

Catboat Association Bulletin



No. 164



Spring 2014

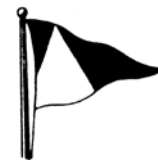
ON THE FRONT COVER

Pandora.

Built to a Fenwick Williams' design, she was launched in 1958 and has remained in the Harris Bucklin family ever since. The work of Russell Marston and son, small boat builders in Westbrook, CT., has given 55 years of service to generations of this happy family. Read about this catboat and the family who keeps her going on page 24 of this Bulletin.

Catboat Association

www.catboats.org



BULLETIN NO. 164

Spring 2014

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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

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

Now Hear This!



Thank you to Mat and David

A huge note of appreciation goes out to our recently “retired” contributing editors, Dave Calder and Mat Leupold. Respectively they have edited for many years, “Piloting, Navigation and Electronics,” and the “Sailing Techniques and Seamanship” Sections of the Bulletin. David has been a member of the CBA for 22 years and recently completed an informative article about NOAA Charts in Bulletin 163. He isn’t done serving the CBA though as he will still serve in his position on the Steering Committee as Membership Secretary, a huge job. Mat goes back even further in years to the 80’s. Always ready to help with specifics of catboat sailing, over many years, he also was the “go to” guy when annual meeting workshops needed a clear and thorough write-up. You can see his byline and photos in many of the Bulletins. We are encouraged that Dave and Mat still love sailing cats and will not be going far. Thank you both very much.

New volunteers

Recently we have been blessed with members who have stepped forward to help out the Bulletin in several ways. Gene Kennedy, Ned Hitchcock

and Bruce Almeida have become editors who will compile, organize and help to publish each issue. Other new names you will see in next year’s issues will be Charles Bicking, Brent Putnam, John Bishop and Bill Kornblum. They will be readers, editors and likely fill positions as Contributing Editors. We appreciate their offers to help.

The CBA would also like to thank Paul Cammaroto of Potomac, MD who has volunteered for a three year term on the Awards Committee. He sails the Marshall 18, *Jesse*, and looks forward to reading your nominations for 2015.

1859 Catboat

Probably the oldest catboat in America, *Sprite* is still with us; it’s the first display one sees upon entering the Hall of Boats at the Herreshoff Marine Museum in Bristol Rhode Island.



The Museum is celebrating several Centennials this year. 2014 is the 100th anniversary of the Herreshoff 12-1/2, the exquisite Buzzards Bay 25, the near-perfect Newport 29 and the last of Capt. Nat’s great America’s Cup defender designs, *Resolute*. (For links to each: h.gruber@herreshoff.org)

Our annual Regatta will be held this weekend of August 23rd and 24th. This occasion offers a wonderful opportunity for owners and sailors of catboats and cat-rigged boats of every description to gather for a special weekend.

Not only will there be many classic yachts of every description racing and on display, we have always had a fleet of catboats at the starting line. Sizable classes may get their own start. One of our Members is experienced at handicapping catboats, so

all cat-rigs, new or old, wood or glass, will be able to be rated fairly.

Please come and enjoy the fun and festivities. For Regatta details: Subject: "Regatta"

Dear Steve and CBA members,

Editor's Note: We hear this from our friends in Italy. Catboats are becoming a subset of their organization.



American Classic Yacht association
c/o Yacht Club Italiano
Porticciolo Duca degli Abruzzi,
16128 Genova
Tel: 010 2543652 Cell: 335 5730927
www.americanclassicyacht.it

Next week in Genova, north west coast of Italy will be born the American Classic Yacht association.

I'm invited to the event as owner of catboat ... consider this mail as a news item from Italy.

All the best.
Marco Dissera Bragadin

CBA Annual Awards – 2015

The Awards Committee wants you to keep them in mind as you come across worthy members for our four annual awards. They are happy to receive nominations at any time; especially early in the Fall after your sailing season when your memories are still fresh. Their contact info is in the directory.

North of the Cape Race/Rendezvous

This just in: July 11 – 13, 2014: Plymouth Y.C. dinner, Race, picnic etc. Contacts: Shauna Stone or Michael Thornton 781-585-5641 or by email 21sestone@comcast.net

CBA Annual Meeting Date – 2015

Tim Lund and the Steering committee have this BIG announcement and request:

To those of you who plan way in advance, the date for the 53rd **Annual Meeting** of the CBA has been set and it's in March next year. The meeting will be held the first weekend in March at the Mystic Marriott in Groton, CT. The official announcement will arrive in your annual invoice mailing in early December, but we wanted to let you know as soon as we did. Until then, happy sailing.

Volunteers: A few of the long-term volunteers for the CBA have expressed interest in scaling back their duties. In other words, we're looking for a few energetic characters for some specific and general roles serving the CBA. If you have some free time, or lots of free time, please contact me via email (tim.lund@catboats.org) or my phone number in the CBA Yearbook.



Annual Meeting

Mystic Marriott, Jan. 31 – Feb 2, 2014

Charles W. Morgan Tour

Mark Alan Lovewell

The *Charles W. Morgan* whaleship will be sailing through Southern New England this summer and there was plenty of excitement on the January 31, Friday tour, at Mystic Seaport. More than 100 catboat enthusiasts boarded her for the tour. While the museum was closed to the public for the winter, attendants at the Catboat Association's annual meeting were given a private showing.

Ever since the winter of 2009, catboat enthusiasts have had an onboard view of the ongoing work. She was hauled out of the water in November 2008 for a \$5 million restoration. And this summer, she will sail again.

Quentin Snediker, shipyard director and Dana Hewson, vice president for Watercraft Preservation and Programs, each talked about the vessel from the dock at Mystic Seaport's Henry B. duPont Pre-

servation Shipyard. There just wasn't enough space on board to accommodate all who came for the tour.

Snediker talked of the last year and the work by shipwrights. He spoke of the ongoing effort to prepare her for her 38th voyage to begin this May, of sea trials planned. He recalled the enthusiastic support of thousands who showed up last July to see the ship returned to the water after years of work.

Today, her three masts in place, loaded with 20 tons of concrete ballast and 60 tons of lead; the ship is being readied for her great sail.



Photo - Mark Lovewell



Photo - Mark Lovewell

Matthew Stackpole of the museum is below deck.



Photo - Mark Lovewell



Photo - Mark Lovewell

Quentin Snediker talks about the restoration.

Sailors are already marking the calendars for the dates when the ship will pass by a favorite sailing spot. A catboat rendezvous is being organized in Vineyard Haven on the weekend of June 21. What follows is the most recent itinerary, provided by the seaport. Visit this website for any new changes: mysticseaport.org/38thvoyageitinerary/

Please note: all dates are subject to change due to inclement weather or the unexpected.

- May 17 - *Charles W. Morgan* departs Mystic Seaport for New London.
- May 24-25, 31 and June 1 - New London, City Pier. The ship will be open to the public with the dockside exhibition program.
- June 14-16 - Sailing window: New London to Newport, RI.
- June 17 - Newport, Fort Adams State Park. The ship will be open to the public (no dockside exhibition).
- June 18-20 - Sailing window to Martha's Vineyard.
- June 21-24 - Vineyard Haven, Tisbury Wharf. The ship will be open to the public with the dockside exhibition.
- June 25-27 - Sailing window to New Bedford, MA.
- June 28-July 6 - New Bedford, State Pier. The ship will be open to the public with the dockside exhibition. There will be a special July 4th celebration and many other community activities.
- July 7-11 - Sailing window to Provincetown via the Cape Cod Canal. There will be an overnight stop at the Massachusetts Maritime Academy (no public access).
- July 12-14 - Day sails on Stellwagen Bank National Marine Sanctuary. Overnight mooring in Provincetown Harbor (no public access).
- July 15-17 - Sailing window to Boston.
- July 18-22 - Boston, Charlestown Navy Yard. The ship will be berthed next to the USS Constitution and open to the public with the dockside exhibition.
- July 23-25 - Sailing window to Massachusetts Maritime Academy via the Cape Cod Canal.
- July 26-27 - Massachusetts Maritime Academy. The *Morgan* will be open to the public with the dockside exhibition. The visit coincides with the centennial celebration of the opening of the Cape Cod Canal.
- July 28-30 - Sailing window to New London.
- August 6-8 - Sailing window to Mystic.
- August 9 - A homecoming celebration awaits the *Charles W. Morgan* at Mystic Seaport.

Mystic Seaport organizers of the voyage welcome all to see the vessel as she passes along through the southern New England waters. There will be a flotilla of support vessels including a tugboat and very likely

a U.S. Coast Guard vessel. The historic fishing vessel *Roann* will also accompany the ship.

"We encourage people to come out and see the ship, but not get so close they scratch the paint," said Dan McFadden, of the museum. He is also a catboat sailor.

Saturday

On arrival, catboaters were greeted by several displays in the main corridor: new presenters, new ideas. A big thanks goes out to those hard workers who put these booths together: Engines, Apps, Administrative Trivia, Insurance, SafetyAfloat, Catboat gutter races, Book Signings (Publications Table)



Photo - Mark Lovewell



Photo - Mark Lovewell



Photo - Mark Lovewell

Nathan Lund provides the wind.



Photo - Mark Lovewell



Photo - Mark Lovewell



Photo - Mark Lovewell



Photo - Mark Lovewell

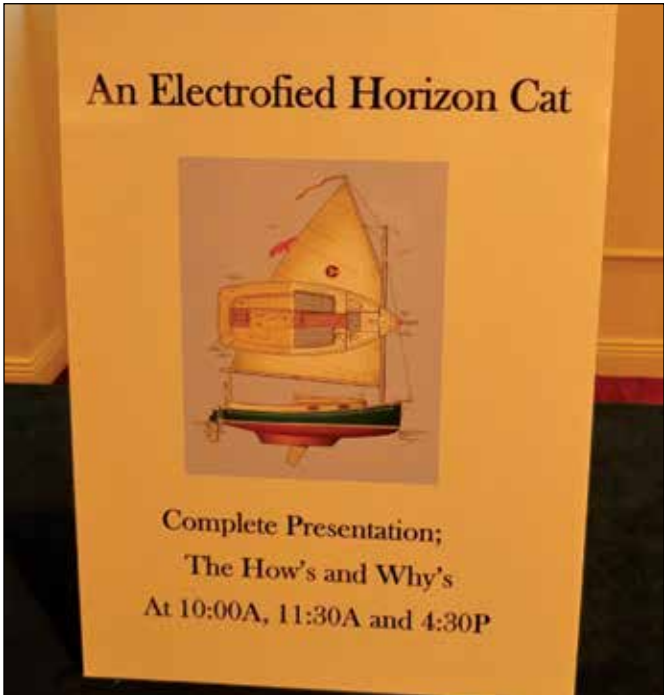


Photo - Mark Lovewell



Catboat Resource Show

Anne Smith



The 2014 All Catboat Resource Show was once again a terrific event thanks to all 28 wonderful vendors and exhibitors who came from near and far with an incredible array of boats and art and books and bags and sails and tools and flags and antiques and PFDs and swag. They brought much to the annual weekend gathering, especially copious amounts of wisdom, knowledge and good cheer!

