5 am. Laid in until about 7 am before making coffee. By 8 am, John was at the stove making sausage and eggs, all complimented with a V8.

The prediction was for hazy skies and multiple showers on the way, so we had to start thinking about moving out...but we weren't thinking too hard. Started by topping up the fuel tank and refilling my 5 gallon can. In addition to diesel, Slaughter Creek Marina had "no-ethanol" gasoline. Checked out with Robert, including a cursory internal examination of the skipjack *Lady Katy* based on previous discussion. The skipjack allegedly had major wood renovation/restoration "a couple three years ago." A quick look around showed evidence of structural rebuild including chine logs, bottom and side planks as well as decks. It was in the right condition to be considered for Coast Guard Certification.

While I was off inspecting, *Tenacity* was in at the gas dock to complete fueling, *Planet* was topping up and *Tattoo* was going making plans based on the unsettled weather to retrieve, get trailered and head home. So the group was departing a boat at a time. *Wanderer* departed in company with *Traveler* and *Winter's Dream* about 1030.

Came out of the marina and finding a favorable wind, turned south into it to set sail, only to find a dinghy adrift and her owner fully engaged in sail setting to the point of losing situational awareness of the dinghy. Mr. Brown and I retrieved the runaway dinghy and just waited for Jack (*Winter's Dream*) to fully grasp the situation. He got his sail set, lifted the outboard as the last thing to do, then looked around for the next thing to handle. He looked at us (with two dinghies), then back at his stern quarters port and starboard... when the "ah ha" moment struck him. It was worth the wait. Jack quickly came alongside to retrieve his dinghy and we all sailed out of Slaughter Creek with the wind at our backs.

At the #5 green, *Wanderer* continued north instead of following the channel to port. With local workboats all over the place, there had to be good water...and there was. We continued this heading, maintaining about a mile's distance off Susquehanna

Neck and past Woolford Neck as we picked up the main channel day marks again.

By noon, weather was approaching from the starboard quarter while I was having lunch. *Shoveller* and *Winter's Dream* were ahead, with *Planet* astern. About 1230 the rain started, with the wind picking up just short of the #11 green. Doused sail, "battened down the hatches," determined the next three compass courses into Fishing Creek before our visibility went to zero (remember the GPS is only an emergency device)....090 to the #2 red; 180 to the #3 green and 140 to the #4 red. A lightning crack close enough to not hear the subsequent thunder, got our attention and adrenalin flowing. Luckily, there were no smoking masts or casualties to report. The other catboats were dousing sail in different directions when last seen and as the weather hit. We began motoring on our first magnetic heading. The #2 red rose out of the fog two points off the starboard bow with visibility rapidly improving as the squall passed. *Winter's Dream* and *Planet* were under power astern. *Shoveller* had made it in ahead of us, before the weather.

We anchored as planned on the south side of Cherry Point; each to their own hook. The sun came out, which allowed me to restow the sail and finally remove the battens for ease of quick weather related evolutions. In the midst of the weather event, John had stayed on the wheel, so now finally had a chance to make his lunch. We were all secure about 1330 after a mere 9 mile transit. The weather provided the requisite excitement.



Shoveller in the rain on Fishing Creek



Dinghy catboatin'.

Shoveller's crew came over to rig *Liberty* (the fatty knees) for sailing and got a few tacks in just as dark clouds and rain approached for another round about 1430. Made up the sock sail around the little carbon fiber mast, sent Tristan back to *Shoveller* in his kayak and retreated to the cabin. The rain continued under bright skies for over 3 hours! We were sufficiently napped by the time it was all over about 1800.

Winter's Dream rallied the anchorage, ferrying troops to *Wanderer* for happy hour, while providing white wine, cheese and crackers. We discussed the morning's squall and strategies to cope. Tristan pumped out *Liberty*. A Compac 19 with a full cockpit made it out from a local residence for a sunset sail as the skies cleared. It was a night sky full of stars with temperatures and a breeze perfect for good sleeping with proper bedding. Finished the night with the "salaried employee" discussion from Mr. Brown.

Wednesday, 6/19: Destination: Gary Creek

A little after 4 am, the anchorage was rocked on the beam by a wake from a local waterman; two passes before setting one end of a trot line. While alerted to the trot line lays on Fishing Creek, I thought the intended anchorage sufficiently out of the way....apparently not. There was no conflict or even words exchanged. The watermen just had to establish themselves, and we really were sufficiently out of the way. Things settled down after that. Another indication of changing times was that the boats had mufflers, so we were hard to disturb and slept in as they went about their business. When we finally did get up, it was pancakes and sausages for breakfast.

Called Tom Howell, our next host. We agreed to be on Gary Creek by 3pm. The plan was to truck everyone over to Tom's place for a cook-out. With the destination set, rigged *Liberty* and made the rounds under sail to pass the word, then gave the dinghy over to Tristan so he could continue the sail that got interrupted by the rain.

He completed his sail and all slowly got underway in different directions; some to Church Creek and some to explore the rest of Fishing Creek. We opted for the latter, motoring to the head of the creek, then sailing back out as Mr. Brown again challenged the placement of navigational aids by not keeping to the marked channel. No groundings were reported.



Half the fleet on Gary Creek.

Came around Town Point and northeast up the Little Choptank dousing sail to power up Gary Creek. Found our docks/anchorage with Tom and Judy Howell on the pier. In two cars we moved all over the Howell log cabin. While the food was in prep, Tom took us for a tour of the boatshop; formerly run by local boatbuilder Jim Richardson, Judy's father. There is always something in progress, so we viewed several sailboats, one powerboat being modified into an open crabber and a wood tug hull that I, at one time considered finishing before I found *Wanderer*.



Judy Richardson-Howell's Skiff.

Back at the house, we found burgers (both regular and venison) as well as dogs ready to be cooked, plus sides prepared. All engaged in quality conversation as the eating and drinking progressed, including Tom breaking out some Dickel bourbon for sipping. Appropriate for this audience, Tom produced

a journal from the 1920's that his father had written, where we traced a cruise in a catboat he had at that time on Long Island, New York. As the festivities wound down, we made an ice run, replaced Tom's bourbon and filled up his gas tank. After strawberry shortcake for dessert, got everyone back to the boats. We were certainly fortunate to have had the pleasure of our visit with the Howell's.

Had a nightcap in the cockpit with the group back at the boats. Half at the dock and half on the hook. Bugs attending, but defeated once again by kid's "Off." The temperature eventually came down and breeze came up. Another night of good sleeping.

Thursday, 6/20: Destination: Madison Bay

Slept well and until almost 8 am. Only one waterman working the creek and again, with a muffler. Had a late breakfast of corned beef hash, onions, bacon and eggs. Invited *Dusty* for breakfast. At the same time, *Gull* and crew away with *Liberty* to the head of Gary Creek at Lloyd to view the restored windmill, part of the Dorchester County Parks System. In the interim we were joined by *Shoveller* and *Planet*. Upon *Liberty's* return oarlock maintenance was in order. Stainless wire from *Dusty's* toolbox did the trick.

Cleaned up/stowed the boat and then started the engine enroute Madison Bay. *Winter's Dream* left early and would be hauling at Madison, so they would know we were on the way with six boats. Clearing Gary Creek, we had a favorable wind and set sail southwest down the Little Choptank. *Tenacity* took the lead and kept it. *Planet* overtook *Wanderer* and kept that position. *Wanderer* in last with Miss Kitty orchestrating the group into slips. She took our boat names and stats, saying she'd be back for the money.....\$1 per foot.



Richardson boatyard.

The group wasted no time making it to the air conditioned confines of McCray's Castaways, where we had Bud on tap in chilled mugs for \$2 a pop. For another \$0.25, we found out Lisa was the owner and a native of "Baltimore...Hon." We perused the menu and weren't going anywhere fast. Eventually we all took our turn using the facilities (shower shoes required), so were ready to try the local fare.

All freshened up, dinner including crab dip pizza, boiled rockfish with stewed tomatoes and green beans. Soft shells were also available. The sign said "Eastern Shore Home Cooking" and it was right. Good food, plenty of it, for a good price. Just as we were winding down, Miss Kitty showed up, gave everyone a squeeze (especially Tristan), made change and collected her dock fees. She was a local from a waterman family that had built their own wood workboats, and were now in the second and third generation working the bay and repairing in fiberglass. We finished up dinner and discussed our breakfast options with Lisa, since they were not open for breakfast. They were now. We agreed we'd be there at 9 am.

Friday, 6/21: Destination: Brooks Creek



Dusty relaxing in Brooks Creek.

Good sleeping once the initial mosquito onslaught subsided. Slept in until the scheduled breakfast at 9am. Lisa was ready for us and made up a family style pile of scrambled eggs, bacon, sausage, eggs, toast and coffee all for a very reasonable fixed price per head. We were even able to stock up on ice before we bid our goodbyes.

Got underway leaving *Wanderer* in Mr. Brown's capable hands with Tristan as crew, so I could sail *Planet*, the wood Wittholz 25. Under light winds, we left at 1030. It was a treat to be at the helm as we tacked all the way. Although starting out well, in

the end, we were beat to the anchorage by *Wanderer*, *Tenacity* and *Shoveller*. Mr. Brown is so competitive when left to his own devices...and in my boat! In any case, celebrated our passage with Campari and soda on the rocks. A very nice sail in a very nice wood catboat.

Happy hour already in swing aboard *Shoveller*. Retired aboard *Wanderer* until woke up for more provisions. Piled all but the kitchen sink into *Shoveller's* cockpit for extended happy hour...cheese, chips, nacho cheese sauce, salsa, salami, pepperoni, Triscuits, while all were instructed by Capt Crawford to "breathe the marine air." Later joined by *Dusty*, *Gull* and finally *Planet* with additional provisions that obviated making dinner. Biologist Bleil explained the bay's water movement to Mr. Brown, who has been pondering it his whole life and can now rest easy. Tristan played his Ukulele and we had an annotated reading of a Centerville newspaper article recounting the successful DelMarVa circumnavigation of the catboat *Patience*. The group chatted on until just before sunset, when each retired to their own boats, at least one of which was aground on the low tide.

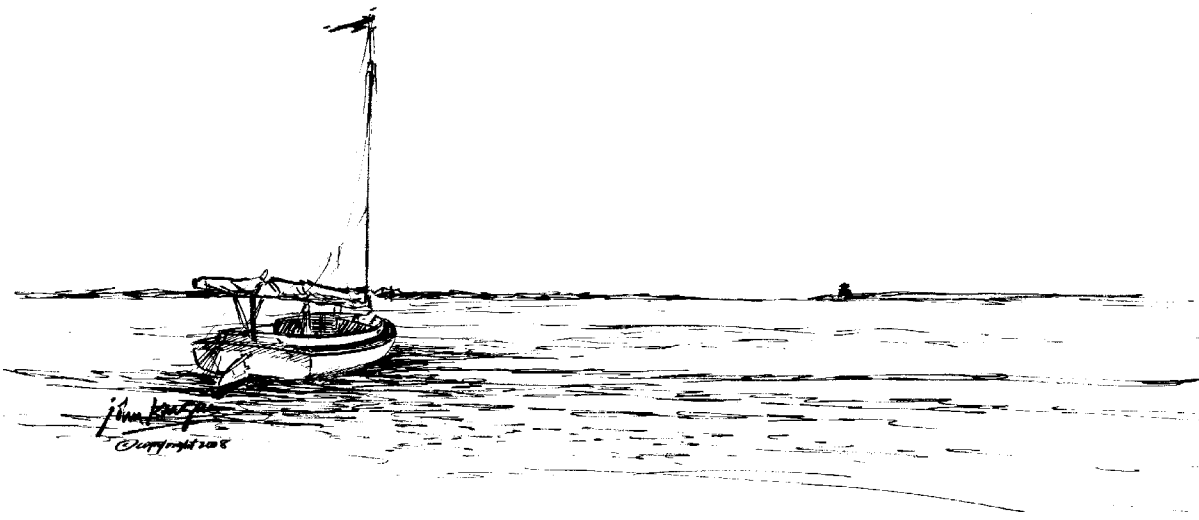
Saturday 6/22: Destination: Homeward Bound

Good sleeping except for the full moon, which made me reverse my position in the bunk to keep the direct moonlight out of my face. Mr. Brown was up at first light, spurred on by departure of *Tenacity* and *Shoveller*. So made coffee and got underway under power at 6am. Set sail at the first opportunity in a light southerly breeze not strong enough to push us alone. Finished the milk with more shredded wheat as we made steady progress north. Powered to White Marsh Creek and were tied up to the Ponder Cove docks by 1330. Cruise 2013 complete.

Epilogue

It is always worth a trip to the Little Choptank and this was no exception. It is one of the least inhabited parts of the bay and aside from the mosquitoes reminding you that you are in the lowland, it is a wonderful sailing ground. We gave the dinghy fleet a chance to sail, sampled the chlorine in the swimming pool at Slaughter Creek Marina and dined at the Island Grille on Taylor's Island. We had close encounters of the waterman kind and learned to navigate active trot lines. Tom and Judy Howell were the best of gracious hosts and treated us to everything from bourbon to old catboat journals to projects in the boat shop. Madison Bay turned out to be a nice surprise as we found Miss Kitty ready for whatever we threw at her. Although you can't depend on open transient slips, there were enough for us this time. Jamie at McCray's Castaways kept us going on Bud drafts in chilled mugs, soft shell crabs and even crab dip pizza....all for a reasonable price. She even came in the next morning to make breakfast just for us. Facilities at the "campground" worked for \$1 per foot and we were able to get ice. On our last night in Brooks Creek we were educated on everything from "biological ignorance" to different species of bamboo, to the how the tide (or wave) works on the Chesapeake....between the educational experience, good sailing and camaraderie....who could ask for more?

Next year's destination was briefly discussed with interest in the Wye/Miles River on the low impact side and the Pocomoke River on the more adventurous side. We also discussed staging catboats further down bay for exploration of the more southern rivers in the future. So stay tuned and we'll keep you posted on www.chesapeakecatboats.org.



Boat Building and Maintenance

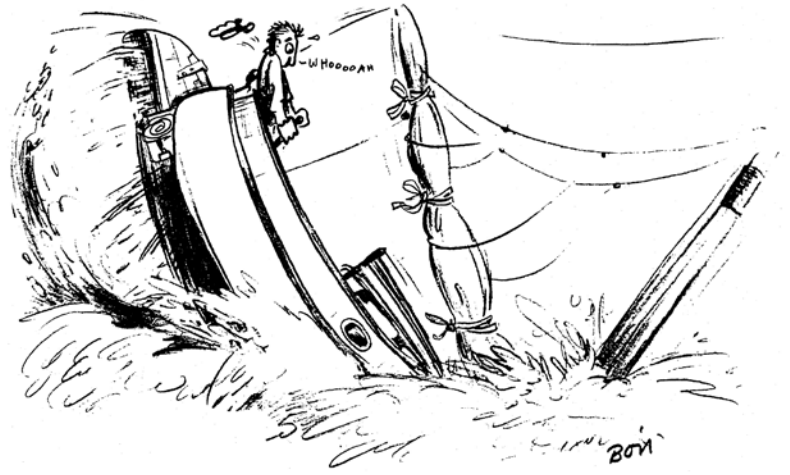
Bob Reddington, Editor

Dear Catboaters,

It's been a bad year since "Sandy" came to visit. I can not begin to tell you how bad. Must have been bad all over, because I only heard from two of our members, Doug McQuilken of South Carolina, who is finishing up a 22 ft. Charles Crosby, Valiant. It is vintage 1920; the rebuild was started by Don Anderson of Newport, RI. and Mark Lovewell sent a good idea for fenders.

That's it shipmates. "Sandy" has put a lot of hurting on all our members down NJ way, but things got to get better. Come on. Send me your projects, your ideas, your photos. Bob Reddington, 235 Lake Ave., Bay Head, NJ. 08742. Any one want a job? We need new blood and I don't need any more "T" shirts.

*Your Sinking Shipmate,
Bob*



For three years I've been steadily working on the restoration of *Valiant*, a Charles Crosby catboat, started by Don Anderson who unfortunately passed away prior to project completion.

My working area is a bit tight but I figured once the planking was complete it wouldn't be much of a problem. So I squirmed, twisted, and otherwise contorted my oversize frame. Then I started hull fairing ... more of the same. So I invested about \$100 in hardware and a day's effort to construct a movable blocking platform, the CatCradle.

Introducing Doug's Cat Cradle Contortionist Skills No Longer Required!

Doug McQuilken



Contortionist-Not-Me



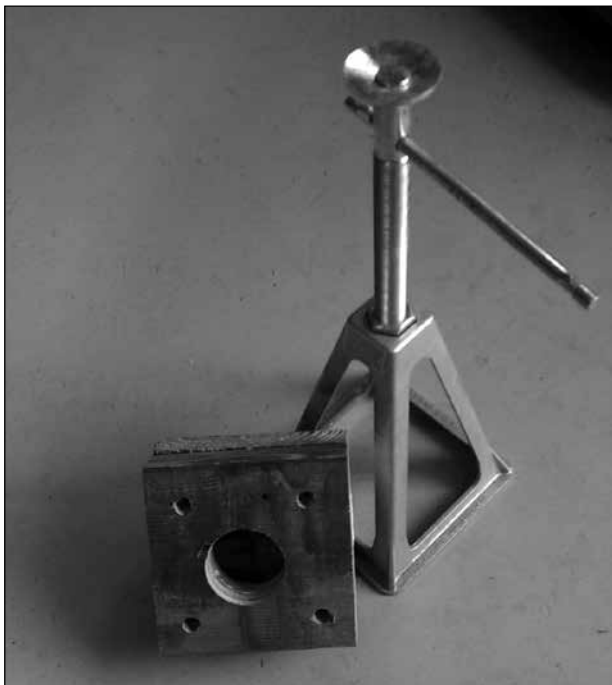
CatCradle-Ready-For-Boat

To make my life simpler, it disassembles both for storage but more importantly makes for easy transfers to/from the cradle. The boat touch points are minimal to maximize working area. Once boat has been moved, I set up traditional boat stands for safety.



CatCradle-In-Storage-Mode.

A tip if you want to take this project on. These stabilizing jacks will hold 6,000 lb. each with infinite adjustment. But, I couldn't find any that would adjust to hull contours. So, I made pads from 2x6 cutoffs.



CatCradle-Makeshift-Boat-Stands.

The best news is that it actually works!



Cradle in use.

Plug with Doug

Doug McQuilken

This is an article for catboat newbies. Hopefully, the more seasoned gaffers will find this at least entertaining, if not informative. I'm not an expert but I am certainly experienced as I stopped counting at one thousand plugs.

A quick recap, I'm completing a frame-up restoration of the Charles Crosby catboat, *Valiant*. Planking is finished as well as most of the wood plugs. But let me start at the beginning.

Since I'm new at this, before doing anything I check for the traditional method as well as any subsequent "words of wisdom." As I'm sure you know, the traditional method employed by the Crosby boatyards was sawdust mixed with beeswax. At the time this made a lot of sense. It was fast and one advantage of carvel planking was easy replacement - no sense making it hard to remove those screws.

My situation is a bit different as I had already decided to launch with a varnished hull. Yes, think of the catboat, *Silent Maid*, except done by an amateur. Talk about unrealistic expectations!



GLUE

After beeswax, the next suggestion I found was a dollop of varnish. Unfortunately, when I trimmed the plugs with a wood chisel, another suggestion, they would often pop out.

In addition, this method would frequently go too deep - leading to drill and replace, not very efficient. Looking at adhesion options - epoxy, 5200, etc., I ended up using Gorilla wood glue. This has the appropriate grip as well as working & set times. In addition, I like that it foams up to fill cavities and doesn't tend to leech into the wood.

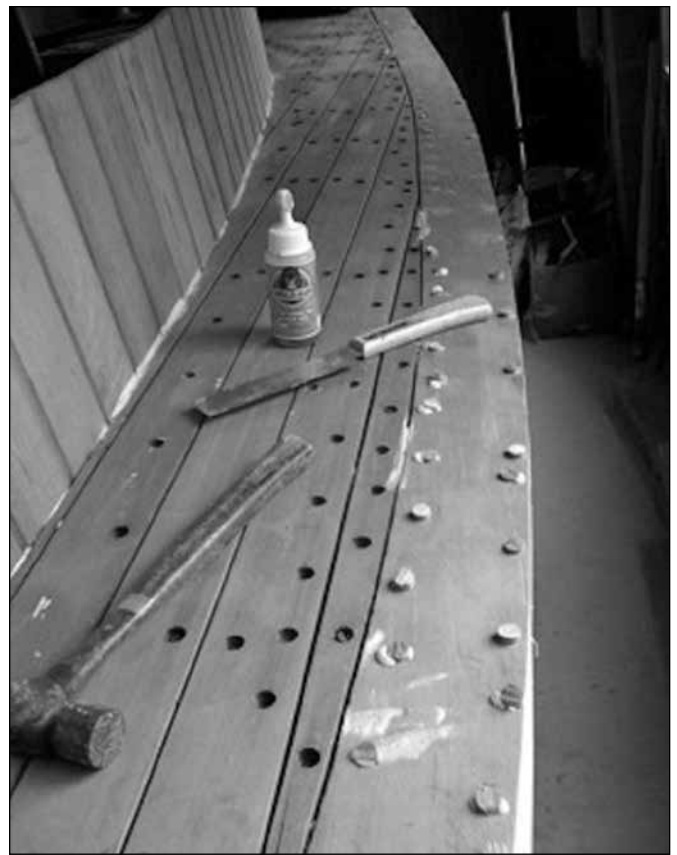
TRIMMING

Maybe it's just me being a newbie but getting consistent results with a wood chisel was beyond me. Next, I switched to a sanding approach. A belt sander did make quick work of a group of plugs. But, aside from making a mess I had to be careful of gouges and it got heavy working under the hull.

After doing this for a while, it turned out to be just as quick, less messy, and I was able to reuse cutoffs by using a Japanese style flexible backsaw. In short, my recommended set of tools is listed here: Gorilla Glue, backsaw, and my \$2.00 flea-market acquisition - an antique ball peen hammer. It's got just the right heft & balance for tapping wood plugs.

PLUGS

Assuming you want to match the wood - you'll want a drill press and some tapered cutters. You can purchase plugs but in the end will probably cost a lot more. And even then, matching may be problematic. For example, are those mahogany plugs "true" mahogany or Philippine or even a close cousin like Sapele? You'll also want to decide between side (with grain) or end (cheaper) plugs.



CHEAPER & FASTER

If you don't care about matching wood because you are going to paint, try this. It is a method that is at least 10X faster & much cheaper. Go to your local hardware store and buy wooden dowels. Dip them in glue, push into counter-sink hole, then flush cut.

Don't tell anyone but I changed to this method below the waterline. If I were doing this again, I'd start with the readily available dowels and match counter-sink drill bits prior to planking.

Fender Holder

Mark Alan Lovewell

A fender is a catboat's best friend. With so many rendezvous, so many gatherings, so much rafting at docks and moorings, how we attach a fender to protect our boats deserves some attention.

Unlike many other sailboats, there are few rails and a shortage of cleats on deck, when that critical moment arises. It is sometimes a challenge to find a quick way to hang a fender.

A number of marine catalogs offer devices. Some require a permanent fixture on the side of the boat. Some are expensive and even more don't fit a catboat.

We started investigating and we found we could make one. It is a great winter project and we made three at a time. The results work well and might be worthwhile on your boat.

The key ingredient is a short length of pvc pipe used by plumbers for drains; a spare plastic cleat, screws and bolts. Plus, a piece of carpet or leather.

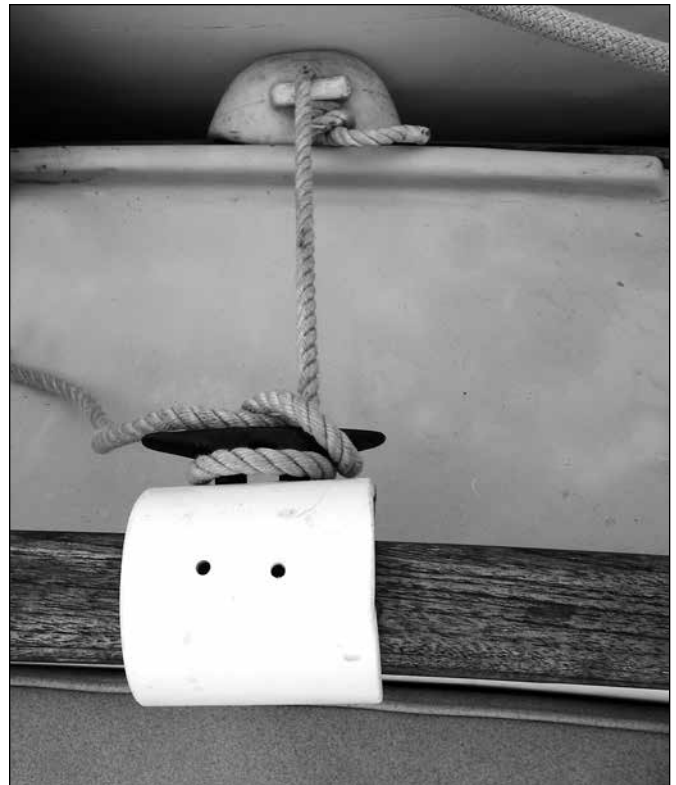
Take a six inch length of PVC pipe. If you are making it for a Marshall 18 catboat - the width of pipe is 2 inches. If it is for a Marshall 22 catboat, the PVC pipe is 3 1/2 inches in diameter.

Cut a slot in the pipe so that it will fit over the coaming.

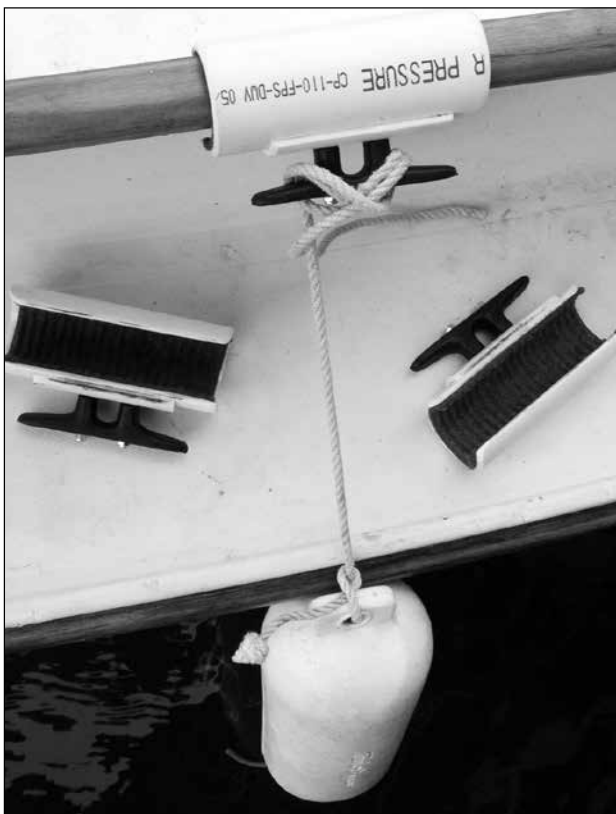
With some stainless steel screws and bolts, attach the cleat.

To protect the coaming from being scratched by metal, cover the interior assembly with cloth, carpet or leather. Glue it inside of the pipe.

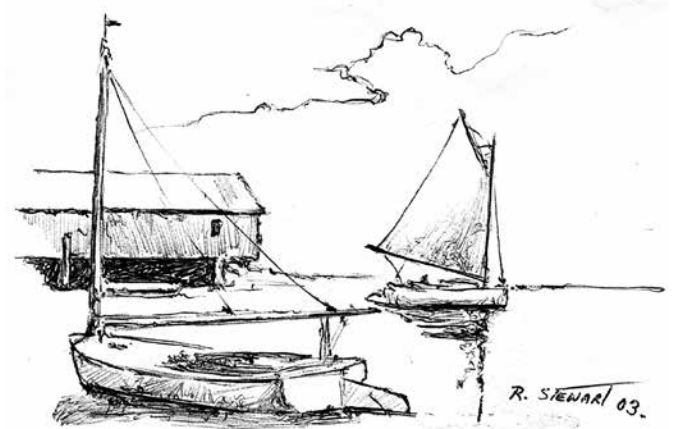
The beauty of this device is it can be placed anywhere along the cockpit coaming, does not involve attaching anything permanent to the side of the boat and its use won't leave a scratch. Plus, you can't beat the price.



Fender holder for a Marshall 22-foot catboat. Leather interior.



Fender holders for a Marshall 18-foot catboat. Carpet interior.



Compass Connection Part 3: Repairs and Maintenance

Bob Witherill

Hi Everyone. This, and the following question on compass care will wind up my Compass Questions. Since many of you will not have had a sticking pivot, I will answer my own question.

A "sticking pivot" is a term describing a condition when the compass card no longer rotates on the pivot smoothly. It tends to hesitate at certain headings and actually hang there for a bit. When the condition becomes acute, the card may just stick at a certain heading.

The pivot is an osmium tipped pin, which rests in a cup that is a commercial sapphire jewel. It is very hard and designed to last a long time. If a compass is dropped, the jewel may crack, or the pivot may become blunted. Also if there is a lot of vibration from the engine, over a period of time the pivot may become worn on one side and stick at the worn spot.

Once this condition develops the only solution is to replace the jewel and pivot. The next question is: Is it better to buy a new compass or have the old one repaired? Compass repair shops will be able to answer this question. But in general the less expensive compasses will be cheaper to replace than repair. For most 5 in. compasses it is worth repairing. Most catboat owners probably have the type of compass that is more economical to replace.

You can check your own compass to see if the jewel and pivot are good by using a screw driver or a small magnet to pull the card out of position by a few degrees -- not over 5°. Remove the magnet and the card should return to the original setting. If it just sits there not moving then the pivot is worn.

That is the story on sticking pivots. I hope none of you have them.

What is the best product for cleaning a compass dome?

Plain water, at least according to Ritchie®, is best. The problem is that owners love their compasses so much that they don't want to stop there. They wax them, they polish them and sometimes with products that do more harm than good.

Compass domes sometimes become scratched, or paint gets spilled on them or the sun beating on them makes tiny cracks develop. So the owners try to overcome these problems with harsh cleaners,

automotive buffing compounds, and even paint thinner. Many of these materials will put a cloudy film on the dome, which will be worse than it was before you started. So stick with plain water!