To the exhibitors, we are grateful for your willingness to share your day with us. A special shout out, a thank you for those who contributed to the annual luncheon raffle. Those contributing are noted with an asterisk below.

The exhibitors are as follows in alphabetical order:

- Biff Able's Weathervanes, pcarling@comcast.net
- Anthropost Books, fcrohnjr@aol.com
860-663-1888
- Arey's Pond Boat Yard
areyspondboatyard.com, 508-255-0994
- Peter Arguimbau Paintings
arguimbau.net, 203-550-9791
- Beetle, Inc., beetlecat.com, 508-295-8585
- Bete-Fleming, bete-fleming.com
508-758-4996
- The Beveled Edge Tools, 860-535-1337
- Brewer Banner Design, brewerbanner.com
508-996-6006

- Jim O'Connor's Calendar
joconnor@vineyard.net, 508-693693-6520
- Cats & Gaffers Regatta, 860-526-4637
- Connecticut River Books, 860-526-9679
201-926-0222
- Fatty Knees Boat Co. LLC
fattyknees.com, 781-307-2466
- Heritage Boatworks
heritageboatworks.com, 978-490-8588
- K.R.'s Metal Art Forms
metalartforms.com, 508-264-4201
- Layton's Loft, cindylayton46@gmail.com
860-526-3267
- LBI, lbifiberglass.com, 800-231-6237
- Mack Boring, mackboring.com
908-964-0700
- Marshall Marine, marshallcat.com
508-496-7002
- Adrienne Mierzwa, Artist, artupstairs.com
- Kurt Peterson Paintings, Kurtp65@gmail.com
508-524-6903
- Pert Lowell, Co., pertlowell.com
978-462-7409
- Pleasant Bay Boat & Spar
pleasantbayboatandspar.com, 508-240-0058
- Quantum Sails, quantumsails.com
401-254-0970
- Tom Ranges Paintings, rangesart.com
203-838-8609
- Squeteague Sailmakers
capecodsailmakers.com, 508-563-3080
- T&L Tools, tltools.com, 860-464-9485
- West Marine Mystic, westmarine.com
(860) 536-1455
- Paul White, pwcarving@comcast.net
508-888-1394.





Please send suggestions for additional vendors or exhibitors who will enhance future shows. Contact me at anne.smith@catboats.org. See you next year!

Luncheon

Prior to an excellent meal, Tim Lund, CBA president, held the official moments of the meeting.



Photo - Mark Lovewell

"A Welcome to our full house of Catboaters."

2014 CBA Necrology

Richard Batchelder, husband of Martha, sailed *Quintessence* out of Stage Harbor, MA.

Mary Sinclair, wife of Peter Arguimbau, sailed *Molly Rose* out of Greenwich, CT. Member

Jack Cornish, husband of Gayle, sailed *Kalyra* out of Lake Hopatcong, NJ.

Philip Drake, sailed *Vagrant* out of Stage Harbor, MA.

Lea Wilds, husband of Nancy, sailed *Catnip* out of Orr's Island, ME. Recipient of John Killam Murphy award in 2006.

Garrison Corwin, husband of Rosemary, sailed *Zam Zam* out of Rye, NY.

Lillian Leupold, wife of Mat, sailed *Karin Elizabeth* out of Mousam Lake, ME.

Barbara Durgin, wife of Richard, sailed *Amy L* out of Dauphin Island, AL.

Barbara Crosby, wife of David, sailed *Sarah* out of Osterville, MA. Past Steering Comm.

Lou DiPalma, husband of Vickie, sailed *Victoria* out of Cotuit, MA.

Bob O'Brien, husband of Sarah, sailed *Wings & Foam* out of Bay Head, NJ.

Judith Kemp, wife of Frank, sailed *Lovinde* out of Darien, CT.

Awards:

Each year the CBA singles out three or four members for special honors. Steve Flesner, Chairman; John Agne and Doug Hill provided over a decidedly Hawaiian Ceremony.

2014 JKM Award Presentation

Steve Flesner



Photo - Jeff Sayle

Bill and Judy Sayle proudly display the JKM Award in their home on Nantucket.

They say the late John Killam Murphy sailed cats from age 1 to 88. The JKM Award was established in his honor by his friends on his 90th birthday in 1965. The award consists of a half model of *Tabby*, his 4th cat, designed by Fenwick C. Williams in 1947 and built by Seth Persson. The model was made by Don Rosencrantz of Essex, CT, one of the country's foremost model builders.

This award was commissioned for someone who "Preserves the tradition of sail in catboats." Nothing could be closer to this than taking tired old cats and giving them new lives. After a short time on an AC 24, he turned to the challenge of wood and bought

a 1932 Herbert Crosby catboat and sailed her on Nantucket until it was time to send her to the bone yard or totally rebuild her. The restoration took over 5 years and resulted in the Broad Axe Award. After that, he sailed her another 10 years and sold her in museum condition with many more "cat lives" ahead of her.

After one total rebuild of a wood cat, most men would call it quits, but he didn't stop there. Next he moved on to a major, several year restoration of a historic Nantucket cat. John Killam Murphy owned 5 catboats in his life; these folks have owned 11 and are still buying and rebuilding. Specifics of some of the rebuilds can be found in detailed articles in the Bulletin. In his soft-spoken way, he has done the work and shared the technique for keeping old cats alive on the water.

Within a week after the Crosby cat departed for the mainland last year, they got the itch and bought two Bigelow Cats... one to sail for the rest of the season and the other (a wreck) to rebuild next winter. Presently his wife's garage is being held captive to a half-restored Beetle Cat; "She deserved to be rebuilt." He doesn't say much about these boats; he just fixes them and puts them back on the water instead of holding dirt in someone's front yard.

This award is also given to people who "advance the use of catboats in some way." These folks are hosts to every cat which enters the harbor. From his workshop window, where he creates Nantucket Baskets, he sees every cruiser as it rounds Brant Point and is the first to row out and greet new boats, offer a complimentary mooring and to provide information and help for the new visitors.

It does not stop there: for a quarter century they have been "making outstanding personal contributions to catboating." They have hosted formal and informal rendezvous and races for over 20 years. Their "inside the harbor" course to Wauwinet and back is just a beautiful experience. They have purchased or created unique trophies, scrimshawed decorations along with nameplates that were the norm. Even losers left the island with hand made gifts of framed historical Nantucket photos from their collections.

It was a lucky circumstance when they moved to a wood catboat over 25 years ago – that has had a huge impact on the CBA members and of course, wooden cats, for a quarter of a century... and the beat goes on. This year's recipients of the John Killam Murphy award, Bill and Judy Sayle!

Dolphin Award 2014

Doug Hill



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

The Dolphin Award recognizes exceptional or as the nominee stated with this nomination, EXTRAORDINARY service to the Catboat Association.

There is a great story to be told about Cats from the 60s and the claim is that they started a cult. During the next 40 years others have carried out the tradition of building, fixing, supplying and celebrating the boats we all love. They try new designs, rebuild the old, and invent retrofits, even installing electric engines. They also share their expertise to all. Just a phone call or email away!

But they do so much more. We hear of them supplying parts on demand. If you lose your rig, motor on over there and you are sailing the next weekend. You lost and need a sail? "They will be in your area on the weekend and will bring one to you." You can't figure out how to maintain something, they will talk you through it. I have even made calls looking for assistance on some of my questions and if not answered on the call, they get the answer usually within the same day.

And even more; for over fifty years they have hosted a huge rendezvous each summer, bringing

in cats from the Chesapeake to Maine. They open their grounds; host a terrific race, which actually has grown to several classes – even small trailered cats inside the harbor. They and their committee provide awesome prizes which emphasis more the losers than the winners of the events. Indeed some boats try to finish last as those are the best gifts. At the expense of some, BUT the enjoyment of all, their Fire and Ice on Saturday night is memorable for its raw clam, raw oyster bar, its live music, and sometimes a slide show. This is a highlight of the summer for many catboaters. It is the perfect example of a couple devoting their life to these boats and the people who sail them. They even include their children in these activities – so looking at the future it is nice to think that someday a "Little" Marshall will be carrying on and helping our children out in our old cats.

Your Dolphin Award winners for 2014: Geoff, Kristen Marshall and family.

2014 Broad Axe Award Presentation

Jon Agne



Tony Davis receives award for Fred Villars.

The Broad Axe Award was established in the fall of 1976 to recognize "significant achievement in catboat construction." Construction is broadly construed to include restoration and refinishing, as well as building a new cat.

The original award is a mounted broad axe that once belonged to two catboat builders: Charles C. Hanley from 1886 to 1936 and Merton E. Long from 1936 until 1976. Because of its historical value and

the rigors of time and shipping, the original award was retired in 2012 and replaced by a smaller replica donated to the CBA by a prior recipient, Chris Sawyer.

As is always the case with most “small” projects on a wooden boat, they NEVER turn out to be small or inexpensive. One thing always leads to another. This year’s Broad Axe recipient purchased his boat after a thorough survey and inspection only to find out that there were many items which needed to be addressed in the near future: exposed iron fittings, rotten and deteriorated deadwood, and a centerboard trunk badly in need of rebuilding. After opening the hull for this work, it was very apparent that, in fact, the boat needed much, much more than those items. The project grew into a 4-year rebuild of the entire boat.

The rebuild included the following: new sternpost and deadwood, complete centerboard trunk rebuild to original size, new cabin, cockpit, coamings and decks, as well as new steering gear, new garboards, and an engine rebuild. She was also refastened, recaulked, and painted.

All of this was lavished on a 100+ year old Crosby catboat in order to bring her back to tip-top sailing condition. It is truly amazing that she survived all of these years, and the person responsible for her return is deserving of this year’s Broad Axe Award.

Please join me in recognizing Fred Villars for his dedication and perseverance in the restoration of *Conjurer*, a 1909 Horace Manley Crosby design.

Featured Luncheon Speaker, Clinton Trowbridge “The Boat That Wouldn’t Sink”

Lou Abbey

MYSTIC, CT: “My parents both were avid sailors and I learned as much from my mother as I did from my father. I remember sailing with her when I was about 11. A fierce wind came up and we had to do everything just right in order not to be driven on shore. “Hold on to the mooring line while I drop the sail,” she said. And I did, but it took all my strength.

“When my wife, Lucy, and I first went out sailing I was delighted to see that she took to it right away. We have enjoyed sailing together for many years.”



Scatt II

The following passages from the book will provide an introduction to the story:

“As I look back at the early fifties, when we bought the *Scatt II*, the boat described in these pages, what sticks out is the remarkable innocence of the times ...

“We found *Scatt II* at Mantoloking, New Jersey. We were immediately filled with “undampable enthusiasm.”



In the Beginning.

“We put down the money in a sort of fog.

“The only time to buy an old, leaky, thirty-four foot wooden catboat is when you’re young and don’t know any better. We spent two weeks restoring the mahogany trim to a glossy perfection, and ignored the three clean breaks in the keel...we didn’t investigate what lay behind that patchwork of lead sheathing on the hull. We...painted it over, and fondled the varnished spokes of the wheel instead... ‘Don’t take her out of the bay.’ That was our neighbor’s counsel. ‘Sail her to Maine? What’ll you do if she opens up on you?’ It sounded exciting...

“With only a couple of mishaps on our way, a run in with the coast guard at New York, a runaway dragging anchor in a crowded harbor in Connecticut and not counting the constant pumping, we blissfully arrived at Portland. We debated sailing along the coast of Casco Bay ... or cutting across the Bay and saving several days...we decided to go straight across and headed out to sea. The wind ... shifted to the NW ...a perfect sailing day.



Captain Trowbridge

“A good wind had picked up on us, maybe to 15 or 20 knots. Certainly no storm.

“The *Scatt II* was heavy with water, though, and every so often a larger wave would come along and the tip of the boom would be caught in its breaking crest... rise out of the sea, like a whale breaching, as soon as the body of the wave passed under it, ...the water would cascade from the belly of the sail and we would be off again.”

Captain Clint and Lucy and the baby make it to their destination, Hancock Point, Maine, intact, both as individuals and as a family. The remainder of Trowbridge’s talk is packed full of characters, decisions both good and not so good, adventures and misadventures, but mostly sailing. The Trowbridges seemed to be held together as a family by this friendly adversary, a cranky wooden sailboat that never seems to be quite all fixed up. It was a presentation to remember in the annals of the CBA Annual Meetings.

A final quote from the book’s preface sets the context of this amazing life voyage:

“This is a love story, then; and like all love stories, there is a strong element of nostalgia. Would that...could that.... But we can’t — and we don’t really want to. It is also a book [talk] about joy, and sadness, and the thrills and perils of the sea. But most of all it is a book about innocence: the life we imagine when we think of ourselves as gods.”

Mr. Trowbridge gave of himself as well as telling us his and his family’s story. The remedy for not being in the room is to purchase a copy of the book, “The Boat That Wouldn’t Sink” by Clinton Trowbridge, available through The Catboat Association Publications.

Workshops

Editor’s Note: Congratulations to the many presenters who did such new, interesting and well attended workshops. Here we highlight a few of the new ones:

Advanced Catboat Sailing
Crazy Fun in Catboats
Gunkholing in Southern New England

Advanced Catboat Sailing

Lou Abbey

MYSTIC CT: Bill Welsh, best-selling author of “The Competitive Cat,” presented an 8:30 a.m. session to a packed room. He began by asking the audience, “Why don’t you race your catboat? Fear? Don’t know the rules? Somebody once yelled at you?” Whatever the reason not to race, Welsh had a counter-reason to at least try it.



Bill Welsh.

Whether you race or not, sailing challenges us to take advantage of the natural forces of wind, waves, current and water to accomplish the task of moving from one place to another. For millennia we have used this human/nature interface to engage in transportation and commerce up and down the river, across the pond or around the globe. Bill Welsh believes that whenever two boats exist in the same vicinity a race is possible, if not probable.

The catboat racer has to understand and respect boat design and its limitations and how they work with wind, water, current and waves to result in forward progress from one point to another. Racing is a matter of taking all the factors concerned into account and using them to defeat the competition. Racing, according to Welsh, takes sailing for pleasure and elevates it to the exhilarating level of starting at one point and getting to the finish line before anyone else.

This seminar is stuffed to overflowing with suggestions that examine what, when, how, where and why. Welsh explains and discusses: boat preparation and crew, speed, weather, wind, current, local

knowledge, sailing instruction, race plan and tactics. He explains each element by considering scenarios and illustrating with diagrams and photographs.

Examples of topics include:

- Wind shifts
 - Velocity
 - Geographic
- Current
 - Change over time
 - Strength
 - Across course/with the course
- Waves
 - Change in direction
 - Variations with tack
 - Power boat wakes
- Boat separation
- Positioning
- How to keep everything in mind at once.

With each situation and topic Welsh uses specific examples and illustrations. Throughout the seminar, he refers to his book, “The Competitive Cat,” (available through the Catboat Association) and another book, “North-U” by Bill Gladstone.

Crazy Fun in Catboats

Lou Abbey

MYSTIC, CT: “Good afternoon, ladies and gentlemen. We are live at the Mystic Marriott Hotel in Groton, CT for the 52nd Annual Meeting of the Catboat Association. I’m your host Tim Fallon here with Rush Hamilton of WKAT-TV and 92.6 FM broadcasting and streaming live over the Internet at crazyfun@catboats.org. You can reach us by phone at 1-888-CAT-BOAT. Today we are talking about crazy, fun things you can do in your catboat. We will take comments and stories from our live studio audience and we would like to hear from you out there all over the country and the world. What do you do that is crazy fun in your catboat? Phones are beginning to light up already and comments are coming in via the web but we would like to start with our live studio audience. You, sir, what is your crazy fun?”

Who would have guessed that a “seminar” involving “crazy fun in catboats” would be a radio show and we at the CBA Meeting would be the “live studio audience?” But on the other hand, what better way to present “crazy fun” than to talk and see pictures about wild fun things you can do while sailing your cat?

These few photos illustrate some of the way out ideas contributed by listeners over the airwaves and participants in the live studio audience at the 52nd Annual Meeting of the Catboat Association. Perhaps they will tempt you to come back next year and share your tales.



Tim Lund helps Megan have some crazy fun.



Walking the boom.



Boom Bellywhomping.



Beer Otters



Waterskiing gybe.

“That about wraps it up for this edition of Crazy Fun in Catboats. This is your host, Tim Fallon with Rush Hamilton bidding you good afternoon from The 52nd Annual Meeting of the Catboat Association at the Mystic Marriott Hotel in Groton, CT. Hope you enjoyed it as much as we did.”

Gunkholing In Southern New England

Ned Hitchcock

After presenting a brief and amusing definition of gunkholing (see Wikipedia), John Conway went on to introduce several relevant topics for those interested in developing the art of gunkholing. He began with navigation and recommended several sources for charts emphasizing using both paper and computer based resources including Xpedia.com and Google Earth. He then suggested that a lead line can be useful as a less expensive alternative to a portable Sonar device (approximately \$100) for determining water depth. He also demonstrated his “dipstick” a 15 ft. length of 1 in. PVC marked off in feet, which he seems to use most of the time. “Breadcrumbing” (a la Hansel and Gretel) is accomplished by carrying a bundle of smaller PVC pipes and inserting them into the mud/sand/muck as a course is set into the farthest reaches of the destination. These can be followed out when returning. It would take a boat of some size to carry all this.



John Conway explains Buzzards Bay.

The next topic involved anchoring, and Conway described several methods with emphasis on a 3 point system. This involved setting the primary anchor ahead, then rowing an auxiliary anchor to both port and starboard and somewhat abaft the bow. All three anchors are joined at a swivel in the bow, which prevents tangling the lines should the boat turn frequently. He also mentioned setting one anchor from the bow and a second from the stern in order to hold the boat in a narrow stream. The possibility of mooring to shoreline objects like trees was also reviewed.

Pest control got serious interest and response and largely referred to insects – black flies, mosquitoes, no-see-ums, etc. Several people resisted the idea of even considering commercial bug sprays. Conversation quickly turned to more interesting and useful possibilities included old-fashioned oil lamps, citronella candles, fans, and a variety of anti-insect nettings. They were described as being available from several sources including Eastern Mountain Sports and REI. Several people described creating their own netting arrangements around hatches and dodgers, etc.

The discussion of several desirable gunkholing locations inspired the most audience reaction and participation. Conway described and discussed the islands off Sakonnet Point, Westport Harbor East and West Branches, Slocum's River, Menemsha Pond, Hadley's Harbor, and Onset Bay among others. There was also a spirited discussion about good ways to navigate Wood's Hole. A participant mentioned that the CBA Bulletin #120 (Fall 1999) had a list of gunkhole opportunities throughout Buzzards Bay including coordinates and local info. Perhaps

needless to say, there was a rush to check out the back issues of the Bulletin at the sales desk and the booksellers. There was some interest in republishing the list in a future Bulletin.

The presentation and discussion was lively and well worth any catboater's time.

Editors' Meeting

Each year, many editors, contributing editors and guests meet to plan for the next three Bulletins. This year's meeting included: introduction of several volunteers, a statement from each contributing editor, and an award for 2013.

Last year we instituted the CBA Editors' Award, to be given each year at our workshop meeting to someone who contributed significantly to our Bulletins. A permanent award, dual ships-bell-clock and barometer (maintained and improved in 2013 by Steve Flesner), was awarded this year to Jane Walsh for her diligence over many years in writing the Catfood section. We appreciate her efforts and often dream of what she and John Greene are feasting on as we sit in our galleys trying to find the excellent ideas and recipes she shares each issue. Congratulations and thank you, Jane.



Jane Walsh receives Editors' Award from Mark Lovewell.



Bob Luckraft Toasts the CBA 50th Anniversary

Bob Luckraft

Editor's Note: This story is the fifth in our series of speakers at the CBA's 50th Anniversary Luncheon in 2012. The editors wish to make these presentations available to all the membership by publishing them in the Bulletin. This presentation is edited and arranged by Lou Abbey from text and photos kindly supplied by Bob Luckraft and aided by John Conway's audio recording of the event.

I met Tom Maddigan, the guy who just introduced me, on a beautiful sailing day in 1986 when I had to sign some pesky real estate papers. In Tom's office I asked him to hurry up so I could get sailing.

"What kind of boat do you sail?" Tom asked.

"A catboat," I said.

And we have been friends ever since. This is the kind of people you find in the Catboat Association, wonderful, down-to-earth folks who have a lot of fun sailing their boats.

So let's get a toast going here. All raise your glasses and toast the Catboat Association and the 50 years we have been around.

We're about to have another big rendezvous at Mystic. I met a lot of catboat people and made a many good friends at the 25th Anniversary Rendezvous, also at Mystic. Here's a picture of Mystic Seaport (not at the 25th Anniversary Rendezvous) with the catboat *Breck Marshall Cat*, at anchor.



Breck Marshall Cat at Mystic

A lot of you are coming down to Mystic this time and if you can form half of the relationships I did at the 25th, it will be well worth your while. Try to sail if you can because it makes for a richer experience. I had a 1910 Charles Crosby cat at the time. She had no centerboard, so she sailed nicely to windward under power.

This next photo is one I found that I think gives the idea of what a large gathering of catboats is like. You get the feeling of the crowd and all those pennants flying.



Many boats dressed up.

Here I am fifty years ago.



I got to thinking --- what I might have been doing 50 years ago?

I grew up on the water in New Bedford. In this picture I was in my “Cowboy Bob” mode and I always carried a couple of six-shooters with me. This was taken in the old Lincoln Park in Dartmouth.

The last large group cruise was to the Sail Boston event in 2000. This is a picture of one of the Tall Ships in Sail Boston.



Sail Boston-2000.

I became president of the Catboat Association at the Annual Meeting in 2000. The very Monday after that, the phone rings. I pick up and someone said we’re going to do this Sail Boston Rendezvous. We’d like to have a fleet of wooden catboats come in and act as fillers between the Tall Ships as you have done in previous Sail Boston events, like 1980.