If you get paint on the compass, use a plastic scraper to clean the paint off -- Very Carefully! For most other conditions, you are better off to live with it or send it to Ritchie® or Viking® and have a new dome installed. Get an estimate of the cost first. (Ritchie®: 1-781-826-5131; Viking®: 1-781-585-2100)

When I was in the repair end of the business I had some plastic cleaners that I tried on scratched domes. Most of the time I did not have any luck and it was a waste of time. One good thing is the new domes are made of better plastic than they used to be and they do not crack in the sun as much. However, it is still a good idea to use a cover when you are not using the boat. The sun beating on a compass dome can build up temperatures well over 100°. Ritchie® sells plastic covers for many of their compasses. Just go to their website. For the bracket mount compasses, you can make a canvas cover with a drawstring.

This will be my last compass post. However, if any of you have specific compass questions please post them on the listserv. It has been a pleasure putting these various items together. Thanks to all of you who have posted questions and comments. If any of this has been helpful to you I would appreciate your feedback. Thanks. Robert Witherill: sketchrbob@roadrunner.com.

Repair and Maintenance Issues from the Discussion Group

C. Henry DePew

Q: As of late, my centerboard does not want to drop. I have attempted to use a metal rod pushing down through the block sheave hole at the top of the centerboard trunk to no avail. I dove under to check for marine growth...felt none. I was unable to pull down due to buoyancy and a slimy underbelly. Anyone have any suggestions? Do I need to glass some lead in to allow gravity to work?

Answers Summary:

A similar problem proved to be a loose pivot pin on the centerboard. Also, some centerboards are intentionally hollow to take on and drain water (to add weight?) It may be that it's one of those and

one or both of the holes (for drainage when raised) has been plugged up therefore keeping it hollow and buoyant. Look to see if it has those holes and if they are painted over or gummed up some how. This could keep it from lowering.

Adding lead was not recommended.

Q: *I've a set of new rub rails from Marshall Marine, but I'm not sure about the best way to install them. At this point, I'm thinking...*

1) *drill pilot holes in the rails*

2) *hold them up to the boat to drill the holes in the hull*

3) *drive the screws*

4) *remove*

5) *apply Silkaflex to the rub rail*

6) *install*

Thoughts? Suggestions?

Answers Summary:

Respondents noted that installing rub rails takes at least two people, a good deal of time, and patience. One suggestion was to seal the holes in the hull from the old rail, then dry fit the new rail, and reinstall. It was also noted that you should not cut the rails until they are both on, they may be different lengths. After the dry fit, pre-finish the wood, and then consider whether you caulk the rail or the hull. It was noted that if you pre-drilled holes in the rub rails after the dry fit, they then can be bent into place with a helper, drilling the holes in the boat and driving the screws as you go. Later plug the holes with bungs, sand, and do the final varnishing.

Q: *My Yanmar 2GM20FW engine has a problem. When I turned the key, the low oil pressure alarm comes on normally, but when I pressed the starter button there was no response. The first time the problem occurred, I was able to sail within a thousand meters of my slip, but I had to be towed the final distance. The second incident occurred at the dock.*

After both incidences, and following some cursory diagnostic work by me including jumping across the starter button, I called out a technician to investigate the problem. He came to the boat after a few days and, in both instances, was able to start the engine 15 or more times in a row without a single failure. Today the engine starts normally.

I would be gratefully to receive any thoughts on possible causes of this problem.

Answers Summary:

Respondents noted that you should check for a poor connection on both sides of the online fuse in the ignition circuit. Cleaning and tightening the connections on both ends of this online fuse (located in wiring harness inside engine compartment) often solves this problem. Also suggested was there could be some non-marine spec bit of wire in there that corroded, chafed, broke strands, or was otherwise not a totally proper job. Or it could simply be time to check the connections. It was noted that there is a great article in "Professional Boatbuilder" by Bruce Pfund (June/July issue PBB#143, p. 22) on how to do a proper job of boat wiring using bilge pump wiring as the example. Then, of course, what is the condition of the battery and those connections?

Mast Raising Alternative

For another approach to raising the mast, see the article/pictures on page 35 of the July/August issue of "Small Craft Advisor." The author, Paul Wagstaff, worked out the system to raise the mast while afloat but it should work just as well on a trailer. My only change would be to work out a way to remove and store the winch once the mast was up.

Q: *Anyone have an opinion of the type of wood to be used for trailer bunks or should I use rollers to support the boat?*

Answers Summary:

Respondents to the question covered the subject in great detail. Bunk boards out of wood need a cover to protect the hull. This covering is usually indoor/outdoor carpet or canvas. Another approach is to use some of the new plastic strips (about 1 - 1½ inches wide) on the bunk boards as the "cushion." It was noted that the bunk boards should be strong wood free of knots and twists. In answer to the actual question, pressure treated 2x4 (or 2x6) with carpeting was recommended as was cyprus or oak. It was noted that cyprus or oak was better than pressure treated lumber if you have an aluminum trailer. If it is a galvanized steel trailer, pressure treated is fine.

In the general discussion (beyond what type of wood) it was noted that the boat should sit on its keel on the trailer with little weight on the bunk boards. The rollers between the keel and the trailer support the weight of the boat while the bunk boards hold the boat upright.



CBA Discussion Group

C. Henry Depew, Editor

Q: *I believe this topic has been discussed before, but I cannot find the information in my files. Other than hoops, which is recommended for the mainsail of a catboat and why: A boltrope, sail slugs, or external slides on a track?*

Answers Summary:

The respondents to this question favored slugs, slides, and/or hoops for the main sail. It depended on what they were used to dealing with on an everyday basis. No one recommended a boltrope in a groove for the mainsail.

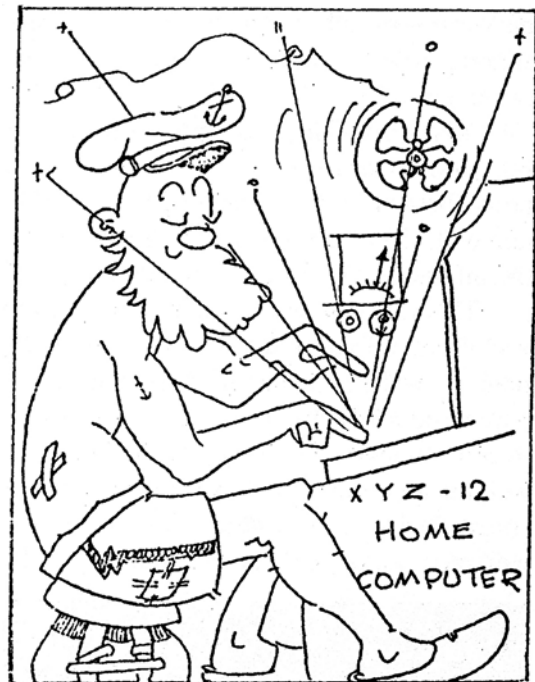
The second part of the responses considered the foot of the sail. The use of slugs or slides was highly recommended for that aspect of sail control. Using either slides or slugs, the foot of the sail not only goes on easily, it can be bunched more or less near the tack and moved aft along the boom after the main is hoisted and secured, unlike with a boltrope. However, once the sail is on for the season, a boltrope provides a clean run for the air along the foot of the sail.

Q: *Can anyone suggest what to use to keep my wooden jaws against the mast. Should a harness with beads go between the jaw prongs or under them? The 1 in. diameter [or egg shaped] beads are called "parrels," but the thing that really keeps the jaws of the gaff against the mast is the throat halyard.*

Answers Summary:

It was noted that the wind moving across the sail pushes the jaws against the mast. The beads (parrels) are used to keep the jaws where you want them when not under sail. The choice is one of plastic, nylon, or wood for the beads. Each approach had its adherents. It was noted that "the traditional extremely long-lasting lignum vitae (ancient wood used since the Vikings)" was also a good choice. One source for this wood is the Pert Lowell Company as advertised in "WoodenBoat."

Q: *We have a very nice flagpole. It's the kind that mounts on the house just like the powerboat ones that hang from the stern. So the question is do any of you know if there is a "correct" side of the porch to hang it*



from? It's going into one of the 2 columns. As you are facing the house, should it be on the right or left?

Answers Summary:

The definitive guide will be "NTP 13 (B) *Naval Telecommunications Procedures, Flags, Pennants & Customs*," where you can also find the proper way to announce your arrival, how to fly your personal flag, the rules for dipping salutes and every esoteric topic you could want relating to flags and pennants.

See: <http://www.hnsa.org/doc/pdf/ntp13b.pdf>

If in doubt, put it up as if you were going to fly another flag on the other column and so put it to the "flag's own right side" ("position of superior honor) or the left side as you're looking at the front of the house.

Q: *We have a cottage facing the water. There are two lights on our deck, which I've replaced with red and green. The \$64,000 question: since it's red, right, returning, does the red go to the right of the door, or, like a ship, on the left?*

Answers Summary:

The respondents assumed you are looking forward when standing in the doorway looking out, therefore the lights should be placed accordingly, unless the deck is underway. Of course, it was noted that there could be the problem of someone dutifully steering straight between the red on the right and the green on the left, plowing through the deck (and staying for cocktails. :)

There was also the consideration that the cottage could be considered a “port of call,” seeing as it is permanently affixed to the ground like a lighthouse. Otherwise, since you are “returning” home, it would be the usual “red right returning.” The answer is in the question “Which is the bow of the house?”

Q: *Folks, is it worth dragging a Menger 19 from Georgia to Eastham, MA to sail for a week? My entire extended family has rented a house that has a dock on Town Cove that appears to be protected waters. There is a boat ramp nearby at Rock Harbor that affords access to Cape Cod Bay. However, I read that low tide access into Rock Harbor is of concern. Does Town Harbor provide decent sailing waters or should I put in on the outside in Nantucket Sound or Cape Cod Bay? Any input would be appreciated.*

Answers Summary:

While there are ramps available and wonderful sailing areas, there is also the tide range to consider (for ramp use) and the “wear and tear” of towing a Menger 19 that distance when you can probably rent a boat in the area at a reasonable cost. Other than the actual trip and the need to find some place to moor the boat when not sailing from the dock at the rental property, most respondents thought bringing your own boat was a suitable idea.

Since the Menger on a single axle trailer is rather cumbersome and heavy, of course, you’ll need good tow vehicle-tires, brakes, radiator and oil cooler, and trailer in tip top shape with all spares and towing roadside coverage just in case. The boat was designed and made for trailering, but 4,000+ lbs is significant weight over a long distance.

Q: *I’m thinking about repainting my boat’s name and homeport on her transom. I’m not going to change the letter style, just paint over the original letters. What about the paint? I’m thinking sign painters “1-Shot Lettering Enamel” for paint would be best for longevity. However, some of the literature says it cures in 6 to 8 weeks. Does that mean you can’t wax over it for that time?*

Answers Summary:

Most respondents voted for vinyl lettering as the replacement. If you want to re-paint the lettering, a professional sign painter was the suggested solution. One problem is the existing paint (what is it, will the new paint “blend” with the old, etc.).

If you are going to paint, buy some lettering brushes where you buy the paint. It will need thinning out. A de-waxer like denatured alcohol should work fine to clean the existing lettering. They will also sell, at a pro sign supply, a recommended wax solvent if that is required. Oil based paints should be dry enough to wax over fairly soon as cure time mostly refers to it achieving its ultimate hardness.

It was noted that BOATUS has some tips on vinyl lettering at:

www.boatus.com/magazine/2013/April/10-steps-to-a-new-boat-name.asp

Also noted: if you go vinyl, make sure your font is of the proportions necessary for the results to “look good” in the space provided.

You can also play with fonts: bold sometimes looks better on smaller names. Last font thing: traditional or very simple fonts tend to be more easily read, better a plain Helvetica than script or such. The nice thing about computers is you can print samples up and see what floats your boat.

One respondent gave up on vinyl and will go with a sign painter. He feels that the proportions in relation to the shape and the overall look when done by eye and hand on site are well worth the extra effort. It is one thing to see the results on a computer screen and another to see it on the boat.

Q: *I’m really looking for creative solutions to the gaps where the running rigging needs to come through the sail cover. I have the machine and capability, just looking for ideas.*

With all the halyards, topping lift and lazy jacks complicating matters, what construction options have folks tried on their sail cover besides slits down the side? My local ‘non-sailor’ canvas guy suggested the opening slit with Velcro/snaps along the top of the gaff eliminating snaps under the boom. (yeah, like upside down construction). Does that sound crazy or have others tried creative solutions?

Answers Summary:

Respondents agreed that you wanted as few “holes” in the top of the sail cover as possible. They also agreed that using a sail cover from the same model boat (if possible) is a good solution to making sure the cover fitted. To reduce the number of holes/slits in the cover, it was suggested that after putting the boom in the crutch and furling the sail, you can slack your lazy jacks and your topping or quarter lifts

and put those lines through the same slits/holes used for the peak halyard. In an extreme case, you could slack your peak halyard also and bring all of the lines forward to the mast and thus have a sail cover with no slits. Such an approach requires a gallows in the stern to hold the boom, gaff, and sail when the cover is on. Otherwise, you need a opening for the topping lift to hold things in place.

Also noted that if you do not obtain the cover from the manufacturer of the boat, the best cover is going to come from a good local maker, who can come to do a measurement and make one how you want it made.

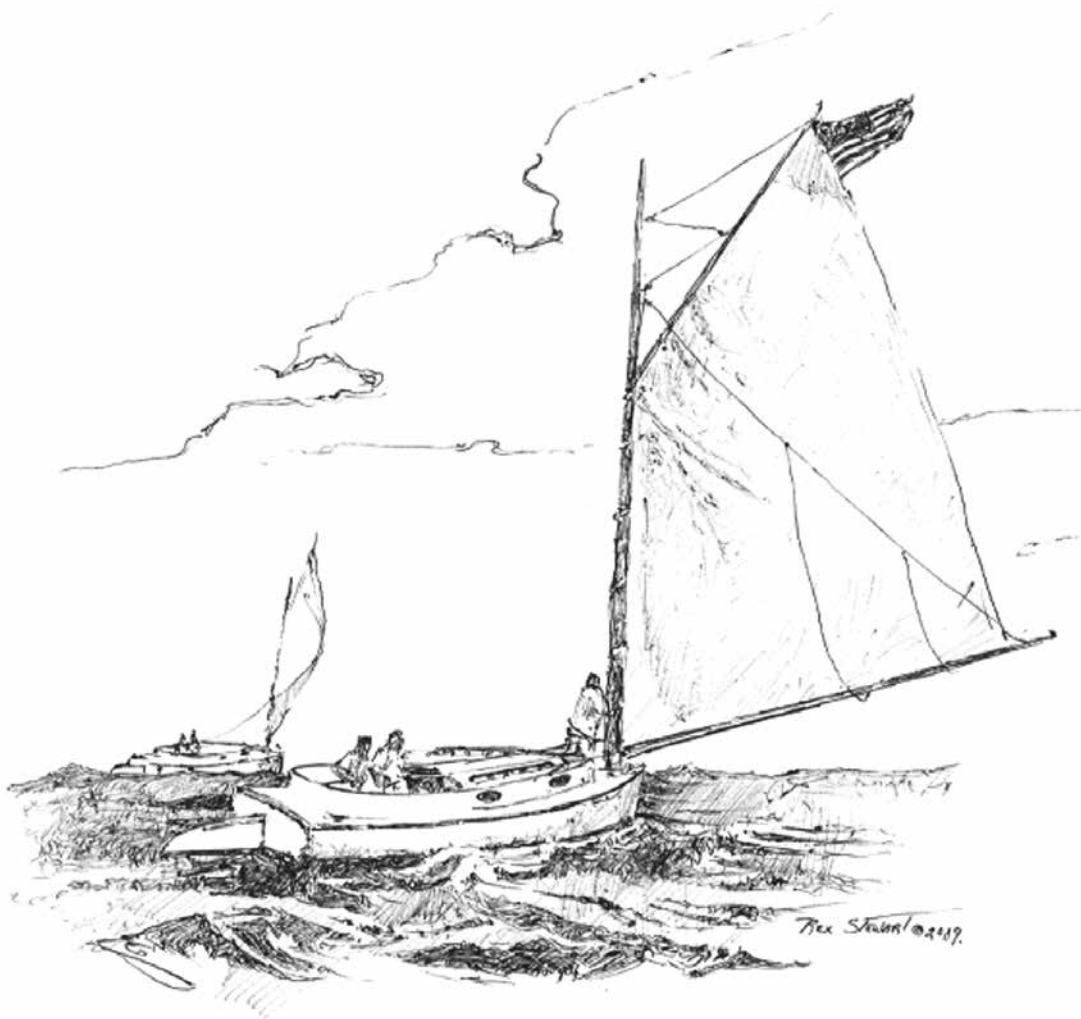
Q: *I recently purchased a 1958 catboat. I believe it is a Beetle Cat based on the inscription on the front of the boat. However it has a fiberglass hull and I have recently read that Beetle never made boats out of fiberglass. I*

was wondering if anyone has any information on who might have manufactured this boat or on the history of Beetle Cats and fiberglass? I can't seem to find any examples of this boat online.