Wood catboats join the parade of Sail Boston 1980.

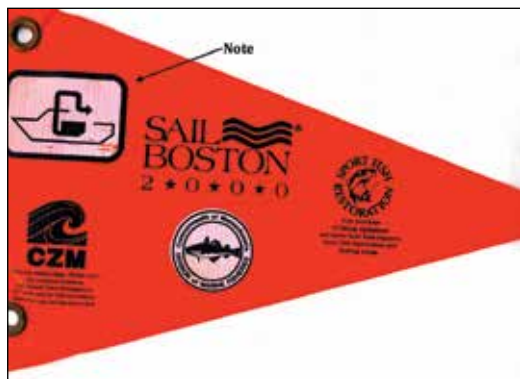
I thought that was a good idea and started rounding up people who wanted to join. Enthusiasm was high and yet it dragged out waiting for Sail Boston to get its act together. We thought it was “par for the course” for a non-profit. In the meantime Sail Boston put their organizing into the hands of a “for profit” corporation. Finally they called and said they wanted us to pay for the privilege of being fillers in the Tall Ships Parade. Were they trying to “shake down” the CBA? I didn’t like the idea and I’m sure you wouldn’t like it either. So we bargained back and forth and they finally informed me that it was the Coast Guard who was concerned about having us parading with the tall ships. I didn’t know if it was a size issue or what. If they changed their mind, they said, they would have Sail Boston flags/burgees sent to Hull Yacht Club and that would be our ticket into the parade.



The *USS Constitution* in Sail Boston 2000.

So we got organized and headed toward Boston, picking up more cats, as we got closer. We ended up in Hull. They were great people there. They opened up their town and let us use their cars to go out to dinner. They were having a big fireworks event but the wind was blowing up and we couldn't stay for that.

But the day before the Sail Boston event, the Sail Boston Burgees mysteriously showed up at the Hull Yacht Club. No one knows how they got there, but we asked no questions, picked them up and raised them on our boats.



Sail Boston Burgee.

We sailed into Boston the day before the event with burgees up high in a pretty gusty wind—great fun. Here's *Genevieve* as we proudly sail into Boston the day before the parade of sail. My Burgee is on the forestay. We are right at the end of a Logan runway so the planes took off over our heads.



Genevieve.

It looks like I am sailing alone, but Ted Lindberg is standing in the hatchway. It was a double reef day and we wished we had a third reef before it was over.

Here is a picture of *Molly Rose* with Eric and Dawn Peterson aboard. They are sailing along the Boston waterfront viewing the Tall Ships prior to the parade of sail. *Molly Rose* is now under new ownership to Peter Arguimbau, a very dear friend.

So all the catboats, burgees raised, were ready to sail as fillers in the Sail Boston 2000 parade of sail. We all went to bed with visions of our small boats dwarfed against the square-riggers. Next morning,



Burgee high, *Molly Rose* sails into Boston to view the ships already in port.

Cal Perkins calls with some bad news. The burgees are not our ticket to fill in between the Tall Ships in the Parade of Sail. In fact they have nothing to do with Sail Boston. The burgees are to convey the message: "My holding tank is full and I need a pump-out." Once we found that out, one sailor remembered that in the previous day's sail the "pump out" boat kept coming by asking if his holding tank needed to be emptied. If you look back at Burgee photo, note the logo at the end of the arrow. This is the burgee's message.

One cat did, however, get into the Parade of Sail. This is *Selena II*, a beautiful 42-foot cat. I believe she sails as a charter boat now in St. Michael's, Maryland.



Selena II

We never saw her sail in the actual Parade of Ships. We came across her later on in Plymouth harbor in early morning. We took a trip over to see her. You don't get to see many 42-foot cats these days.

That's about it from here. Thank you all very much and Happy 50th!



The Story Of *Sprite* – Part I

Harris Gruber

Editor's Note: Compiled by Harris Gruber, Interpreter and Manager of Volunteers at the Herreshoff Marine Museum, Bristol RI, from numerous books and articles. For the bibliography and to learn more about volunteer opportunities at HMM, contact h.gruber@herreshoff.org

“Breezing Up” (A Fair Wind) is a lovely Winslow Homer painting, completed in 1876. And did you know that it was shown for the first time at the U.S. Centennial that year in Philadelphia?

There was another fellow of note there, a 28-year-old named Nathanael Herreshoff. He was also known as “Captain Nat,” but for that event he was the trusted and remarkable employee of the Corliss Steam Engine Company in Providence. Young Nat was charged with setting up and starting the immense steam engine that powered the entire Centennial Exposition.

His steam yacht and sailing yacht designs were already the beginning of a legend. It began with the building of the 1860 catboat *Sprite*, with his blind brother John, for whom he was already the eyes, and with their father.

Sprite is 154 years old this year; if you’ve never seen her and don’t know her story, one look and you will see why she was so fast and so successful.



Besides her fine lines and massive sail, she was sailed by two determined young men. The elder brother, John, had been partially blind from an early age, but that didn’t stop him from becoming an enterprising businessman, selling vegetables from his garden, weaving and selling rope, and starting his own boatbuilding business in an old tannery on Bristol harbor, right across the street from their home.

In 1856, with the help of his father, a gentleman farmer who had built numerous boats over the previous 30 years or so, John began the construction of *Meteor*, a cross-planked centerboard catboat of about 12 feet in length. During this period, John’s good eye was permanently damaged, blinding him totally. After a few months, he recovered from the shock of his loss and with the help of his father and other family members, he completed the boat.

Young Nat then became John’s eyes. They sailed and raced *Meteor* all over Narragansett Bay. Having had the sight of one good eye for the first fifteen years of his life, John had clear visual images of the seascape he and Nat were to sail throughout their lives together. It was demonstrated over and over again that John, even with his handicap, could sail *Meteor*, and other boats he and his helpers built, as well upwind as any man. And the character of the waters and the terrain they passed near or sailed through were already familiar territory to him.

In the fall of 1859, no stranger to ambition, he decided on a larger boat for himself. This was to become *Sprite*, a 20 ft. catboat. With the help



of his father (himself an experienced modeler), he “modeled” her form from a pine block, the common method of the time. Then Nat, 11½ years old, made templates from the model, completed the calculations, and the construction began in the old tannery. John and his father, with Nat helping after school, built *Sprite* over that winter.

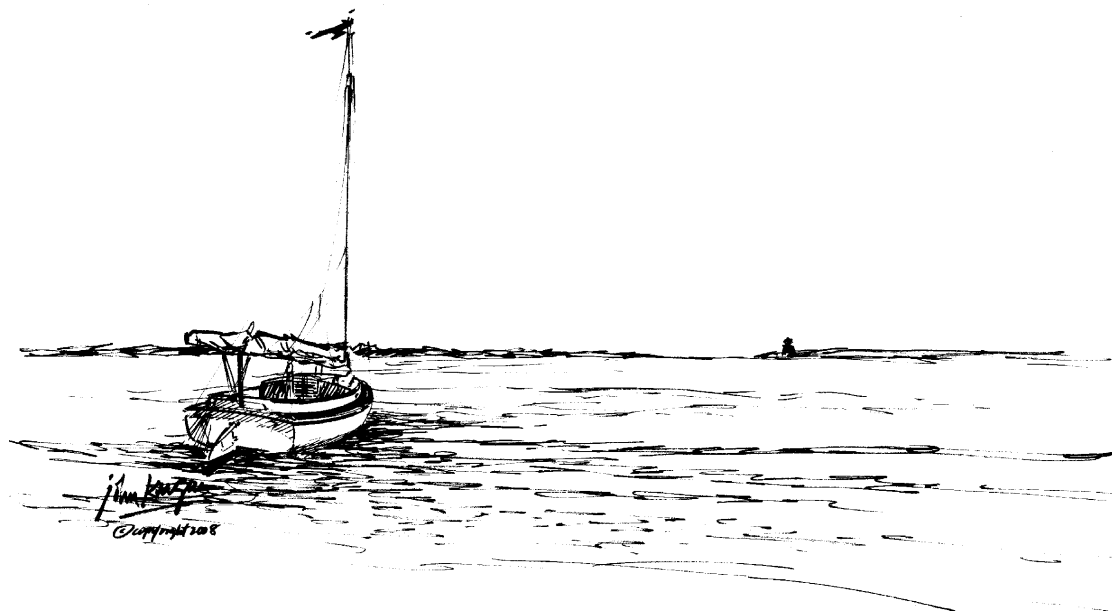


That same year, 1860, the incredible 693 ft. steamship designed by Isambard Kingdom Brunel and built by J. Scott Russell and Company, on the Thames at London was to make her first trans-Atlantic voyage to New York. At 693 ft. the *S. S. Great Eastern* was an iron ship three times the size of the largest existing steam liner, with six masts, paddle wheels and a screw propeller. She was scheduled to arrive in New York in June.

And these two young men were determined to sail *Sprite* there to see her.



More on *Sprite* and other Herreshoff catboats next time in Part 2.



THE CAT-BOAT.

NY Times

Editor's Note: After Sprite what did people think of these new boats? Tim Fallon sent this to us and Ned Hitchcock edited it.

MAY 25, 1880: The cat-boats have come. During the long Winter they have hibernated in secluded coves or in unfrequented boat-houses, but now that the warm Spring breezes are, here, they have spread their sails and are skimming over our bays and rivers. The lover of nature welcomes the first cat-boat of the season with delight, for it is to him the pledge that Winter has gone and the promise of the clams and serenity of Summer. There are other boats that are more beautiful in rig and capable of longer and more exciting cruises, but the familiar cat-boat, which has drowned so many of our superfluous boys, and is so closely associated with aquatic flirtations, is beyond doubt the most popular of all sailing crafts.

Why cat-boat, no philologist can tell. As every one knows, the cat-boat is a sail-boat, of almost any length from twelve to thirty feet, carrying one mast stepped close to the bow, and spreading one large sail. In appearance it bears no resemblance to any known cat, and suggests no marine animal whatever. The best authorities are of the opinion that the cat-likeness of the cat-boat is purely a moral one. There are certain habits possessed by the cat-boat which re-mind one of the habits of the domestic cat, and, in default of any better theory, we may, perhaps, presume that this fact first suggested the name cat-boat.

There is a popular belief that the cat-boat is tamer and safer than other boats. The man who has no wide acquaintance with boats notices that the cat-boat, with its solitary sail, has a simple and peaceful look, and he thereupon says to himself that it must be an easy boat to manage. Much in the same way the average person regards the common cat. He notices the sleek, well-bred air of the animal, and its fondness for such quiet sports as sleeping in an arm-chair or eating milk, and he decides that it is an inoffensive and meritorious beast. But let him undertake to meddle unwisely with the cat, to take liberties with its

tail or to disarrange its fur, and he quickly discovers that, in its ability to make a combined attack with scratches, bites, and bad language, the cat is superior to any other animal of its size and weight.

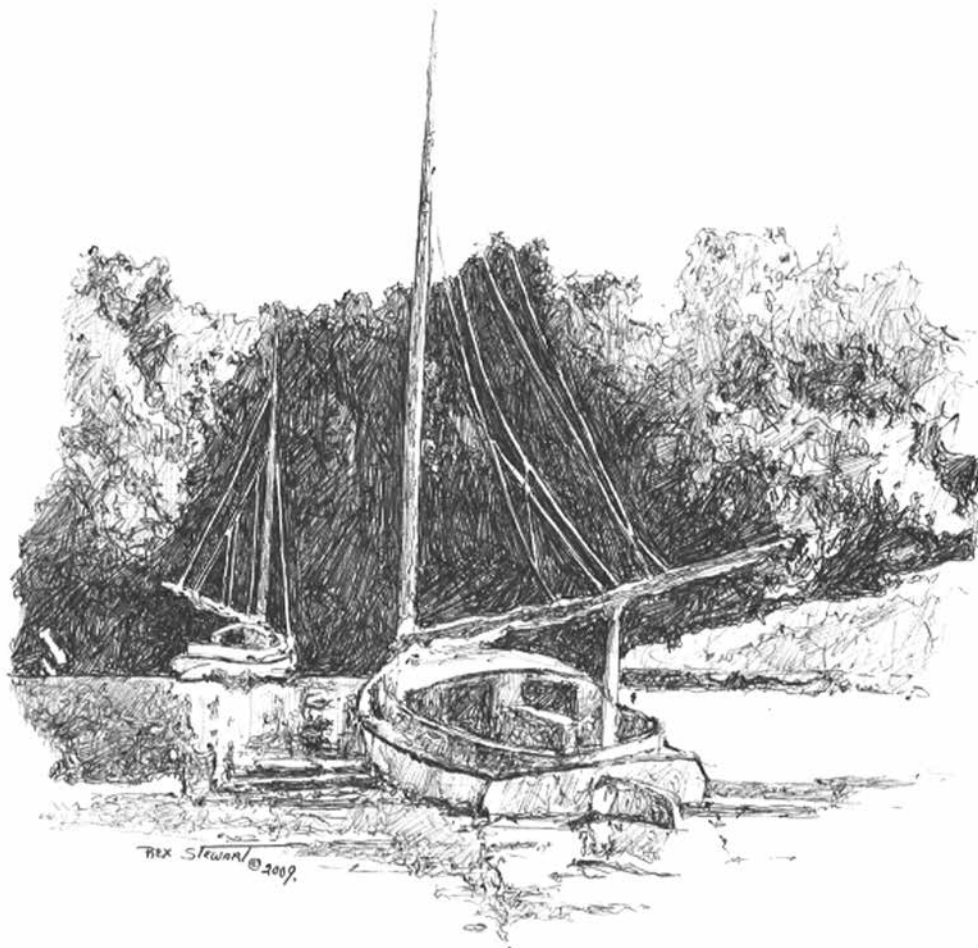
It is this treacherous pretense of docility on the part of the cat-boat which allies it closely to the cat. Of all varieties of sail-boat it is the most untrustworthy. On a quiet day, when the breeze is light and the water is placid, the cat-boat will permit a mere child to handle it, and will indulge in no display of temper, but when it is excited by a fresh breeze it becomes to the last degree wild and ferocious. When a sloop-rigged boat is running before a strong breeze, her mainsail can be furled and the boat can be run safely and comfortably under her jib, but a cat-boat, in like circumstances, must carry her mainsail at all hazards. When thus running before the wind, the cat-boat betrays its true character. It begins to roll heavily, and deliberately tries to roll the end of its boom under water. If it does this thoroughly it spills out its passengers with awful celerity, and usually contrives to take a turn with some stray rope around one or more of them, so as to make certain of drowning them. If the cat-boat cannot manage to roll its boom under, then it tries to throw the boom up in the air and wrap the sail around the mast. The fiendish maliciousness of this trick is fully adapted to fill the mind of the timid passenger with horror. In point of fact, it is much less dangerous than the trick of rolling the boom under, but its wantonness and the reckless defiance of marine decency which it displays render it very trying to weak nerves. The treachery and malignity of the cat are strongly suggested by these traits of cat-boat wickedness, and one would hardly believe that the cat-boat which lies sleeping and purring at anchor would be capable of such villainous conduct.

There is one peculiarity of the cat-boat for which no explanation can be given. The cat-boat is

apt to treat a stranger with more consideration than an experienced sailor. A long series of statistics, collected during seven consecutive Summers, show that a wonderful degree of consideration is shown by Long Island cat-boats to Presbyterian ministers who spend the Summer on the south side of the island. When a sailor undertakes to cross the South Bay in a cat-boat, all the energies of the boat are devoted to the effort to jibe and spill that sailor over-board. The latter, knowing the undesirability of jibing, is on the watch to prevent the cat-boat from accomplishing that feat, but fully 7 per cent of all experienced sailors who venture to manage cat boats in the South Bay are either knocked in the heads by a jibing boom or capsized and cast away on the bottom of the boat. Now, one would think that when an inexperienced Presbyterian minister, who knows nothing of the tricks and manners of sail-boats, has to sail a cat-boat by the light of nature, he would be certain to fall a victim to jibing. On the contrary, he sails safely across the bay with his sheet made fast and his mind fixed on the Institutes of Calvin.

The cat-boat, by all the laws of probability, ought to jibe and drown him at least twice a week during the whole season, but it is one of the rarest of accidents for a cat-boat to jibe when a Presbyterian minister is at the helm. Only one-third of 1 per cent of Presbyterian ministers have been drowned by Long Island cat-boats within the last seven years. How this is to be explained, except on the theory that the more liberty that is given to the cat-boat the less it is disposed to acts of treachery and cruelty, it is difficult to see. Now that the cat-boat season has come, persons, other than Presbyterian ministers, should remember the treacherous character of the craft. You may treat a cat-boat with the utmost kindness, lavishing the most appetizing paint upon its sides, and keeping its sail as white as snow, but sooner or later that cat-boat will drown you if it can. There is no more gratitude and fidelity in a cat-boat than there is in a cat, and eternal vigilance in connection with cat-boats is the price of dry clothing.

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A Celebration: 55 Years In The Catboat *Pandora*

Harris Bucklin

The Beginning

Somewhere in the fall of 1957, before my 7th birthday in November, my father, Harris Bucklin Jr. (1918-2004), started to take trips up to Westbrook, Ct from our home in Wilton, CT. In this small town, on the edge of a marsh and tidal creek, a small boat builder, Russell Marston and son had been laying the backbone, stem, stern and frames up for his 5th in a series of Fenwick Williams 20 ft. catboats. Each weekend there was progress to this skeleton, saw dust, wood scraps collected with a scent I will always remember and of the two men talking.

It was here that I fell in love with those curves and angles which I knew instinctively were works of art, yet words such as compound curve, shear and buttock were a long ways from my vocabulary and full comprehension. It was at this time during the building of *Pandora* that my imagination started filling with dreams of adventure that only a vessel can conjure up; they took hold and have since not released me.

Marston took Fenwick Williams' 18ft. design and stretched her to 20 ft. and 4 in. The previous 4 cats were carvel planked and *Pandora* started off that way with the garboard plank, then the next two. I don't know if it had been planned or not but she was then stripped planked with African mahogany the rest of the way. Perhaps this method was coming into vogue or an economical concept in boat building but the end result gave her a shear, bow entry, stern section and general form that Marston said was his best and prettiest of the group. Ribs are of steam bent white oak and bronze fastened. Decks are plywood and glassed, also a fairly new material for the time. Her stern was finished bright as her bowsprit, combing and cap, rub and toe rails, hatches and handrails. Her cockpit was finished out with left over stripped mahogany, bright as well and self bailing. She was powered by a Palmer 4 cylinder, a story in itself; quiet but very heavy between motor and transmission. Her mast was northern spruce; the

boom and gaff are Sitka spruce. Her centerboard and rudder boards were butted traditionally of white oak and pinned by iron rods. The bright work coupled with white top sides, the deck and cabin painted the color of Bermuda Green. This really made her stand out from her work boat legacy and people today are still drawn to the warm and interesting grain of those woods, unconsciously stroking the varnished medium.

April, 1958 she was launched on a high tide. A few more weeks of work fitting her out with hand rails and other work down below she began to take on her young personality. She needed her ballast and some necessary tweaking and a large degree of shaking down but she was ready to go towards the end of April. Her main sail was cotton at 331 square feet. All lines were from that hemp, flax material of older times, braided and would stretch or shrink depending on humidity. Dad and I brought her to Norwalk, Ct, which was to be her spring and fall berth place; Wakefield, Rhode Island on Great Salt Pond was her summer mooring.



Cuttyhunk, 1959.

Thus began my 55 years this past spring on, a time I could run around down below with plenty of headroom. Out first tender was a plywood pram and the adage “one must learn to row a small boat first” certainly fits as my father started the process of teaching and instructing those skills of proper boat handling.

Dad and Coach

My father grew up in catboats; his father had owned two during his childhood and young adult life, the *Lioness* and *Mariah*. These were big cats, leaky old boats for their day and he and his dad cruised extensively throughout New England waters. Stories of their cruises and their shared experiences were filled with amusing stories of one another and how they grew in their relationship. It didn't take long for our experiences to start where theirs had stopped and ours began a natural continuum of the life cycle of what was son to father and that son now father to son and a daughter (the third generation) all shared in a common design, how remarkable.



Dad and older sister.



Sailing and more specifically cruising in a sailboat is indeed a metaphor for life. The learning curve of rowing and sculling a small dingy, sailing a catboat, understanding wind direction, drift and current and how not to put yourself in trouble was instructed in a natural, common sense approach. Sailing, like life, has moments of pure bliss and perfect harmony while despair, frustration and fear may be just around the corner. No wind, to too much wind and foul current teaches many lessons about coping.

First Cruise

Pandora was fitted out with 2 lower bunks and two pipe berths that overlapped the bottom ones. Each berth was 7 ft. long; the upper ones were a tight squeeze for my two older sisters, I slept on the cabin sole.



Pipe Births.

It was the first two weeks in July when the Bucklin family, five of us, departed Norwalk for a 2 week vacation. *Pandora* barely shaken down we set off for Fishers Island, Shelter Island, Block Island and the Elizabeth Islands and up into Narragansett Bay where Aunts, Uncles and cousins lived on a tidal creek. In that time we had one meal a shore. The two burner alcohol stove was an experience in its own right, pump, pump the thing, turn on, let the cups fill with fluid, shut off, ignite and flames were every where, singed hair, a familiar scent with every

ignition, Mom just couldn't get the hang of it. Engine troubles and minor cabin house leaks when it rained added a bit of down moments but the Bucklins have a gift for laughter and the absurd. None the less the girls took the road home by car in the middle of the second week and left dad and I to get back to Norwalk without running engine in 3 days. "Good luck," was muttered to me by a sister with a twinkle in her eye that clearly meant you're doomed. I however was in pure bliss in this boat with Dad all to myself.