Answers Summary:

Beetle catboats were not made out of fiberglass back then. From the picture provided, most thought the boat in question was a BB Swan "Beetle Cat," as the deck construction was not correct for the Inland Cat built about that time. It looked like a BB Swan, a fiberglass cat built by the Beetle Company back in the early '60's. For more information see the article *CBA Bulletins* No. 136, 140, 141, and 144.

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



CATFOOD

Jane Walsh, Editor

Pig Sticks, Bacon and Bob, oh, my...

I asked John the other day about “pig sticks.” He recited me the Wikipedia version verbatim: “It is a staff that carries a flag or pennant above the mast of a sailboat. It is connected to a halyard so when raised to the top of the mast, the pig stick extends above the mast allowing the flag to be seen flying above the boat’s sail.” And, as you cat boaters know, the pig stick is especially useful on a catboat which has no stays to which a flag halyard can be attached. But, what I really want to know is why it is named a “pig stick?” What do pigs have to do with flags, pennants or catboats? Why not call it a flag stick or a burgee stick?

And, what does this article about pig sticks have to do with Catfood? Quite honestly, not much; EXCEPT, I wanted to comment about the delicious breakfast served by Rick Farrenkopf and crew this summer at the West Dennis/Bass River rendezvous. Rick served the best grilled pork sausage and bacon I have ever tasted. Our hosts created a fabulous full breakfast on the morning of our Sunday departure. Oh, yes, and there is one other mention I want to make about pigs. *Loose Cannon* roared into the West Dennis Yacht Club harbor under full sail shortly before race time on Saturday; on board was the Captain, Ryan Peterson, and a handsome crew and Bob ... Yup, Bob. I was a little nervous about meeting Bob learning that he wasn’t particularly friendly. Hmm... didn’t seem typical of the good natured cat boaters I know. But, I was willing to meet this four-legged boar that had sailed from Popponessett to West Dennis with Ryan and crew. Well, when I stepped onto *Loose Cannon*, Ryan opened the bulkhead door and there was Bob lying on the bunk. He was just resting. I was amazed at the size of Bob and that he had actually tolerated the lumpy bumpy sail to West Dennis. He raised his head, snorted a bit, and then returned to his comfortable resting position. Ryan told me that Bob loves to sail. I thought to myself... well, isn’t that just great that Bob loves to sail, but is he potty trained? Seriously? A boar on a boat?



Later on that morning as I was passing by Loose Cannon, I saw Ryan open the hatch to check on Bob and then I heard him loudly exclaim “OH, ROBERT, YOU DIDN’T!!!” That answered the potty training question. Now the question remains as to origin of the name pig stick. If anyone knows, please email me. jkhw@comcast.net.



And, for all of my Catfood friends, grilled sausage and bacon is an awesome treat to serve at a rendezvous. I would also like to extend a special thanks to the West Dennis/Bass River hosts for the great clubhouse amenities, Saturday night fireworks and hospitality. And, as for you, Bob, you had better get potty trained or else.... you know where sausages and bacon come from, I presume.

“Boat” Appetite!
And see you in Mystic 2014!

Jane



Short Tacks

The Catboat Course, Advancing Catboat World Domination

Martin Gardner

This year, I taught the first-ever Catboat course at the WoodenBoat School in Brooklin Maine. I hope some detail will interest my fellow catboaters.

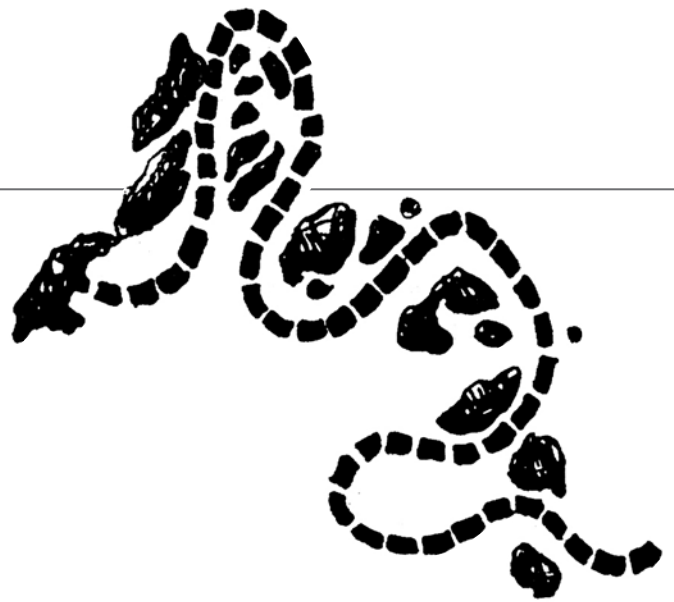
The School

The WoodenBoat School is a 33-year old offshoot of “WoodenBoat” magazine. It shares the same campus in mid-coast Brooklin Maine, about half-way, as the crow flies, between Camden and Bar Harbor. The site is magnificent waterfront property on Eggmoggin Reach with a large mooring field for the school’s two dozen wooden boats. The school operates from June to September, offering week-long courses in sailing, boatbuilding, and related crafts (build your own salute cannon, anyone?). On an average week there are half a dozen courses running concurrently - about 60-70 students in total. It’s summer camp for adults; most students live in shared dorm-like rooms, eat together, and talk boats absolutely nonstop. The return rate is huge; many students come back year after year after year. Quite literally, students come from all walks of life. Most are in their 60s or beyond, but there are plenty of younger people. I took my first course at the school in 1990; I’ve been teaching small boat sailing there since 2003.

Small boat sailing courses primarily use Herreshoff 12 1/2s and the very similar modern Joel White Haven 12 1/2s -- elegant sloops owned by the school. Big boat sailing is taught on a variety of privately owned boats, typically ketches, in the 40ft. range. The big boat courses are almost always taught by the owners; people with vast experience and intimate knowledge of their own boats. Catboats aren’t common in Maine -- for some reason they go for Friendship sloops and the like up there. So there has never been a catboat course.

The Catboat Course

My own catboat is in the Chesapeake Bay. This kept me from suggesting a course until my good



friend Edward Mitchell offered me the use of his *Rugosa* - a 1928 Crosby.



That changed things. I put together a proposal that used the Crosby and the school’s 16ft. Fenwick Williams and two Beetles. I wanted to provide a catboat cultural experience rather than an intensive boat handling course, so the proposal emphasized relaxed sailing. School Director Rich Hilsinger liked the idea and it went into the 2013 catalog. We waited to see if anybody would sign up. We didn’t wait long; the course filled to its capacity of six almost immediately -- that can happen with WoodenBoat courses. They open for registration on the first work day of the year. Some fill that day.

How the Week Went

Sunday evening: Classes start after a traditional fish chowder dinner on Sunday. I meet my students for a round of introductions. All have sailing experience (a pre-requisite) but none is a catboater.

Returnees are so common at WoodenBoat that two are former students of mine and only one of the six is completely new to the school. One has been dingy racing for 40 years and two own their own cruising boats.

Sunday night: Barely sleep; it's amazing how many things you can worry about at once.

Monday: A few remarks over coffee, then on to the school's 16ft. Fenwick Williams catboat *Shenaniganz*.



This is a completely open boat, the last designed by Williams. It was built by Maynard Lowery in 1983, plank on frame. Seven of us actually fit -- my biggest worry resolved. We sail off the mooring and I notice 10 minutes later that everybody is soaking up the beauty of the reach, chatting away... and that the boat is grossly out of trim. I love catboating. Once you settle into those roomy cockpits, who cares about trim? But I'm teaching, so I use my big voice and they shape up. There is more of the same after lunch, with the addition of one of the school's Beetles and an Arey's Pond 14. This last is exceptional -- to my knowledge the first-ever fiberglass boat used at the school. I love catboating; we're an accepting group. The Arey's Pond boat was a loan to the class from

neighbors -- the Davis family. Yep, that Davis family -- thanks.

Tuesday: We start with a visit from Bill Cheney. Bill singlehands his engineless Marshall 22 *Penelope* in local waters. A deeply knowledgeable guy, and a CBA contributor; check "A Short Single-handed Cruise in an Engineless Catboat" in "CBA Bulletin" No. 144 for an example. Then followed a lively hour of back and forth about anchoring, reefing, centerboards and such.

The fog clears and we use the school's launch to zip up about 10 NM to Weir Cove to collect *Rugosa* (possibly a sister ship of *Penelope*). *Rugosa* is featured as this issue's Cat on the Cover. Now we're in the big time -- 21ft. of antique catboat. We even have an Atomic 4. I assign tasks: one student on the helm, one on the mainsheet, two navigating, two to do color commentary; we'll switch every few minutes. It's foggy, and Maine has a lot of rocks, so navigating is challenging work. My first team clears the rock cluster named Barney's Mistake -- that's really the name -- but gets disoriented shortly after, and heads us straight for Thrumcap Ledge. I won't let them use electronics, but I have an iPad running charting software, just in case. Their expressions, when I show them our actual GPS position and course, are priceless; their remarks at that time are not suitable for this publication. I get my comeuppance a bit later when I misidentify The Torrey's as Conary; somebody else confidently misidentifies a buoy. Wonderful experience, actually working in fog with compass and chart; it humbles you. So does mooring under sail while managing six crew, each with his own idea about what would be helpful.

Wednesday: It's too foggy to sail. We spend a few hours on *Shenaniganz*, adding a topping lift, improving clew reef line leads, trimming excess mainsheet. It's pleasant work at a misty dock. Later, Mike O'Brien talks to the class for an hour. Mike was senior editor of WoodenBoat magazine for 20 years; it's possible that no living person knows more about small wooden boats. As it turns out, he's a catboat fan; he cruised his own in the Chesapeake back in the day.

Thursday: We start with a visit from CBA member Michael Cranmer. Michael is building a new 20ft. catboat with Susan Leahy and her crew at Pleasant Bay Boat and Spar in Orleans. Then more sailing on *Rugosa*, reef in. We anchor off the Torrey's for lunch and a nap. I love catboating - we know how to chill.

Friday: Coffee with Rick Ruback and then a sail on his immaculately restored 1935 Crosby 25ft. *Sea Robin*. (photos at http://www.maloneboatbuilding.com/present_work.html).



Then a relaxed return sail on *Rugosa* back to Weir Cove -- much easier in clear weather. By now, we can do a classy mooring pickup under sail. The trick, as I have learned, is to use fewer than six helpers. A wet launch ride back, then the traditional lobster dinner at which we regale our shop-bound fellow students with our adventures. Another satisfying advance toward Catboat World Domination.

The Future: I expect that I'll offer the course again; curriculum decisions are made in the late fall. I encourage any CBA members who cruise Maine to stay in touch; I'd be delighted to have you meet the class and talk catboats.



See you in Maine, 2014?

The Year the Herreshoff won the Trophy

David Bleil

The Herreshoff America is a fine cruising Catboat but some of the design features which make

it a rugged and comfortable cruiser are less than ideal when the boat is engaged in class racing. In the early years of the Chesapeake Catboat Association there was a mixed fleet of Herreshoffs and a few Marshall Sanderlings. Racing was boat for boat. The handicap had yet to make its appearance. These were frustrating days for *Melvil's Mouser*, my 1973 Herreshoff America.



Nathaniel meets Halsey.

I told myself, and anyone else who asked, that I only sailed in the races for the social aspect, only to participate and be with friends. Fortunately there are more aspects to sailboat racing than just having a fast boat. I was able to content myself with the occasional very minor victories such as the time during a big fall race when I improved my boat position over the top Sanderling in the fleet by 5 boat lengths. Of course we were facing a foul current and little wind. We each anchored to wait for conditions we could deal with. I had a length of chain on my rode and he did not. I didn't beat him across the finish line but I *had* passed him in a race.

The Chesapeake Traditional Sailboat Association annually holds a race which crosses the Chesapeake from West to East just below Kent Island, goes up the Eastern Bay and into the Miles River. At the time it was known as the Piz Brun trophy race, named after the Swiss sun tan lotion maker who had donated the trophy. Yes it was 'sun tan' not 'sun screen,' so it was a long time ago. The perpetual trophy is an elegant silver bowl on a wood platform.



Piz Brun Trophy.

In the year 1981 the race was held as usual and the usual fleet of no two a-like craft assembled off Turkey Point for the start of the all day race. The weather forecast was also typically mixed with spotty showers and variable winds. The fleet headed out across the main stem of the Bay which is also the channel for large commercial vessels headed to or from the Port of Baltimore. The Sanderling, *Blue Water*, took an early lead with *Melvil's Mouser* in pursuit. The weather stayed clear all the way across the shipping channel but as we rounded Bloody Point light to head up Eastern Bay the wind picked up and rain moved in. *Melvil's Mouser* was caught in the squall. The wind picked up and we were soon heeled well over. We were wet, cold and heeled well beyond anything I had experienced up to then. Jim (my crew) and I climbed up and sat on the rub rail to try to keep her as upright as possible. I could not reach the tiller from that position but fortunately with the weather helm we had then I did not need an extension stick, just a short length of rope so I could keep hauling on the tiller. The only rational thing to do would have been to round up and tie in a reef. But we were young and indestructible, and we were in a race. So we just hung on and sailed the tough little boat on its side. We were telling ourselves how lucky we were that the rain did not hit while we were in the ship channel because we could not see more than a dozen yards in any direction. Not only could we not see but we could not be seen. *Blue Water* was far enough ahead to be still in bright sunshine. Her skipper noted with

some concern the squall behind and to the south of him. He hove to so he could make a sandwich and put on his foul weather gear while things were still calm. It looked to him that if he stayed a bit to the North the squall would pass by him - which it did. He never saw us in it. By the time the rain cell left us in clear weather, *Blue Water* was more than a mile behind us and *Melvil's Mouser* was crossing the finish line.



Sometimes the race is not to the swift but to those who are dumb enough to keep sailing!

Larry's Place

Steve Flesner

There is no mistaking it when you get to the end of Long Point Road and arrive at the residence of Larry Antonik on Dames Quarter just off Deal Island over on the Eastern Shore of Maryland, Larry is a catboat guy! Larry is a long time Chesapeake Catboat Association and CBA member. He sails *Perr-fection*, a Marshall 18. He was originally from South Jersey but escaped to the Eastern Shore upon

retirement. Larry designed and built a two story octagonal house with two semi attached octagonal guest houses resembling Chesapeake Bay screwpile lighthouses (Google Thomas Point Light) that all have magnificent views overlooking the marsh and Monie Bay (pronounced “moan-eye”) on the Wicomico River. He has hosted the CCBA cruising group on two occasions when the fleet anchored in his cove and invaded the place! It’s hard not to relax after a hot shower and just kick back after exploring his barn that is filled with wooden boats, Palmer engines and bits and pieces of everything a catboat nut would find interesting.

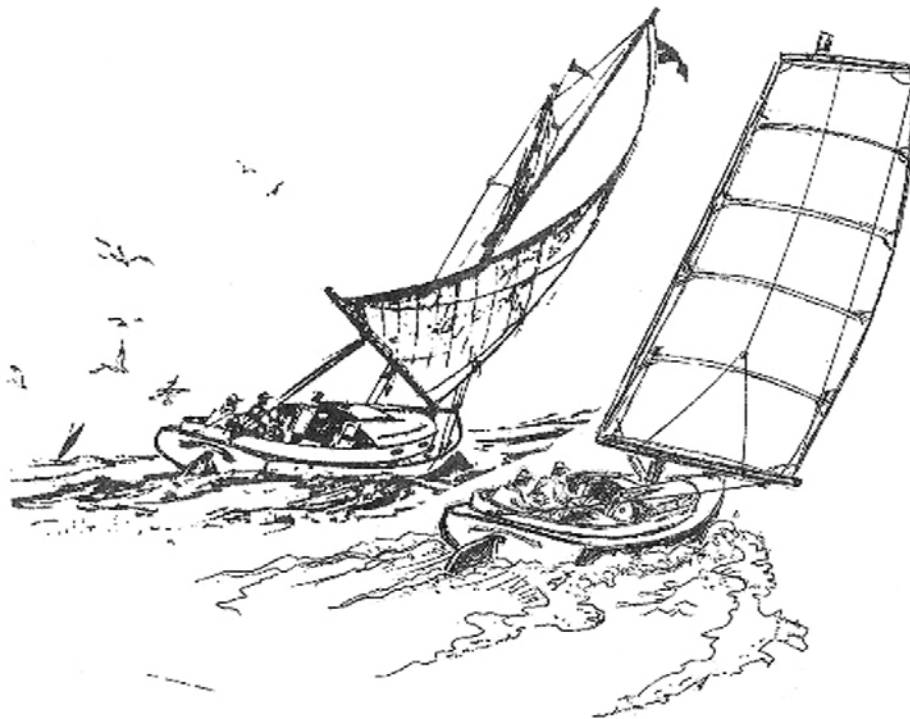
Larry seems to know everyone in the area and has taken us to his favorite restaurant, Lucky’s, in Chance, MD...you may need a magnifying glass to find it on the chart, but once you get beyond the gas pumps and convenience store, the tables are in the back and Margaret’s special oyster pizza and crab dishes are simply delicious. Larry’s welcoming catboat was inspired by Gil Smith’s *Lucille*. The hull is pine that was salvaged from the boardwalk on Toms River after Hurricane Sandy. Sail and spars are from brass tubing and the rudder and tiller are copper. He is still working on the rigging. Larry designed the sign and had a local artist do the lettering. Alane Ortega is his next door neighbor and also an artist whose media is bits and pieces of china attached to everything from shovels to musical instruments and crab basket covers. These are just a few of CCBA’s talented friends found on the Eastern Shore of Maryland.



Larry’s Octagonal Houses...a Catboat Retreat!



Larry and friends at Lat. 38 11' 57.82" Long. 75 53' 12.03" .



Cats for Sale

Cats for Sale is a free service for active CBA members wishing to buy, sell or trade catboats and related equipment. A \$35.00 fee will be charged to all non-members.

Internet publication of your listing on the Catboat Association's website, catboats.org, will run concurrent with the printed Bulletin. Good quality photos of your cat or related equipment are encouraged and are a great way to help sell your cat. They will be published on the website and will also be added to the printed Bulletin, if space permits.

All listings must be received in writing; please do not call! Please type, print or e-mail to the address below.

Your listings must be received by December 15th, March 15th, or September 15th to insure being published in the winter, spring, or fall printed issues of the Catboat Bulletin.

Listings will not be reprinted, unless requested in writing, stating the previous issue and the ad number. If you sell your boat or equipment before the above deadlines, please notify in writing (e-mail preferred); please limit your ad to 300 words. Editors are not responsible for accuracy of content.

Spencer Day, 7 Cottage Place, Milton, MA 02186-4504, or cats4sale@catboats.org



162-2. For Sale: 1969 Marshall 22 Cat, Nine Tails. She is ready for a new owner with lots of work done this past year, New Rub Rails, all new wiring, new bilge blower, freshly painted mast and topsides, new gauges on a nice running and clean Atomic 4, all new filters, fuel pump and alternator. Two sails, cockpit sun shade, anchor and rode, bumpers, and other extras, Nine tails sat on the hard for many years, most of the hard work has been done, needs interior sprucing up, some work on the beer cooler. She is located in Eastern Long Island. I am asking \$14,000 but will entertain reasonable offers. Please email richardb26@yahoo.com or 631-765-8177



162-4. FOR SALE: 1975 Herreshoff America 18' catboat. Nowak & Williams "Egg Roll"; Hinged mast, 8hp Yamaha think its 1998 w/ fuel tank. 8' beam x 18'-2". 250 sf flag sail (used 2 seasons) gaff rigged w/ mast hoops / sail cover. new cockpit cushions, anchor, lifejackets, compass, 1997venture trailer currently registered, , draft 22", steel cb (4') board up, opening front port , 12v battery, 2012 new blue bottom paint, well maintained. REDUCED to \$7400 obo. Located in Newtown CT. Email: kellydavidson@mac.com Phone212-44-8286 email for more pictures



162-5. For Sale: 1973 Arey's Pond 14ft Catboat. Fiberglass hull and deck, traditional bronze hardware, sitka spruce spars, teak seats/floorboards, and wood centerboard trunk. Comes with a 3hp Johnson outboard. Boat was completely restored in 2009 including the addition of



stringers, teak floorboards, new centerboard trunk, wood transom, bow storage, below deck halyard fairleads, sprayed topside paint, and a fresh coat of bottom paint applied. Boat located in Stuart, FL. More photos here. \$12,000. Call Zach (772) 418-7180 or zachlj1@gmail.com

162-6. For Sale: Project Boat: 1947 Seaduck 16' wooden catboat. Gaff rigged. Fred Goeller design. Strip plank construction. Solid wood spars. Open cockpit. New PVC centerboard built 2012 . Hull needs some rebuilding or fiberglassing. Boat has been in the water for the past 10 years. Generally has been a very dry boat, but the fasteners are starting to rust causing dry rot in several places. Sail and rigging in good shape. Some lines are new. Harken blocks installed recently. Also includes sail and cockpit covers. She is truly a classic. Asking \$2,000 or best offer. Location Scituate, MA. Call Donna de Almeida, 617-464-4688 or email ddealme@verizon.net



162-8. 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



162-9. 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. REDUCED - \$8,500. Stored East End of Long Island. Todd Apmann toddapmann@gmail.com 917-887-4785.

162-10. For Sale: 1972 Herreshoff America 18' catboat. Owner maintained in very good condition. 8hp Nissan outboard in well with gas tank, Traditional D & D "Flag" sail with auxiliary. Sail cover and mast boot. Bronze hardware and ports. Teak trim refinished with Cetol. Newly upholstered bunk cushions. Danforth anchor with line. Dock lines and fenders. Recently replaced steel centerboard. Portable head, 4 life jackets. Asking \$ 6900 or reasonable offer. Currently docked at Narrasketuck Yacht Club, Amityville, LI. For more information, contact: Rick Gaddes (516) 314-3702 Email: rickgaddes@gmail.com



162-11. For Sale: 1992 Beetle Cat Reproduction. Beautiful 12' 8" Beetle Cat Reproduction Built of Carvel Cedar Planking on Steam Bent Oak Ribs, Oak Transom, Keel and Stem. All Hull Fasteners are of Bronze. Decking is Dynel over Marine Fir Plywood. Sitka Spruce Mast, Boom and Gaff. Bronze Blocks, and Cleats, Stainless Steel Standing Rigging, and Dacron Running Rigging. Built in Nova Scotia by Wayne. C. Shibley Wooden Boats in 1992 and launched in Nova Scotia in 1993. This boat was sailed exclusively in Nova Scotia 2 months/year and stored indoors the remainder of the year. The mast varnish was recently stripped and 5 coats of Epifanes Varnish applied with sanding between coats. Floor Boards, Center Board Trunk and Transom was just sanded with Hand Rubbed Tongue Oil Applied. Hull and Deck Paint is in Excellent Condition. This boat is in overall Excellent Condition. The Sail is white Dacron with One Set of Reef Points. Located in Northampton Massachusetts. Asking \$5,300 OBO. Call Tim McElroy 413-335-6402 or e-mail tazmanian_tigger@msn.com



162-14. For Sale: 2008 12'3" Riff lug-rigged daysailer. Paul Gartside design. Cedar strip WEST SYSTEM Epoxy construction. With trailer. Asking \$2,300. Located PA. Daniel Fry. 570-326-1339 ffry1305@comcast.net no photo

162-15. For Sale: Stur-Dee 14' Cat Boat - with Venture trailer and 4hp Evinrude Sailmaster motor. Location: East Falmouth MA. \$3900. Call Joe Bucciaaglia 203.578.0900 buckets_06770@yahoo.com no photo

162-17. For Sale: 1969 Marshall 18' Sanderling Catboat. - Excellent condition. 1999 Honda 5 Hp, 4 stroke outboard with very low hours, marine head, custom cockpit floorboards and fast North sail and oak rub rail. Complete with custom Sunbrella berth and cockpit cushions, brass transom boarding step,



centerboard cap table, two teak storage shelves, lazy jacks, anchor with chain/line, and mounted cockpit compass. Located in Barnstable Harbor, MA. \$9,200 Call (508) 362-1274

162-19. For Sale: 1982 Marshall 22' Catboat, 2cyl diesel engine, head with holding tank, new sail cover & cockpit cushions, GPS, radio, dripless stuffing box, and auto pilot. It has traditional wood blocks, wood wheel & cover, bowsprit, and a 3 blade prop. Sail is in good condition, no repairs made or needed. Excellent alcohol stove, dodger, sun cover, docking fenders and anchor with chain and 100' of line. The boat has been launched and is in Port Jefferson, NY. Price REDUCED to \$24,500. Contact Phil 516-848-7940 pscars@optonline.net



162-20. For Sale: 1993 Marshall Sanderling 18' catboat with Yanmar diesel inboard, hinged mast, white/buff color, excellent condition with trailer. Sailed up to 4 miles offshore on Nantucket Sound. Located Mashpee, MA. Asking \$24,000. Joe Bousa (508) 477-9466 jbousa3@cape.com



162-21. For Sale: 2011 Menger 15' catboat. Scarlet, built by Thompson Boatworks, formerly Menger in Long Island, NY. 7' beam, draft 7". Options include Tanbark sail, sailcover, tabernacle, teak bowsprit, 2011 Beautiful shapely lines and sailing. Located SW Florida. REDUCED to \$10,900 OBO Call Todd Tateo at 239-216-1916 or email tateo@comcast.net.



162-22. FOR SALE: 1978 Marshall 18' Sanderling. Hull #412. Good condition. 5 hp 1995 Mercury longshaft. Original spec mast, spars, and running rigging. Good condition sail. New Load-Rite trailer October 2012. Bunk cushions, porta potty, Kenyon stove, water tank, teak drop leaf table on centerboard trunk w/ cap. Anchor & rode. Solid boat ready to go. Located in Stonington, CT. \$12,000. Dan McFadden dan@dvmcfadden.com or (860) 333-7155.

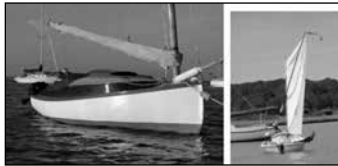


162-23. For Sale: 1972 Marshall 18' Sanderling catboat: Heavy Section Folding Mast with Marshall Hinge, Gallows, Recent Interior and Exterior Cushions with Padded Cockpit Bolsters, Recent Ports, Forward Opening Port, Opening Hatches on Cabin Top and in Port Bulkhead and in Top Drop Board. Recent Centerboard Pennant, Recent Tiller. Good Sail with 3 Reef Points, Upgraded Blocks, Multiple Oversize



Cleats, Halyard Winch on Starboard Cabin Top, Custom Stainless Grab Rails on Cabin, Shelves over Berths, 10 Watt Solar Panel, Bronze Steps on Rudder and Transom, Drain in Skeg, Heavy Outboard Bracket. Refit in progress, seats removed from cockpit. Stored on Lift. No Trailer, No Engine. Reduced to \$6,000. Al and Cindy Davis, Gulfport, Florida 727-403-0389 Cgoebel1@tampabay.rr.com

162-24. For Sale: 1933 Herbert F. Crosby 16' Catboat and 8' Dinghy. JENNY is 16 feet long, with Cuddy Cabin, spruce mast with Douglas fir boom and gaff. In excellent condition with Garmin GPS, two mooring pennants, 5 hp 1999 Mercury 5 outboard (well maintained) with gas can. New batteries, Danforth anchor, pickup stick, cockpit bench cushions and rudder lock. Interior contains two storage shelves and full pine ceiling. Ventura trailer Model VB-2200 (2001). New sail cover and cockpit cover. Solar panel battery recharger. Custom jack stands and keel blocks. Paint: off-white topsides, green bottom paint, above waterline seam compound and brown below waterline seam compound. The dinghy is fiberglass, Marblehead & Manchester SailOar 8, eight feet long, bronze oarlocks, new centerboard, rudder and sprit rig with new sail. These items are being sold as a unit and are not available separately. Must be seen to be fully appreciated. Moored at Fairhaven, MA \$14,000. Contact: Garry L. Sherman (781) 326-3362 Email: glsass@live.com



162-25. FOR SALE: 1972 Herreshoff America 18' Catboat by Nowak and Williams. 2007 Thurston flag sail plus original. 2006 Honda 5 H.P. four-stroke in well (<20 hours). New oak rub rail with half-oval brass strip. New ash and mahogany laminated tiller. New custom-made mahogany cabin doors and gaff jaws. New battery. New main sheet plus spare main sheet in good condition. Good varnish on teak bright work and cockpit seats. Tabernacle mast with new wind indicator. All lines and blocks in good condition. Sail cover, lazy jacks, running lights (original), radio, compass, GPS system, Humminbird depth/fish finder, built-in electric bilge pump, anchor with chain and line, cabin cushions, swim ladder, porta-potty, dock lines, fenders, life jackets, fire extinguisher. Performance trailer with new tires and spare. Located in southern Maryland. In excellent sailing condition. Reduced to \$8,000. monique.milhollin@gmail.com Call 301-951-0549.