The next couple of days, without a working motor, instilled a permanent and ever lasting sense that my father was indeed superman, well, if not superman, super hero, navigating through lulls, rain, and light winds and current, rarely without his pipe lit. Our first day, we had made it to the Connecticut River and getting late we decided up river was best for the night. We had to beat against wind and a wicked ebbing tide. Many of you know how tight that channel is at Saybrook and the motor boat traffic even in its day was heavy but they demonstrated patience as a couple of boats would get around us on every tack. The next two days was frustrating as light winds were the norm and Dad sailed most of the time, anchoring when we couldn't make good. We eventually reached the Norwalk Islands when the wind finally quit altogether. Sometime in the wee hours of our last 12 hours, 2-3:00 a.m. we were hit by a terrific thunderstorm and we believe that was our first strike of lightening to hit *Pandora*, grounded by the forestay, we however were safe. Now the wind was really barreling down on us and we had just a mile or so to our berth and mooring up river to the marina and what do you think happened next? My father left that wonderful warm, all most dry cabin and clamored out to tie in a reef or maybe two, got anchor and sail up next and tacked up a much narrower channel than Saybrook, all the while I am in total disbelief and scared. This ended our first cruise.

Discovering and More Learning

Wooden boats have a wonderful character; each one looks and smells different and each has a personality all to itself. Catboats have wonderful cabins. Though sitting headroom only in most, they are always snug little caves or perhaps womb like.

In the years ahead I learned to understand *Pandora's* nature and I was coached in her nuances; sail form and best presentation of that large sail to the wind. Everything is connected; centerboard, boom,

gaff and rudder positions, we even would make sure the propeller was lined up behind the deadwood when sailing. That was the internal checklist. Next were the lessons of looking and observing outside of the boat; horizon, wind direction, those puffs that turned the water darker as they'd come on and at what angle would register either a lift or a header. Usually there was a nod and a knowing look to "hold her off" and not let her round up under most of those circumstances. Down wind sailing, especially directly with the wind could be interesting to a young fella, the possibility of a jibe or letting her get the best of you and broaching was always unacceptable. I learned to feel the wind on cheek or shoulder, most often feet and hands on the helm. An uncontrolled jibe in a Catboat with a heavy wooden mast and large sail can be very destructive and at times leading to the mast jumping out of its chocks and step, running down through the boat aft, ripping out ribs and springing planks. That's why some put in wooden preventers on the mast just below the deck to prevent the mast from jumping up. At any rate, we sailed her well and that was the only way that was acceptable. We all know that catboats can be good sailing boats if sailed well under most conditions and we'd make sure we would always look smart and hold our own.

Protocol

Good yachtsman-ship in those days was very important to the sailing fraternity. This means a variety of things. First "every thing has its place so put it back where you found it"!

The running rigging; splices, properly whipped lines and lines properly coiled and hung were important. Even down to the cotter pins on the shackles had to be on the port-side. Laundry hung as well on the port-side. Guests and launches to come along the starboard side. "Colors" up at 8:00 a.m. and struck at sunset, no racing with your yacht club ensign but with a nighthawk, no American flag astern while sailing only under power, while sailing, flag to be flown from the top of the gaff or peak and usually of the leech and so it went. This may seem a bit too disciplined but it was never hard nor was overly demanding, it was simply the way of doing things "properly" and "smartly." Again, the ever-mindful father would teach gracefulness and ease to each movement, like swallowing or blinking, handling helm or sheet became natural extensions of hands, teeth and feet. And, there were many pats on the back and just plain hilarious times especially

if the old man slipped up on something. His laugh resonates in my memory as do the breaking waves upon a beach sailing at night or in a fog finding ones way.

Cooking, Food and Meals

Nothing makes a better cruise or a weekend than good and ample food. The master knew a thing about preparing food on a boat with limited assets, "A well fed crew is a happy crew!" We had a charcoal grill we'd use on a turned over engine hatch and the two burner alcohol stove. Breakfast: choice of V-8 or orange juice, generally kippered herring (heated slowly in its can in water), scrambled eggs and toast. Lunch: generally cold cuts but our favorite was liverwurst (Brunswagger), slice of onion on raisin bread with mayo. Just proves everything tastes better on a boat. Dinner: steaks or seafood, fresh vegetables, rice, baked or boiled potatoes and cookies for desert. And, we had a lobster pot to boot which served up a couple of 2 pounders or better once a week. He also had a special dish; scallops or oysters, baked or simmered with heavy cream, butter and bread crumbs. God, how good was that during the early duck hunt off the Norwalk Islands! In addition fresh fruit and hard tack was always available and plenty of drinks.

Essex and Cruising

In 1959 Dad and I started to cruise together and he would always take a two week vacation. This would coincide with the catboat regatta in Essex, CT and the race outside Saybrook. I remember the first two races, '61 and '62. These were spirited races and handicapped to the rules of the day. Formal measurements were the rule I believe because I remember *Pandora* had to be pulled and measured for her handicap. Our first year, in this regatta, we ended in the middle of the fleet. The second year in strong winds we fared better; how I remember that windward mark, lying in the cockpit, sheeting the main as fast as my arms would allow and seeing *Mayflower's* bowsprit coming over our stern but no harm done. We fared better coming in the top five. Dad watched our sister ship carefully through out, *LadyFenwick* was faster and up in her stern and even faster under power. The rethinking of ballast and placement was undertaken. More weight and forward, getting the stern up was critical and paid off, the following year, 1963 we won on corrected time the great Essex Catboat Regatta.



1963, Me with the winning cup '63 Essex/Saybrook regatta.

The Essex Regatta was always a highlight and became more of a reunion than a reason to race. The awards and social were held up in Hamburg Cove on the Ct River. Perhaps some of you, and I hope many of you, still have thoughts of those days and boats and the unusual personalities and guest that would always show up, some of those I remember:

LadyFenwick- owned by Katherine's Hepburn's sister I think.

Mayflower- Mr. Kidder, who always had a ton of kids and more room than anyone, I have no idea where Mr. and Mrs. slept because we all stayed there.

Prudence- Mr. Alex Mitchell, 25 ft. or so, he had a great laugh. He had her built, teak decks and all. A couple of years later, he found out that his beautiful daughter, Jennifer, and I graduated from the same Jr. High School together. We never made this connection; shame she never came to one of these regattas!

Compromise- owned by Dr. Mary Bradford, Marconi rigged, a Sparkman and Stephens design, 1961. Mary was so very well liked and adored.

Sea Hound- 25 ft. Crosby cat and undoubtedly the fastest of all, even with those old cotton sails but when those sails were wet she flew. Dr Ascher, a psychiatrist I think, was a real character. Wherever

he bumped his head down below he would glue a piece of foam rubber to that spot. There were many pieces of foam. It was very amusing and you just know everyone who has spent time in a catboat cabins must have had the same idea but would never think of actually doing it.

The list could go on as there were a dozen or better regulars. And I can't emphasize enough the kindness, generosity and spirited sailors that to this day the association keeps attracting.



Dad racing in regatta, unknown which one.

Breck Marshall

My father and Breck were school mates from a very early age. My father use to ride Breck to school on the handle bars of his bicycle. Providence Country Day School rings a bell but it may have been a different one. [yes, Breck went to P.C.D.S., were Ned Lund's father, the owner of the first Red Squirrel, a 1934 Beetle Cat, (and Tim Lund's grandfather) was headmaster at that time]

For several summers early on, Breck would always make time to take a day sail with us, usually

from Point Judith up into Narragansett Bay. I think perhaps in 1959 or up to 1961 in one of those sails a proposition took place; "Harris, I'd like you to give me *Pandora*, I want to use her for a mold and for a line of catboats I've been thinking about. You can have the first one." There was some conversation but fiberglass was still very young in its development and just not in our favor. No deal, but probably a good thing as the 18 ft. and 22 ft. Marshalls are very successful and the 22 offers quite a bit more room. When those boats came out they had the lines of a Fenwick Williams or at least *Pandora* but I know they were designed by a combination of designers, Wittzholtz-Hermann, Sweiguth ("The Catboat Book") but the similarity is striking. Nice lines!

The other area where Breck made a difference to *Pandora* was in his ballast placement. All her lead pigs, 25 lb. to 40 lb. a piece, were placed one frame forward of the aft end of the centerboard to the forward end of the centerboard. You want to take as much weight out of the ends and put it in the middle of the boat. That's hard to do when you already have a heavy mast forward and that beast of an engine aft. But it helped. Years later I replaced that engine with a 10 hp. Westerbeke, (250 lb. vs. 570+) and a new wooden slightly hollowed mast with at least another 75 lb. taken out. Boy what a difference in her sailing ability. I'd love to get back North to those regattas I loved so much.

Teenage Years

As happens and thankfully and sadly so, my divorced dad met and married Gincy who enjoyed sailing and I was getting into my own as I neared the age of 16. With many great years behind us it was time for both to start new adventures and to spread our sail towards different shores and test those new waters that were before us.

I was always told that at 16 years old and capable, I could take *Pandora* out on my own. I'd have to be able to coil the main sheet in one hand, raise the sail and center board and be able to navigate. It was clear that the area I could sail was all of Long Island Sound and a line drawn from Point Judith Light to Sakonnet Point and North, giving me all of Narragansett Bay as my cruising ground.

Now, what could have been better than to be in charge of your destinations and to have friends to share that with? America had not yet changed but was on the eve of doing so. The Newport Folk and Jazz Festivals were favorite venues and the beginning of my awakening of music, girls and social unrest

(not necessarily in that order). But, never in those years, could I fathom a generation gap or understand how sons, daughters and fathers could end up on opposite ends.

Yes, risks were taken during those early years, many an all night sail getting back to port on time and making sure she was left in better shape than what began an outing. Still there were clues; perhaps a soft furl in the main, a main switch left on, the wrong type can of an adult beverage left behind and yes, even a bobby pin found in the bilge would lead to some thoughtful wisdom from you know who.

Those were great years of a young adolescent, growing still further in abundance in every way, where everything is possible and rooted by those fundamental values learned through academics, faith, friends, athletic sports and sailing a small boat.

1970s

I don't remember leaving my 20s but it happens. The 70s, the decade really stands out; Vietnam winding down, college and graduation, meeting and marrying my girlfriend and love, Barbara. My first real job of 37 years, buying our first home and taking on the task of receiving *Pandora* as a gift, garboards sagging and in general so-so shape. Barbara and I married in 1976 and thus started a new chapter for us and *Pandora*. A bit of hard work restoring her to her sailing standard and cruising was just the thing for our young marriage. My dad would say, "The deal of the century, he maintains, I get to sail."

Barbara and I had many wonderful cruises, often in the company of good friends: Jeff and Karyn Henschel in their Hereshoff 28, Jim Brunson in his Pearson 35, Bob and Brenda Osborn, the Titcombs to name a few. Norwalk to Nantucket and everything in between were our cruising grounds. Barbara and I started our first catboat regattas together, destinations and anchorages from my past.