162-27. FOR SALE: 1981 Mystic 20, "Tuckernuck", Hull #50, 2nd from last one built. Tuck has all improvements made by LBI over Mystic 20 production run. Fresh water sailed in Lake Michigan, dry stored 15 years, sailed one season on Chesapeake Bay, dry stored last 2 years. Yanmar IGM runs like it should. Rebuilt injection pump and injector, new hoses, engine hour meter shows 60 hours since reinstalled. New seacocks, rerouted bilge pump for better drainage, new inline Racor fuel filter, new shaft from coupler back including cutlass bearing, three bladed cupped prop. Refinished wood spars with 10 coats of Epifanes varnish, added a bridle and other upgrades to mast, gaff and boom. New gaff jaws, plus extra set. New running rigging, lines, blocks and windex. Original 282 sail with many years left (long storage). Sailcover and hatch cover. Bowsprit with Lewmar Delta anchor. New cockpit cushions. Cabin cushions and woodwork below in excellent condition. Depth sounder and VHF radio. I copied many of the



improvements that Bill Hoover made over his 30+ years owning Gull, his Mystic 20. Green hull, creme deck, Cetol brightwork, full length boat cover. Single axle Manning trailer in good condition. Comes with the usual assortment of equipment that would make her a sail-away catboat. Needs someone who will sail her and appreciate the beauty of the Peter Legnos design and that gorgeous wineglass transom! Located St. Leonard, MD 20685. \$16,000. Steve Flesner 410-586-8179, flesner00@comcast.net

162-30. For Sale: 1973 Herreshoff America 18' Catboat by Nowak & Williams Fiberglass Hull # 214, Mfg 1973. LOA 18'2", Beam 8', Catboat, with a displacement of (approx) 2,500 lbs. Has a 3/8" #304 Stainless Steel center board, with a 2003 Mercury 4 stroke, Model 6M located in an engine well (less than 20 hours) sitting on a Shoreline trailer. Full Sunbrella Cover, Bronze Jam Cleats, Bronze Port Hole, Thurston Quantum Sail w/2 reef points, bottom paint is VC Off Shore, new varnish on teak trim, new lines and brass oil running lights as designed for the Herreshoff America, Pig Stick, manual fog horn, bulkhead compass, anchor and rode, port-a-potty, sink, berth & cockpit cushions and door screens. An easily sailed single-handed boat, family day sailor or weekender. Include a phone number in your e-mail for a response. \$10,750. Call: Vic @ 512 -- 8 two 6 -- two 9 5 zero.



162-31. For Sale: 2001 Marshall 22 Cat Boat, 2011 Hull Painted with AWLGRIP in Flag Blue, All Spars Reconditioned in 2013, All Teak completely Reconditioned in 2013, Yanmar G20 Diesel, Navy Dodger, Cockpit Cushions in Navy, VHF, Depthsounder, Compass, Main Sail in new condition, Navy Sail Cover. Shows as a brand new boat. She is impeccable! \$56,000. Call Peter at 508-726-4471 and the boat is located on Cape Cod, MA.



162-32. See listing on Marshall Marine.

162-35. For Sale: "Eramare" 1991 Marshall 22' Sloop: fully loaded pocket cruiser, with everything you need for a peaceful afternoon drifter, a race around the buoys or a comfortable cruise down the coast: Thurston Quantum canvas, custom dodger and sail covers, ash wood mast hoops, Sunbrella exterior seat cushions with closed-cell pads, Flag Blue Awlgrip topsides, running rigging with Sta-Set X Halyards, all refreshed 2001. Rigged for single-handed sailing with Raymarine Wheel Pilot autohelm and Icom M504 DCS VHF with cockpit remote CommandMic, pre-wired for coupling with your GPS, ProSport 12 on-board battery charger, lazy jacks. Comfortable pull-out double berth and fore-peak cabin with hanging closet and plenty of storage are perfect for cozy overnights and weekends. Reliable Yanmar 2GM diesel with powerful 3-blade prop. Bulkhead mounted compass and depth sounder. Automatic bilge pump, two sets of ground tackle (heavy and light), full compliment of fenders, dock lines and PFDs, including two automatic inflatables. 9' West inflatable tender with 2hp outboard. CNG stovetop, fresh water tank, built-in icebox, head with holding tank and Y valve. Bronze rudder & transom steps. Currently located in the beautiful Apostle Islands on Lake Superior. Asking \$42,000. (651) 808-0645 or email cnorth3@mac.com



162-36. For Sale: 1974 Herreshoff Eagle 22 ft catboat sloop. New centerboard, cockpit and cabin cushions, porthole glass. 6hp Tohatsu 2-stroke outboard, wheel steering, bilge pump, compass, depth sounder, knot meter, teak cockpit storage chests, port and starboard lanterns, sink, teak blocks, sails fair. New halyards and lazyjacks. Boat solid, teak finished with sikkens cetolmarine finish. Located in Bellport, New York. Asking \$7500. Call Walter Dornemann weekdays after 6p.m. (631)286-9203 email wbdorn@yahoo.com



162-37. For Sale: 20 Ft. Peter Legnos "Mystic Cat", 1976, hull # 30, 8 Ft. beam, 2' 1" draft board up, 4' 3" board down. Westerbeke 12 HP, 2 Cylinder Diesel Engine with 3 blade prop. Fiberglass hull and deck, painted alum. mast, Spruce boom & gaff, Plastic sail hoops, Portapotty, cabin & cockpit cushions, mahogany cabin & hatch, sail cover, compass & other extras. Classic Cat boat lines, solid sailor. Needs TLC. \$ 11,500. Also have a "Long" Tandem axle trailer set up for this boat. \$ 1,500. Both located in Oriental, NC Shawn Dougherty 252-670-6745 sandsd@embarqmail.com



162-40. FOR SALE: 1951 Carl Beetle "Swan" catboat. Rare antique among first production fiberglass sailboats built as noted in Spurr's book Heart of Glass, (p. 53-58) and articles in CBA Bulletins Nos.136, 140, and 141 on Beetle Swan by Lea Wilds. Solid fiberglass hull & deck, varnished wooden cockpit sole. 14.66' LOA, 12.5' LOD, 6' beam,



18' aluminum mast with new halyard and snap shackle, 11.5' aluminum boom with dumb sheave for outhaul line. Repowered with 45 ft-lb Minn-Kota saltwater trolling motor w/ two Group 31 105 Ah batteries with selector switch. Each delivers 1.75 hrs power at full speed. Complete with re-cut Marconi sail in excellent condition, three battens and one row of reefing points, centerboard with lever, aluminum tiller (same as original), motor mount, new rudder, and a sail bag. Sailed under Small Craft Advisory warnings, she handled beautifully under sail, making 7 knots in breaking seas. Boat was refurbished by Fancy Nancy's Boatworks. Re-painted inside and out, and the cockpit sole sanded down to bare wood and re-varnished. Included is single axle roadworthy Continental trailer with spare tire. Kept in secure covered storage. This boat should be of particular interest to any maritime museum, yacht club, or any other maritime organization or individuals with a serious interest in boat history. Reduced to \$3500 OBO Located in Savannah, Georgia. Email jbulluck@spectrum.tm

162-41. For Sale: 1999 Menger 23' Catboat. Reliance - Gaff-rigged - Enjoy single-handed racing, cruising for 3, and/or partying for 6+. Strongly-built fiber-glass 1999 Menger 23' completely refitted in 2011 with top rated equipment. Yard maintained Yanmar G2M20F



diesel (20hp). Hull designed by Francis Sweithguth (architect of Star Olympic class) with 6'2" headroom, 10' beam, and a sailing draft of 36-42 inches. She can always find a quiet anchorage. Along with the usual accessories Reliance's running gear includes new: "Z Sails" (Stamford, CT), Autohelm autopilot, Tac-Tic wireless wind instruments, water speed, Garmin GPS, Lewmar windlass controls, in a custom teak binnacle, 3 new heavy-duty mat batteries, marine charging system, shore power and new wiring. Non-stretch Dyneema rigging/lines have rope clutches. A Delta anchor, powerful Lewmar windlass, 25' chain with 250' rode. Massive 8'X 8' cockpit has custom white with blue trim cushions, ice box, teak table, and outdoor shower. Other exterior fittings include solid-framed Sunbrella dodger, bimini, bikini, and sail cover, man-overboard system, dual compasses, teak boom gallows, jiffy reefing (2). The 14' cabin includes private fixed head and hot shower, 6" thick blue Sunbrella cushions, matching curtains, LED lights, portable refrigeration, hot & cold water, galley sink, fan, wing table, and two Origo alcohol stoves. The custom teak trim and ash overhead cabin has an opening hatch with solar fan. Reliance is in the Hudson River at Westerly Marina north of the Tappan Zee Bridge. For sale only due to MD's orders. \$45,000. Contact Dick Hare 914-941-0551 or rbhare@americaninsight.com

162-43. For Sale: 2004 Marshall 18' Sanderling hull #787. Excellent condition. White hull, navy bootstripe, light blue deck. Bottom stripped to gel coat 2011 four barrier coats and two coats of Pettit Vivid red applied. 2010 Tohatsu 5 hp 4 cycle outboard with low hours. All lines replaced 2011 with Sta-Set and Regatta Braid main sheet. Harken Aero Blocks, Harken Racing Main Sheet System plus an alternate Harken Swivel Block and cam cleat system led aft, Rope Clutches, a disappearing reef line system which keeps reef lines tidy. Masthead Windex. Sail is not new but still wins races. Electrical System: A custom Teak Box houses a 73 amp gel battery, a 3 stage Smart Charger, A 1000 Watt inverter, a six position circuit board and a digital volt meter. Navigation Lights, LED anchor light, six 12 volt outlets, two 120 volt outlets which will power a TV, coffee maker, computer, blender etc. Simrad Tiller Pilot. Hand held VHF. Hidden LED Rope lights provides indirect lighting in cockpit. Beautiful new custom teak louver/raised panel companion way doors. Custom new teak grate for cockpit sole. New custom Sunbrella canvas work includes improved sail cover design, cabin/cockpit cover, cockpit cushions with flow thru foam and beautiful nautical upholstery and a sun awning. Delta plow anchor in a protective bag, four new dock lines, two Big B fenders in Navy, Ritchie Tactical Compass, rudder lock, swim steps, cockpit "table" with custom inlaid compass rose and lots more. Dual axle trailer with new bearings and springs 2010. A really nice boat located in Key Largo, FL. \$33,000. Call Karl (954)755-9108 or (954) 695-8355. E-mail klfreestyle@aol.com . Pictures are available.



162-45. For Sale: 1980 Custom 24' Catboat - Periwinkle: Custom Catboat designed by Marshall/McKenzie. Cold molded mahogany hull, 2001 Yanmar 17 HP diesel engine, standing headroom, enclosed head, stainless steel foot pump sink, alcohol stove, folding prop, full canvas and jack stands included. Sleeps 4. Fully documented. \$25000. Located Stony Pt., NY. If you have any questions, please feel free to email or call me Henry Knoblick 201-401-2675 hknoblick@gmail.com



162-46. For Sale: 1972 Marshall 18 Sanderling. Boat is in good condition on a serviceable galvanized trailer. New mast in 2010, cabin and cockpit cushions, sail cover, cabin/cockpit cover, 9.9 Evinrude. Currently in inside storage in Phippsburg, ME. Price reduced to \$9,500. Eric Maslen; my email is emaslen1@gmail.com



162-47. For Sale: 1975 Marshall Sandpiper 15.5' Masthead light and 12 volt bilge pump. Open cockpit. Original sail and cover professionally maintained yearly. White synthetic rub rails and coaming 2011. She sails the same as with wood, without the work. 1994 Shoreland'r trailer - 350 miles, blocked up every fall. 2003 Honda 2 HP long shaft, less than 100 hrs. Valves - shop adjusted. "Fortune's Fool" is in overall good condition with lots of extras; Price Reduced to \$5,000 - Located in Lee, NH. Contact: Patty Cook patty.cook54@gmail.com 603 679 8403



162-48. 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. REDUCED to \$18,500. Call Bill Hegarty @ (631) 604-0750 or email littlewhitedory@gmail.com



162-49. FOR SALE: 2002 Menger 19 Catboat. Tabernacle mast, tanbark sail w/cover, lazy jacks, jiffy reef, trailering-winter cover , Porti Potti, new cockpit cushions, bronze steps on rudder and transom, manual bilge pump, 2005 Johnson 8 h.p. engine in well, running lights, 2 brass cabin lights, masthead light, bunk cushions, 12V deep cycle battery in case, Danforth anchor and 150' line and chain, varnished ash drop leaf table on centerboard trunk in cabin, ash trimmed shelf on forward and aft bulkhead, storage 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 in excellent condition both mechanically and cosmetically. Located on AuTrain Lake in Michigan's Upper Peninsula. Asking \$25,500. Call (269) 372-8009 or (269) 370-6404 or email, dave@nancyanddave.com

162-51. For Sale: Blackwatch 19/24 Cutter rigged cat boat, FG hull/deck, shallow draft [24"] galvanized trailer [Triad float off,] More... Price \$12750. Located in Maine. Call Alan Boyes @207-633-5341 cell 207-233-7501 email alan@winterisland.com



162-52. For Sale: 1976 Marshall Sanderling 18' catboat. Spray for Sale. Good Shape with solid bulkheads. Solid Load Rite trailer with new tires and title. New porthole lexan. New pintels and gudgeons. New boom gooseneck fitting. Clean interior cushions with center fiberglass filler and cushion. One well used sail and a second never used. Danforth anchor with 150 feet of rode. 3 1/2 hp Mercury four stoke outboard. West Marine portable head. Cetoled teak. Currently on her trailer in Needham, MA. \$8000. Call Gray Brown 781-307-3594 graybrown2@verizon.net



162-54. For Sale: 1983 "Beetle" style 12' catboat. One of three built, Cold-molded epoxy, using a Beetle Cat as a mold, many parts taken from Beetle donor, coaming, spars, centerboard, rudder, tiller, all bronze fittings, recent restoration, stripped and refinished all bright work (coaming, spars and tiller) with six coats of varnish, hull inside and out refinished, newer North sail, mooring cover, trailer, the beauty of a Beetle without having to deal with a wooden hull. Located Sayville, NY. Call for more pictures and info, REDUCED. Asking \$4000 OBO Charlie Huberman, 631.563.4856, spudsailor@aol.com



162-55. For Sale: 1974 Gaff Cape Cod 17' Catboat. Sail number 136. Built by Cape Cod Shipbuilding to a Charles Wittholz design. 17 ft LOA, 8 ft beam, 2 ft Draft (maybe 18 inches). Centre-board. Boat was epoxy coated (2008) and painted with Interlux Perfection (2 - part polyurethane). New rudder, plywood/epoxy/fiberglass cloth construction (2007), Ash wood Tiller rebuilt/extended New sail cover (Sunbrella) 2009, all new running rigging (2008) (3-strand dacron). New brass cleats added at various locations. New head 2009 (Overboard discharge). New floor boards. Bilge epoxy coated 2009 (East System Epoxy), Mast (aluminum) painted, gaff and boom refinished (Douglas Fir?) boom extended and reefing combs added. Teak woodwork and trim stripped, epoxied and coated with Bristol Finish (2 - part Polyurethane) (it now needs some attention). Removable Teak Cabin



Doors, new lazarette (Cockpit) hatches/seats. New sliding companionway hatch 2008 (Teak & Holly Plywood and Angelique, epoxied and Bristol Finish). Recovered interior cushions (Sunbrella) (2008). Interior repainted - Brightside Polyurethane, Oiled pine ceiling, "Sardine" Woodstove and gimballed brass oil lamp. Outboard motor bracket. We used a 2-hp 2 stroke outboard which can be included. Extremely overbuilt trailer. New axle, wheels and tires (2009) as well as new tongue and sliding tongue extension. Trailer has been licensed but it exceeds the 8ft width allowed to be used on the road (without permit). Asking price \$9,800 Canadian dollars. Chris Ouellette, Mahone Bay, Nova Scotia, phone (902)624-9118 chris.ouellette@eastlink.ca

162-56. For Sale: 1969 Marshall 18' Sanderling Chat Cat. Well cared for and lovingly sailed; located in Chatham, MA. Comes with 8HP Mercury (2000) and extras such as cushions and sail cover, all in reasonably good condition. Please inquire at Pleasant Bay Boat and Spar Company 508-240-0058 for further details. Act now and the possibility of finishing out the summer on Nantucket Sound may be part of the deal! Asking \$9,000. sleahy@pleasantbayboatandspar.com



162-57. For Sale: 1973 Herreshoff America 18' Catboat - Nowak and Williams Co. (Builder) * L.O.A. 18' - 2" * Beam 8' * Draft 1' - 10" (board up) * Sail Area 260 sq. ft * Sink, marine toilet, 2 berths, teak rails and cockpit seats, outboard well * Cushions; both interior and cockpit * 5 HP. Nissan outboard (good condition) * Bronze hardware throughout * Boat and sail are in good condition; boat needs some TLC • Location: Babylon, NY. \$6500. Ted Everitt III teeke2@msn.com no photo

162-58. FOR SALE: 2002 Menger 19 Catboat, located on AuTrain Lake in Michigan's Upper Peninsula. Tabernacle mast, tanbark sail w/ cover, lazy jacks, jiffy reef, trailering-winter cover, Port-a-Potty, new cockpit cushions, bronze steps on rudder and transom, manual bilge pump, 2005 Johnson 8 hp engine in well, running lights, 2 brass cabin lights, masthead light, bunk cushions, 12V deep cycle battery in case, Danforth anchor and 150' line and chain, varnished ash drop leaf table on centerboard trunk in cabin, ash trimmed shelf on forward and aft bulkhead, storage 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# capacity trailer (w/galv. rollers and bunks, 3 keel rollers, jack stand, surge brakes, and spare tire). Additional photos available. The boat is in excellent condition both mechanically and cosmetically. Contact Pleasant Bay Boat and Spar Company at 508-240-0058 for more information. Asking \$26,500.



162-59. For Sale: Original OEM Mast for a Menger 19. Little used, stored in shed for 14 years. Moving. Best offer over \$500. Pickup in Wayland MA Call Peter (617) 331-1886 peter.macpherson@comcast.net



162-60. For Sale: 1981 Marshall 22- Loose Cannon is in great shape after being thoroughly refurbished in 2012. She has a strong running Universal Diesel that receives regular maintenance. Items new in 2012 include the sail, cabin cushions,



cockpit cushions and dodger. She is very fast and a proven race winner. Asking \$27,500. Please call or email Eric Peterson 508.524.6894 or ericdonaldpeterson@gmail.com

162-61. For Sale: 1993 Marshall 22 in Galesville MD. Yanmar 2GM low hours, bowsprit w anchor roller, installed GPS, sailcover, stove never used, Edson wheel steering. Yadda yadda -- it's a Marshall 22. \$30,000 takes it. William Bell 301-495-2815 or 202-418-0741 William Bell wumhenry@gmail.com



162-62. For Sale: 1972 Herreshoff America 18' Catboat. Old salt needed to rejuvenate this fine American lady. Original flag sail with canvas cover. Barn door rudder with hydraulic steering system/wooden helm. Lots of wood! Teak eyebrow & coming cap, hand rails, and interior panels. Mahogany cockpit seats. Aft rub rails await restoration. New steel centerboard, cable, and winch line replaced in 2010. 12V Battery (2010) with system; electric bilge; interior lights. Tabernacle mast-step section needs replacement, but with TLC she'll be off. Trailer and circa 1987 Suzuki 5HP 2 stroke short-shaft motor with tank included. Located in Oceanport, NJ. Asking \$4900 OBO. Please contact Jamie at oxbow.advisory@gmail.com



162-63. 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 email address: david.derinda@gmail.com (preferred method of communication) or 239-649-1723 or 239-404-3688.



162-66. SALVAGE SALE: 1983 24 ft. Atlantic City Cat is damaged due to partial submerge. I want to sell it as salvage. Water did not get to motor, Water did get batteries, ac, icebox, blower motors & majority of electrical wiring. The rest of the boat is totally intact, sails, interior is in great shape, head reworked, Please pass my name and e-mail to anyone you think would be interested. Thank you. Russell Veazey, ph# 228-342-1805, e-mail jetski4me@aol.com no photo

162-67. For Sale: 1964 Marshall 18' Sanderling Catboat Hull #12. Classic boat in very good condition. Loadrite trailer new in 2009 in great condition. Hinged mast installed in 2007. Two sets of sails. Includes a long shaft 6 hp Mercury gas engine. Wood work is superb with wood grab rails rub rails and trim and seating with inlay compass, all varnished. Bronze swim boarding steps on rudder and hull. White hull, beige non skid deck and cabin top with white side decks. Wiring and electrical panel works well. New battery and automatic bilge pump. Sleeps 2. Interior has



wood siding and shelving. Includes sink, lighting, open cabin design with complete set of cushions. Moored in Barnstable harbor on Cape Cod. \$12,000. Contact Mark at (508) 566-0912 or mnelson@horseslywitten.com

162-68. For Sale: 1974 Herreshoff America 18' Catboat by Nowak & Williams. In VERY GOOD condition. Ready to launch (deck and cockpit painted "sailcloth" color - different than photo). Centennial Sail, gaff rig w/ mast hoops and sail cover. Fiberglass hull, self draining cockpit, anchor, fenders and docking lines. Johnson 6 HP outboard runs fine. Battery new in 2011. Porti potti, cabin cushions. Located in Southampton, NY \$5,000 or best offer. Contact Melanie Cirillo melges@optonline.net or 631-872-3470 (I've owned it for 3 years but we don't use it enough.)



162-69. For Sale: 1977 Marshall Sandpiper 15' catboat. Hull red. Deck and Cuddy buff color, Spars buff colored. 2 Suits of sails. One older on by North, and one by Beaton's: used for 2 seasons, and in good condition. Boat is in good condition, but encounter with "Sandy" left a few scratches on the hull. Trailer is included, as well as removable motor mount. 2 horse Tohatsu outboard also included, but is frozen, because of "Sandy". Price: \$7,000. If interested, please call Peter Lenshoek @732-330-9750, or email me at sa7tobbe@yahoo.com



162-70. 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



162-72. For Sale: 1999 Alerion Cat boat 19. Hull number 23, Flag blue awl grip .Gary Hoyt designed and built by TPI, with rotating mast, high aspect centerboard and rudder blade; easily reefed and w/o weather helm; Custom single axle galvanized Triad trailer (1999) with gin pole mast raising system. sail-sock mast cover. Varnished teak cockpit table with cover; flag blue interior cushions, full heavy-grade



white vinyl cockpit seat cushions; curtain for cuddy; porta-potty. Anchor with rode, tiller extension, ensign staff and socket, swim ladder, etc. all in excellent condition. Boat is located in Watch Hill, Rhode Island. Asking \$23,000. Rusty Stewart rustywinch@gmail.com or 914-419-7967.

162-73. 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



162-75. FOR SALE: 1972 Herreshoff America 18', located in Brookhaven Hamlet, Long Island, NY. 2002 Yamaha 5 HP outboard. Fuel tank. 2 sails. Lazy jacks. Recently replaced rub rails and centerboard. Bunk and cabin cushions. Bronze rudder and transom steps. Many extras. \$6,000. Call Bill Muller at (718) 254-6258 (weekdays), (917) 282-7940 (cell).



162-76. For Sale: 1983 Marshall Sanderling 18' catboat. Hull #558. White hull w/ grey non-skid and cabin top. Varnished teak inside and out. 2000 Honda four stroke 5 HP outboard with new water pump, runs strong. Cockpit cushions, interior cushions, alcohol stove, battery powered portable navigation lights, wind direction indicator, Quantum sail w/sail cover, Danforth anchor w/chain and rode, bulkhead mounted compass and knotmeter, port-a-potti, fire extinguisher, PFDs, dock lines, fenders. New rudder gudgeons and pintles, new centerboard pivot pin. 1983 tandem axle trailer w/new wheels, tires and lights. Includes an A-frame to aid in stepping the mast. Also extra sail, battery box, battery switch, switch panel and VHF radio. A solid boat and trailer. Both in very nice condition. A must see. Located in North Granby, CT. Price reduced \$14,900 Tom 860-653-3944 tpdswarner@cox.net



162-78. For Sale: 2004 Com-Pac Horizon Cat (Green Hull) with 2007 Performance Trailer & 7 HP Westerbeke Diesel (60 hrs), LOA: 20', Beam: 8'4", Draft Board Up 2'2", Draft, Board Down: 5', Displacement: 2500 lbs, Mastendr™ quick rig sailing system, anchor roller on teak bowsprit, interior and navigation



lighting with panel, four opening cabin ports and one fixed port, Twin 7' settee berths with fabric cushions, self contained butane galley stove and galley counter extension, porto-potty under seat enclosure, teak and holly cabin soles, oil finished, teak wheel steering and high-aspect ratio aluminum kick-up rudder, chain locker and battery compartment, double ended quick-release mainsheet, 2 halyard winches and line clutches, 2 stainless-steel mooring cleats and mooring bit, cockpit-seat storage lockers, bilge pump, 10 g nylon water tank, head and galley sinks with hand fresh-

water pumps, teak and stainless steel boom gallows, gaff-headed Dacron sail with one reef, teak cabin handrails and trim, stainless-steel towing/mooring bow eye. Transom Ladder, Bulkhead Compass, Privacy Curtain, Sail Cover, Hatch Screen, Teak Cockpit Grate, 12V Outlet, Bimini Top, Lazy Jacks. Location: Marion, MA, All for \$29,500. Will Pay for Survey. Contact: amianuzzi@verizon.net or Ann @ 781-248-2984

162-79. For Sale: 2010 Com-Pac 17' Sun Cat. Navy blue hull. Trailer. Full canvas including winter cover. Swim ladder. Sleeps 2. Storage for porta potty. Adjustable outboard mount. Teak trim. Compass. Anchor roller. Custom cockpit cushions. Cabin cushions. Lazy jacks. One-person mast stepping system. Stonington, CT. Asking \$16,500. Sam Spilo 860-536-1180 Sspilo36@aol.com



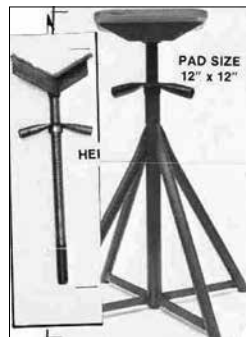
162-80. For Sale: 1990 Menger Cat 19 with all the standard equipment plus Yanmar 9 HP Model 1GM10 inboard diesel engine, tabernacle mast, opening porthole, transom step, cockpit sunshade, sail and tiller covers, compass, depth sounder, VHF antenna, electric bilge pump, slide out galley, porta potty, running lights, two anchors (a Bruce and a Fortress) with rodes, life jackets, and trailer. Fresh CETOL on exterior teak. One season on hard anti-foul bottom paint. New barrier coat on hull 2005. Cutless bearing replaced 2009. New engine mounts 2013. \$16,000 Contact The Sailboat Company, Richlands, NC, 910-324-4005 E-Mail sailboat@ipass.net



162-81. 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.



162-82. For Sale: Boat Jack Stands for Marshall 18. These are Brownell stands - 3 of them. Two MBO 40"-58" 2th 12" pads, and one MB3 22"-40" V-neck for bow. Price new was \$475 for all 3, they still look like new. Asking \$100 for all 3 stands. Used to lift boat off of the trailer after hauling, these allowed me to drop the centerboard. South Glastonbury, CT. Eric Hermanson. Cell 860.874.8394 or 860.659.2995.



162-83. 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



162-84. For Sale: 1975 Marshall 15' Sandpiper - Hull# 51) in good condition. One owner, Includes sail, 4hp outboard and trailer. Ash gunwales and oak cockpit coaming. Located Virginia Beach, VA. \$7000. Contact Ray Grover 757.288.0391 ray.grover@me.com



162-85. HERRESHOFF AMERICA FOR SALE "CATNAP" ...a 1972 Herreshoff America, built by Nowak and Williams. Newer traditional flag sail with identical spare sail and blue canvas sail cover. Hull is in great shape with new teak rubrails. Bronze hardware and ports. Varnished mahogany coaming, seats, cabin doors and boom crutch. Teak mast-hoops. Carved name board. Anchor, rode, stove, porta-potti, and cabin cushions. 8 Hp 1996 Evinrude long shaft in excellent running condition. 2001 galvanized Sea Lion trailer. This is a very clean boat joyously sailed each summer on Long Island Sound and meticulously cared for each season. Located in Guilford, Ct. PRICE REDUCED: \$7,600 Please contact: jeffreycweber@gmail.com 203 453-8943



162-86. 1974 Herreshoff America 18' catboat. It has a 5hp Honda 4-cycle motor and a trailer. It has a flag sail with a new cover. Newer mast, all bronze Reinecke blocks, reinforced rudder, epoxy coated centerboard w/new cable, Sunbrella cushions, Boat is ready to sail right now with a flag sail and a new laminated tiller. Motor is a Honda. Trailer is a heavy duty custom built, with dual axels and rollers. All of this is a winning combination ready to go. Drive it home for \$6,000. Priced to sell. Located in Manchester, NH. Call Tom anytime at 603-401-7327 or email tnewton8800@aol.com



162-87. FOR SALE: 2004 Menger 19 Catboat. Tabernacle mast, tanbark sail w/cover, lazy jacks, jiffy reef, trailering-winter cover of nylon cordura, cockpit tent/sunshade, bronze steps on rudder and transom, 4" Ritchie compass, depth finder, fixed head w/17 gal. holding tank (Y-valve and pump-out at deck plate), electric and automatic bilge pumps, slide out galley unit (w/sink, brass pump, ice chest, and collapsible water tank), inboard diesel 9 H.P. Yanmar 1GM10 (less than 200 hours), running lights, 2



brass cabin lights, masthead light, bunk cushions plus double bunk filler cushion, 12V receptacle in cabin, 12V deep cycle battery in case, Danforth anchor with deck pipe, anchor chocks on deck, varnished ash drop leaf table on centerboard trunk in cabin, ash trimmed shelf on forward and aft bulkhead, seven lockers under bunks, laminated ash and mahogany tiller, two net hammocks in cabin, bronze cat's eye ports, varnished ash wainscoting on cabin sides, teak and holly sole, molded cockpit with two lockable hatches, cetol on teak, inside winter storage, freshwater use only, Load-rite 3200# cap. trailer (w/galv. rollers and bunks, 3 keel rollers, jack stand, surge brakes, and spare tire). Additional photos available. 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

162-88. For Sale 1972 Marshall 22 with tandem four wheel trailer. New bottom job and gelcoat. Palmer 22hp engine. Interior layout open. Good sail and cover. All gear goes. Asking 32,500.00. Heath, Texas. Contact Tony Seely 972-771-6779 or giniseely06@gmail.com



162-89. For Sale: 1980 Sanderling 18' catboat, 2 sails, 2006 8HP Honda 4-stroke outboard, and 1981 Shoreline EZ-roller trailer. Trailer OK for local; may need work for highway. In water Fair Haven NJ. Contact ppfautz@comcast.net or Penn Pfautz at 732-673-0342. Asking \$12,000.