The 1980s into the '90s

In the early '80s *Pandora* was in tough shape. The past summer's cruise and a real basher through Plumb Gut (Eastern Long Island) loosened her garboard planks to the point of abandoning ship but making the Ct River, barely, and into the first Marina for a review of what to do. Refusing to believe things were really as bad as they actually were, I resorted to the old trick of a few bags of sawdust rubbed under her and around her planking tightening her enough for a careful limp back to Norwalk.



Cold Molding.

In 1982 I considered selling her until a restoration idea came to mind. Cold molding was becoming a new wooden boat construction technique; layers of 1/8 in. cedar or mahogany were being laminated generally to stripped planked hulls. *Pandora* was stripped plank so what could be more natural in saving this boat. I found a builder in Mattapoisett, MA, who had recently used this technique in saving a classic motor yacht. Work was contracted and completed on time, new engine, paint and varnish.

Wooden boat people recognize others as kindred spirits. Look for them as they wander around work areas after hours picking up left over scraps of wood and sandpaper; they are always generous with their know-how. Thus was another beginning of a great and valued friendship, enter Andy and Donna Anderson who were restoring a Concordia 40 at the time, just down from the yard. They took me and my family in during our working visits and lent many hours of help and amusement during that winter. "WoodenBoat" Magazine recognized this work in their 10th anniversary edition, September/October 1984.

Just when you think life couldn't get any better and after considering children, two were born: 1981, a daughter Brittany, who was one year old at the time of the Plumb Gut experience, and 1986, a son, Harris. Some of you know them from our gatherings at the various Saybrook, Norwalk, Greenwich, Ct, Padanaram, Ma and Northport, Long Island Catboat regattas and the great catboat rendezvous in Mystic. Our family cruises were as memorable as my youth's but this time as a complete family with lessons learned from my past and perhaps improving upon the impossible. The experience is everything so you

make it worthwhile; perhaps an early start and half a day of sailing then beach time and ice cream up in town. Good or foul weather the lessons passed down do endure, one takes the good with the bad and relishes in the task of handling a small boat. Laughter, fears and worries by young and old are to be expected; experience and calculated risk are part of life and what better place to learn then in a catboat. All of this made the continuum of life deeper and more meaningful.

After having worked out of NYC since 1976 a shift in business economics and consolidation of business units were called for, I was part of our corporate move to Richmond, Va. My family relocated to Williamsburg, Va where *Pandora* is now berthed and doing very well on the James River and Chesapeake Bay where it couldn't be a better extension for a catboat. Now both of us in retirement this year, we are looking to rekindle our cruising urges with intended sails up the bay and down to the Outer Banks of NC. We now have a grand daughter and another expected soon; so now we can say safely say that the next generation (4th) will come to know *Pandora*



Spring 2013



Drawing by Tom Smith

1995 - Drawing of our move to VA friend from Norwalk Yacht Club going away party.



Blue Goose, 1928, Has New Curators

Al and Pat Parker

She was advertised in Catboat “Bulletin” No 162, last year. I found the ad in early December, 2013. “*Blue Goose*, LOA: 28 ft. 0 in., Beam: 11 ft. 8 in., Minimum Draft: 4 ft. 0 in., Headroom: 6 ft. 1 in., Engine Brand: BMW / Model: 3-cylinder, 50 hp. / Fuel Type: Diesel.” But, her story really started for me 57 years ago, in 1957.

Back in the summer of 1957, I was running a boat rental business for a fellow in Stage Harbor, Chatham, MA. I didn’t have a driver’s license at the time, so the owner of the rental company suggested I commute to work using one of his boats. I lived that summer in my grandfather’s cottage in West Chatham, about 2 miles from Oyster River. I had a homemade motor scooter that I’d ride, overland, to the river, park it in a fishing shanty, and get aboard a boat which I’d anchored there each night, then go the 5 miles or so to Stage Harbor. I would often see a beautiful large catboat named *Blue Goose*, at her mooring, in the harbor. Yes, this *Blue Goose*.

Jump forward now to 1998. My wife Pat and I have moved to New Bern, N.C., and in the fall season are “messaging around” looking for boats on Radio Island in Morehead City. What do we see there, but the large transom of a catboat, on the hard, and it says, “*Blue Goose*, Chatham.” I told Pat, a Cape Cod girl, “I know that boat from Chatham, I guess stranger things can happen.” We didn’t think more about her until, in about another 5 years, we were walking the docks in Beaufort and there she was, tied up at the fuel dock, and her owner was nearby. We struck up a conversation, and learned he was Tom Harper, who had lived on Cape Cod, graduated from Harwich high school, and had owned a house in West Chatham, about a quarter mile from my grandfather’s cottage. He was a retired Navy Captain, had moved to inland N.C. some 20 years earlier and also had a house in Beaufort.



Stage Harbor, Chatham, c. 1960.



A bone in her teeth, Beaufort, N.C., c. 2013.

Forward now to December, 2013, when I see on the CBA website, that the *Blue Goose* is for sale! I immediately showed the listing and the pictures to Pat, and reminded her of our “history.” Several days later, while we were having dinner on the waterfront in Beaufort, we both admitted to each other that we missed sailing, since we had become “stink potters” about 5 years earlier. I said, “We could remedy that by buying *Blue Goose*.” I thought that maybe a night’s sleep, and the light of day, would bring us to our senses; why should we buy an old wooden boat? Not to be, the next day I called the number on the ad, talked with Tom, and he told me he did remember our meeting almost 10 yrs earlier.

After a couple of outings on *Blue Goose*, and several dinners with Tom, and Sandra, his wife, he “allowed” us to make an offer on *Blue Goose*. On January 27, 2014, she was surveyed, in Beaufort. Because of a rotten weather forecast (snow), Tom and I moved her about 2 miles closer to home, and put her in a marina to await a better day to make the 5 plus hour motor trip home to New Bern. Five days later, our older daughter, Jill and I brushed off the snow from her cover, moved away from the skim of ice between the slips, and made the trip home in overcast skies and 50 deg. temps..

A week or so later, Pat and I bent on her sail, and made plans for several upcoming projects. At this time, a power windlass for raising the sail is partially installed, the installation of a waste holding tank is in planning stages, and much more to come, we’re sure. Boating in N.C. is a year-round thing, and we

hope to get a sail in soon. We have rarely missed getting out on the water in every month of the year. February (cold) and August (heat and little wind) are the tough months. I hope to get articles together on the windlass installation, on the past ownership, and rebuild history of *Blue Goose* for future Bulletins. She underwent a major refit/rebuild in the early 1990s. In the meantime, you can monitor progress on a webpage, <http://www.boatanchors.org/BlueGoose.htm>.



Motoring out, Beaufort, N.C., c. 2013.



Yarns & Adventures

John Orlando, Editor

***Editor's Note:** I hope every Catboater has in their mind the thoughts that are running through mine: SPRING IS JUST AROUND THE CORNER!!!!!!! So my dear friends get out the "make ready for lunch" gear and have a ball. I have always looked forward to hanging around the boat yard with my buddies, work a little, have a cold one, work a little, have another cold one and generally tell some tall tales. I want to give a great big thank you to Peter Yaremko for his contribution of a superb Episode 2 article on his adventures. He has truly written a very interesting piece that is good reading and is all about the Catboat! Also, Butch Miller sends us a poem written by his, uncle, Art Birney, who now sails a schooner but sailed catboats on the Chesapeake in his younger days. It was originally published in "Soundings." I now have articles for the next two issues of the bulletin but I humbly ask the readers to keep em commin.*

*Your Long Island Shipmate, John Orlando
john.orlando@catboats.org*

The Fat Guy in the Fat Boat

Peter W. Yaremko

Episode 2:

"Peter & Chuck's Most Excellent Mis-Adventure"

"One thing about being at sea is that you don't really get to stop. Until you arrive in port, you're stuck, and conditions can always worsen, the boat can always break in new ways, whether you're prepared or not. Even in port, you can slip anchor, blow against other anchored boats in crosswinds and currents, or run aground. A boat simply does not allow for genuine rest. Its essential nature is peril, held in check only through enormous effort and expense."

"A Mile Down; The True Story of a Disastrous Career at Sea," David Vann, 2005.

The year that David Vann's disturbing book was published, I took ownership of the sailing vessel *Copy Cat*, the last 22-foot New England cruising catboat built by Bill Menger -- who would pass over the bar two years later. When I extended my hand to accept the keys, I didn't realize that I also was signing up for the "enormous effort and expense" described in Vann's book.

My first order of business was to deliver my spanking new boat to her home mooring at Parker's Boat Yard in Red Brook Harbor, at the upper end of Buzzards Bay, just short of the Cape Cod Canal. With me was my friend Chuck, a veteran sailor and Blue Point oysterman.

Starting in Amityville in Great South Bay, our route passed through Bellport Bay, Narrow Bay, Moriches Bay, the Quantuck and Quogue Canals, Shinnecock Bay to the Shinnecock Canal where we un-stepped the mast to enable passage under fixed bridges, then into the Peconic and Gardiners Bays, across Long Island Sound to Jamestown, RI, Block Island Sound past Sakonnet Point and Gooseberry Neck and into Buzzards Bay. We departed Amityville, LI, on Flag Day and picked up our home mooring five days, a hundred or more miles and several mis-adventures later.

Herewith, the passage as recorded in my log, my memories and my dreams.

Tuesday, June 14: Amityville to Shinnecock Canal



Getting ready to cast off: I didn't know what I didn't know.

We cast off from the Menger Boatworks dock at 6:50 with the rising sun in our eyes as we motored out of Ketchum Creek and turned east into Great South Bay. It was dead calm, and I motored at a relaxed five knots up Great South Bay on an easterly course toward the Great South Bay Bridge that links the southern coast of Long Island to the barrier island where Robert Moses State Park is located.

Sultry isn't strong enough an adjective to describe the weather. Temperatures were forecast to reach the 90s, with no wind. It would prove to be the hottest day that the New York metropolitan area had seen in three years. The kind of day Samuel Taylor Coleridge might have had in mind when he penned these lines in his "Rime of the Ancient Mariner:"

*All in a hot and copper sky,
The bloody Sun, at noon,
Right up above the mast did stand,
No bigger than the Moon.*

Chuck immediately impressed me with his handiness aboard. As the sun rose high enough to beat directly down on us, he sprang up. With a knowing smile on his face, he produced an umbrella from his gear bag and commenced to fashion a Rube Goldberg kind of bimini to shade me.



All in a hot and copper sky, the bloody Sun, at noon.

Great South Bay stretches some 45 miles between Long Island and Fire Island and is nicely protected from the Atlantic Ocean by barrier islands. It once produced more than half the hard shell clams eaten in the country. Septic tanks, pesticides and fertilizers have drastically shrunken that industry, leaving the Bay's bottom largely barren. A scant

number of baymen work its waters today – including Chuck, whose Blue Point Oysters are sought by New York City eateries.

Great South Bay is actually a shallow lagoon. Chuck told me about an afternoon outing with a nervous guest who kept expressing anxiety about the severe heel of Chuck's Herreshoff. Out of patience with the constant complaining, Chuck leaped overboard. Standing next to the boat -- in three feet of water – Chuck shouted, "There! You feel safer now?"