162-90. For Sale: 1974 Herreshoff Scout 18' cat ketch. Hard to find catboat ketch – two masts. It's been mostly rehabilitated. New mast steps. New stainless steel centerboard. To raise the centerboard there is a new Lewmar 14 self-tailing winch mounted on the bridge deck next to the helm. New steering. Reinforced skeg. Reinforced rudder. Motor well adjusted. All repairs and enhancements done to the highest standard. Has nice blue cushions for both the fore and aft cockpits. A late model, four horse power mercury outboard in excellent condition. Located in Manchester, NH. Call Tom, 603-401-7327, afternoons best. \$2,999



162-91. For Sale: 1995 Menger 19 Catboat in very good condition. 9 HP Yanmar Diesel. Stainless Steel fuel tank inspection port. White interior, varnished ash wainscoting cabin sides, teak and holly cabin sole, centerboard trunk w/ varnished drop leaf table, and Porta-Potti. Automatic/electric bilge pump, nav. lights, 2 brass cabin lights, Tabernacle mast, cabin top hatch w/screen, bronze folding steps on rudder & transom, cabin cushions, Harken blocks, lazy-jacks, single line reefing. Brand new sail (never used) plus original sail (in picture). New boom cover. 3200 lb. Capacity Load Rite trailer with new tires. Always fresh-water sailed, boat stored inside. I am 2nd owner; selling for personal health reasons. Located in Memphis, TN area. \$20,000 OBO Call Russell Jones at 901-496-5866 or email at attydrjonesjr@bellsouth.net



162-92. For Sale: 1976 Marshall Sanderling 18' Catboat Hull #356 with Dilly twin axle trailer. Well maintained from top to bottom. Includes 2 sails, 1 Haarstick and 1 Thurston, sail cover, 2009 Yamaha 4 hp 4 stroke outboard with engine cover, 10"x15" Lewmar forward hatch, main hatch screen and sun shade, front opening port, bimini cockpit cover, anchor deck pipe, light weight Danforth anchor with chain, new cockpit cushions, transom and rudder steps, porta potty, Origo alcohol stove. Additional photos and information upon request. Located in Historic Wickford, RI. Asking \$12,750. Call Paul at 401-255-8394 or email pnr0b1@aol.com



162-94. For Sale: 1982 Atlantic City 24' Catboat # 135 Great cruiser for small family, sleeps four, 6'2" standing head room, Yanmar 3GM diesel circa 2001, dual batteries, 110V shore power with new panel, separate head forward with molded fiberglass liner and Raritan head replaced 2007, Origo two burner alcohol stove, Magma propane grill, compass rebuilt, older GPS and VHS, stereo, cockpit cushions, depth sounder with new transducer, 2 Rule bilge pumps and replaced Whalegusher manual pump, hot water heater with cockpit shower. Yard maintained past 7 years, records available, on hard winters with custom cover. Mungojerrie St. Michaels, MD on the Eastern Shore of Chesapeake Bay. \$25,000. Contact Frank Brennan 410 310 3049 or fjb2001@gmail.com



162-95. For Sale: A well kept 1984 Menger 17 Cat Boat including a Venture Trailer. 5 HP 4 stroke TOHATSU long shaft outboard 250 hour, faithfully serviced twice annually. A lift and lower outboard mount. Virtually new OPTIMUM sail, cut for this boat with sail cover and varnished boom crutch. All running rigging replaced this year and all sheets and lines have been spliced, whipped or stitched. Over 300 feet of unused new line stored in line inventory uniformly New England White Sta-Set braid with traditional red marker. Running navigational lights and Mast head and Stern lights operated from inside Starboard cockpit seat locker. On deck hardware is bronze. Hardware duplicate the Herreshoff pattern of 1889. Awlgripped white hull and tan mast and spars white tipped at the ends and all non-skid highlighted in the cat boat tan. Custom-made cushions below. Navy blue with white piping. Anchor storage locked in the inside with under mast tabernacle also varnished. Anchor with chain and nylon rode. Mast fits into an on deck tabernacle allowing sailor to take mast down and store for Winter and travel. Customized nylon Cordova cover. GPS receiver and navigational tools and charts. Two bronze safety steps. Located Stamford, CT. \$14,000. TOM THORNTON Jerothomps6@aol.com 631 889 2918



162-97. For Sale: Squadron Yachts Minute Man 16-foot. Is similar to Marshall Sandpiper. Includes spars, sails, extras and rebuilt trailer. Good starter cat boat. \$3500. Location South Dartmouth MA Call Matt 508.971.7712 no photo

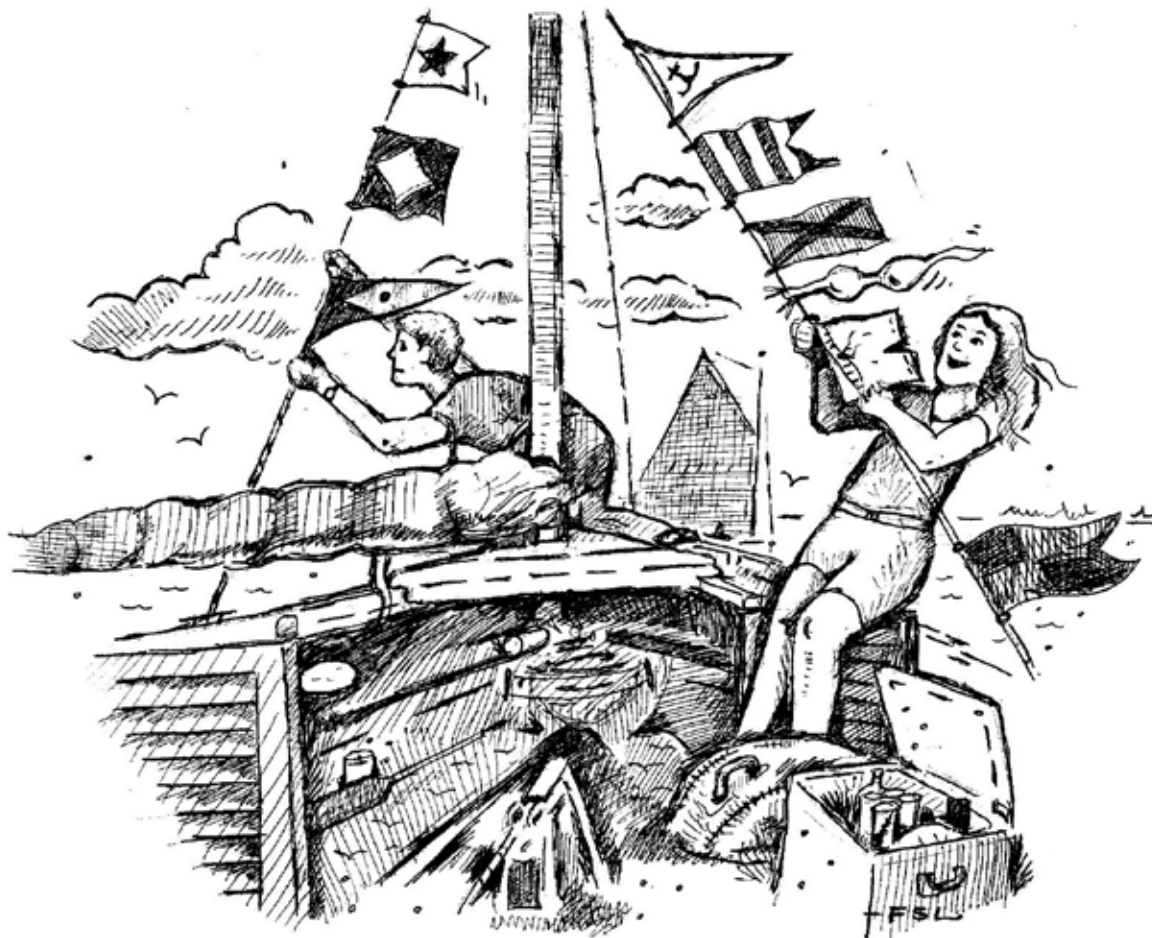
162-98. For Sale: 1974 Nowak and Williams Topsail Sloop Herreshoff Eagle. Hull 105, "EAST WIND". Current owner since 1994, East Wind has had several upgrades. Edson chain and quadrant Wheel steering major overhaul, new parts where necessary. Original Mahogany cockpit has been modified, keeping most of original wood work. Rub rail updated with white vinyl. All the Mahogany trim, stern and bow refinished. Figurehead Eagle restored. Cabin cushions are original blue vinyl could use some work. Sink without through hole drain; and no water storage. No Port a Potty. Chart table with drawer resides where "Potty" was. Compass rebuilt Sept. 2013. Original auxiliary motor mount proudly holds a 1980's 4hp British Seagull Type 77; pull start with auxiliary fuel tank. Antique Perko, beautifully patina side lights from our defunct 1937 Lobster Yacht. (Nonfunctional); has regulation running lights. Cabin lighting both 12 volt and kerosene lamp. Two Danforth anchors, on deck has SS chain. Cockpit has drop oar locks and two oars secured in cabin when all else fails. Ample cushions, life jackets, bumpers and dock lines stored in either of two lazarettes. Fresh Red anti fouling paint August 2013 All new rigging, all lines replaced August of 2013. Boat can be trailered on 1990's single axle trailer, fender and tire replaced 2012; two speed winch. Includes 7 foot Swan Dinghy 'East Breeze'. Located Duxbury, MA. \$7,500 Skip Taylor, 781 934 2161 wtaylorjr@gmail.com



162-99. For Sale: 1954 BEETLE Cat in good condition. In 2011 JANICE underwent a near-complete restoration by the owner who was employed at Jamestown Distributors, resulting in only the highest quality materials being used. She has a new highly finished fiberglassed hull exterior, new white oak sister ribs and butt blocks inside, and a new deck canvas topside. Spars, sail and canvas cockpit cover are in good condition. All she needs is a new centerboard trunk (can be purchased at Beetle Inc. Wareham MA). She sailed outside Marshall Marine last year and with a finishing touch will sail for many years ahead. Trailer included (needs some work). Asking \$2100 obo. Contact Wayne Braley wabraley@comcast.net who is representing the owner.



162-100. For Sale: 1990 8HP Suzuki outboard LS in excellent condition. Never in salt water and with very few hours. It is in exceptional condition and additional pictures are available to prove it. It is considered one of Suzuki's best. It comes with the Suzuki manual. Selling because I have too many motors. Price is \$725. Please email me for more pics at wabraley@comcast.net



Drawing courtesy of Frank Lovewell

The Catboat Association

Mail completed form to:

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



*Founded 1962
Incorporated 1983*

Membership Application

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

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

Name: _____ Spouse: _____

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

Dates mail goes to 2nd address: _____

Catboat Name: _____ Year: _____

Date Purchased: _____

Home Port: _____

Former Names: _____

Former Owners: _____

Designer: _____

Builder: _____

Where Built: _____

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

Description: _____

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

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

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

Make Checks Payable to: Catboat Association, Inc.



CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

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

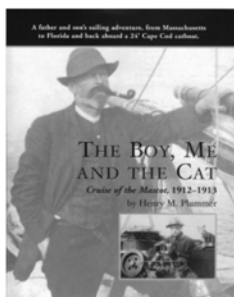
* Stone, (Please Specify Original Logo or Burgee only), All other colors, Nautical Red, Periwinkle, Pale Pink, Lime Green, Baby Blue in burgee only **Total of All Columns \$ _____**

Name
Address
City, State, Zip

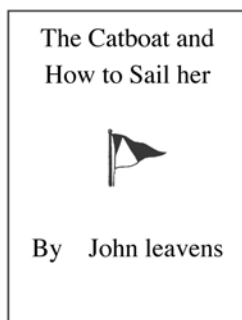
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 Order online at: ces.landsend.com/the_catboat_association

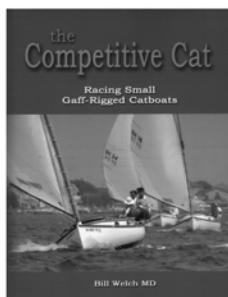
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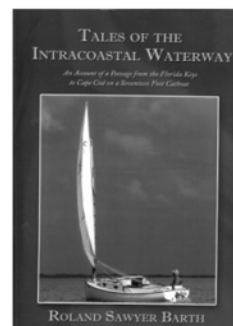
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The Catboat and How to Sail Her edited by John H. Leavens
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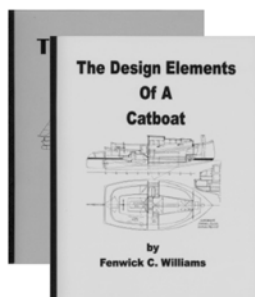
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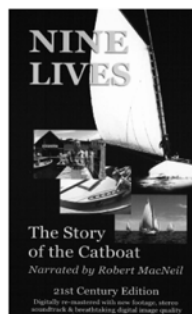
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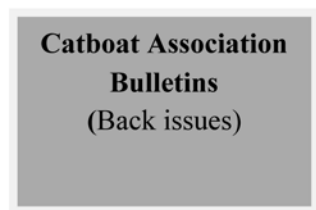
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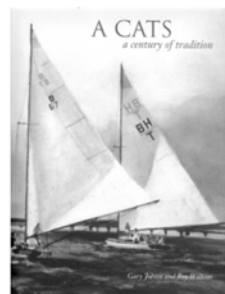
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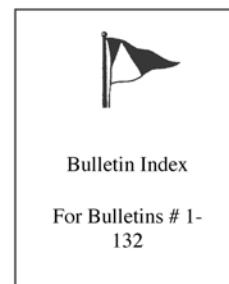
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Carol Titcomb, 38 Brookwood Dr., Branford, CT 06405-2325.

ON THE BACK COVER

Genie, Marshall 22

Owners George and Genie Peterson of Popponeset Bay will no doubt come up with a better bird deterrent next summer.

Each year, swallows in huge flocks, feed in Cape Cod marshes for their trip south. They obviously find resting spots on local boats; this photo taken just after sunrise on Oct. 2, 2013 by Joe Bohnenberger on his way to Nantucket Sound scallop beds.

From the "LA TIMES" in a piece about San Juan Capistrano we read: "The first missionaries noticed that each spring flocks of swallows would arrive in the area, usually around March 19, or St. Joseph's Day. In 1812, the mission's massive stone church crumbled in an earthquake and at some point, the swallows began nesting on the ruins of the towering stone chapel. The earliest written documentation of the swallow colony there is an article from 1915, but oral tradition indicates the birds were there years before that.

In 1939, songwriter Leon Rene earned the cream-bellied birds a place in pop culture - and the nation's heart - with the love ballad "When the Swallows Come Back to Capistrano," which reached No. 4 on the charts and was recorded by numerous artists, including The Ink Spots, Pat Boone, Glenn Miller and Gene Autry."

Perhaps these swallows after a vacation in the south will stop by LA on a long way back to Cape Cod... of course then will look for *Genie*????