Depending on the position of the centerboard, Menger cats have a draft that ranges from 2.5 feet to 5.5 feet. Still, I managed to find the shallowest water in the Bay -- and the centerboard scraped bottom.

Chuck lost his cool. He gave me the complete lecture: "gotta anticipate ... constantly look up, down and around ... gotta anticipate ... look around constantly ... why didn't you take some action when you touched bottom ... gotta keep one eye on the chart, another on the depth finder, another on the sail." When do we break out the refreshing rum drinks, I wondered?

We entered the canal-like channels at the eastern end of Great South Bay, and I learned how to approach and signal drawbridges. Sailing by Quogue was especially lovely -- both banks lined with estates and houses not quite expensive enough to qualify as estates.

In the more open waters of Shinnecock Bay, we raised the sail to take advantage of a building afternoon wind. Chuck was at the helm when the foot of the sail tore loose and flapped in the wind. The shank that attached sheet to traveler had simply failed.

It took less than a moment for Chuck to diagnose the situation and devise a solution.

"Get the bungee I have in my bag and a pair of cutters," he instructed me.

And in less than another moment he had snipped a piece of bungee and jury-rigged a replacement that allowed the shank to move easily across the sheet traveler. The fix was strong and functional enough to last us the entire trip.

By late afternoon we had neared the mouth of the Shinnecock Canal and docked at Skipper's Marina. In a bathing suit, I took my first shower aboard – in the cockpit, using one of the two showers *Copy Cat* sported. The other was below decks, in the head.

We had planned to meet our wives for dinner, and when they arrived by car we spent the evening at the iconic Lobster Grille Inn in Southampton. Chuck's wife, Ruth, and I shared their signature

SPLAT dish, an extravaganza of steamed lobster topped with shrimp, mussels, little neck clams, steamers and snow crab legs.

The ladies drove us back to the marina, and Chuck and I set up our sleeping bags on the cockpit benches and turned in. I lay on my back pondering the heavens, watching for shooting stars, and thinking about the mariners of ancient Phoenicia who must have done the same on the Mediterranean Sea. In *Copy Cat's* cradling embrace, I fell asleep in moments. It was the first time in my life that I was sleeping outdoors. I felt as if I were entering a new imagining of my life.

This would prove to be the most enjoyable day of the passage. Then the weather would change -- as did the tenor of the remainder of our trip.

Wednesday, June 15: Shinnecock Canal to Shelter Island

Sometime after midnight a cold wind kicked up. Chuck moved his sleeping quarters to the cabin, but I remained topside. When we awoke in the morning to cloudy skies, I listened to the weather station at LaGuardia Airport report that the temperature had plummeted overnight.

"Want coffee?" I asked Chuck as I spooned Folger's into the pot. "I'm making decaf."

"Decaf?" he asked. "What's the point?"

We ate breakfast in the cabin -- boiled eggs with pita sandwiches of peanut butter and jelly. No coffee for Chuck, which didn't help his mood. It had been his idea to take down the mast, and he must have been nervous now that the time had come to actually do it.

When we finished breakfast we hung every fender we had off the port side and motored from the mooring field to the concrete pier where the steel crane awaited us like a gallows. We carefully made the boat fast to the pier and waited for Jerry Thompson, the Menger Boatworks manager who had supervised construction of *Copy Cat*. Jerry had volunteered to help us remove the mast, then step it and get the sail back on. Jerry arrived at 8, as he said he would, and we began the job of lifting the mast.

Jerry and Chuck had done thorough preparation before the trip. They had worked out the math: the knot for the gantry was 31 inches from loop end to knot ... the loop around the mast was 13 inches ... knot to knot was 12 feet 8 inches top to bottom. There wasn't any thinking on my part. All I had to do was follow their instructions to pull this, push that -- and generally not fall overboard or get knocked in the

head. Chuck insisted that I note the measurements so we would have the information for the next time. Even as I jotted down the numbers, I knew there wasn't going to be a next time when I would do anything like this. Puh-leeze, I'm an English major!

But thanks to their know-how, skill and determination, the 34-foot mast was resting safely on deck by 11 o'clock.

At 11, I left the guys and sat in Jerry's pickup truck so I could have a quiet place to take notes while I participated in a scheduled conference call with clients in Silicon Valley about a speech I was writing. It was to be titled "New Oracle Bones for China's Emerging Digital Lifestyle." My client was the Hitachi executive responsible for the company's business in China. He would give the talk that I would write at the Sino-Consumer Electronic Show in Gingdao, China.

After the conference call with the West Coast, I had a second telephone call to make, this one with a prospective client, and I managed to parlay the call into a good writing assignment.

While I was trying to wrap my brain around all this, Jerry and Chuck had moved the boat beyond the bridge and begun the job of stepping the mast. The weather had worsened, with lowering clouds, rising wind and falling temperatures.

I made my way from Jerry's pickup to the dock where Jerry and Chuck almost had the job done. From where they were working near the mast, Chuck shouted something to me about un-cleating one of the lines, which I did. But instead of holding on to the line to prevent the wind from driving the boat into the pier, I threw it into the cockpit.

"What the hell are you doing?" Chuck yelled angrily. He scrambled for the cockpit. In an instant he had the motor going and throttled away from the dock. I stood there watching as he kept going, all the way to another position in the lee of a dock on the far side of the marina.

By the time I walked the circuitous route to the new position, they had finished their work. The mast was stepped and the sail fastened. Jerry headed home for a hot shower and Chuck and I -- no words between us -- went below to get away from the weather and freshen up.

When the tension between us had subsided, we motored to Shelter Island and anchored in a quiet cove he knew about. The cove, ringed by private homes, was protected and placid. The overcast sky brought night on quickly. Lights in the surrounding houses were turned on one by one.

In the two days since we had left Amityville, Chuck and I had been avoiding using the Air Head Composting Toilet that I had had custom-installed on *Copy Cat*. But tonight he announced that he had no recourse other than to christen the facility. Of course, I secretly suspected he was dumping in my clean new toilet -- on purpose.

While he was occupied with his project, I took advantage of the darkness outside to empty my bladder off the transom. As I did that, hoping no one in the houses was peering out their windows, my cell phone squirted from my jeans pocket. Feeling every bit like the fool I was, I watched the phone's glowing green luminescence go dark as it slipped to the bottom of 12 feet of water.

But as I stood staring down at the black water, I could make out numbers of small fish darting under and around the boat – and glowing like fireflies. Despite my being so inept at it, I had found another reason to adore being on the water.

Dinner that night was smoked salmon and cream cheese on Wasa, followed by a handful of grapes. We collapsed onto our bunks.

During the night, I was awakened by Chuck crying out in his sleep. When I hear my wife doing that, I shake her awake so she can escape her nightmare. But I was annoyed with Chuck's condescending attitude toward me. Scare yourself silly, I mumbled groggily.

**In the next issue: Episode 3,
“We Don't Need No Stinking Fuel.”**

On The Hook

Art Birney

The blare of city traffic,
The blaze of city lights
Has set my soul a'longing
For those languid star filled nights.

When I'm settled in the cabin
With a tall rum and a book,
Then I know the sweet contentment of
A' swinging on the hook.

The tattoo of a shower
Has just drummed the overhead,
Supper's heating on the stove,
I'll soon be overfed.

I know the anchor is well set,
Still, it never hurts to look,
For you cannot be too careful when
You're swinging on the hook.

Across the cabin sits my love
All cozy in her nook,
And I think there's promise for the night
While swinging on the hook.

Joys of the land are many, but
Them all we have forsook
To spend a bit of quiet time
A'swinging on the hook.



Our Epic – July 19, 1886

Editor's Note: These verses were written about catboat Mertie on a cruise up Vineyard Sound to see the wreck of Steamer Gate City at Robinson's Hole. [The Gate City's cargo included a load of watermelons. Many sailors went out after the wreck to retrieve them from Vineyard Sound.] Miss Josephine Fish was one of the party and she has preserved the copy in the author's hand from which this publication is made

There's a village by the seashore,
That my heart remembers well,
Where the breezes love to linger,
Where the foaming waters swell.

One fair morning from the village,
When the clock was striking nine,
Through the thunder and the lightning
Sailed the Mertie, catboat fine.

Captain Fish was at the tiller,
Captain Crowell at the sheet;
Five fair maids from school were present,
Eddy made the list complete.

Wind and tide were dead against them,
And the fog obscured their way;
So they steered for Vineyard haven,
Bade farewell to Lackey's Bay.

As they passed the Baptist landing
Down in torrents fell the rain;
And the maidens sought the cabin,
Till the sun shone forth again.

Up the slippery steps they clambered,
As the billows fell and rose;
Shyly blushed the bashful maidens,
For they had not their best clothes.

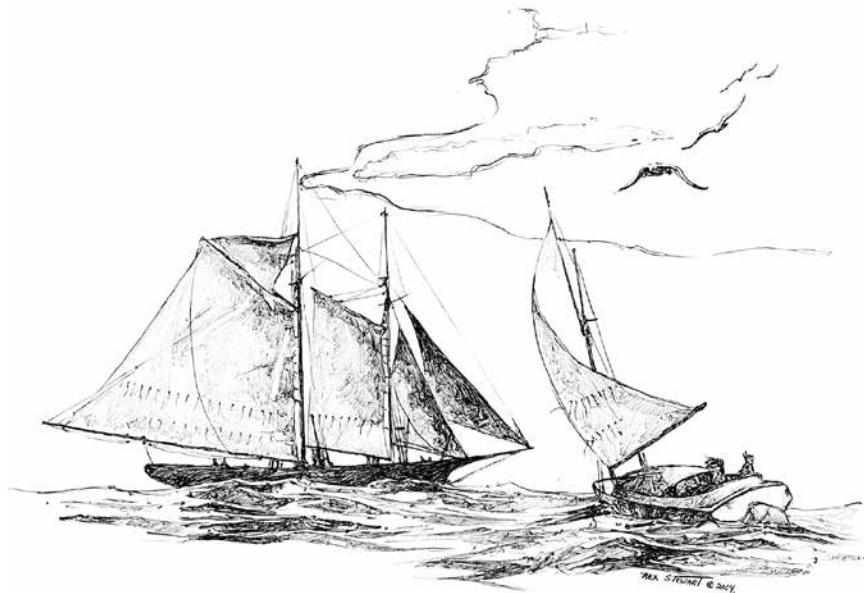
Then they took the sportive horsecar,
Roaming on as in a dream;
Then to stores, for cones and vases,
Pitchers, Rausch's best ice cream.

Then they sailed for the Gate City,
Where the watermelons fall;
Then they turned the Mertie homewards,
Landed safely – that is all.

CHORUS

Best of all the Wood's Holl treasures
Is the merry Wood's Holl crowd.
Happiness be theirs forever
Ever sunshine without cloud.

Reprinted from "Falmouth Enterprise," May 26, 1950



2013/2014 Race Rendezvous, Part I

Gayle Cornish, Editor

Editor's Note: As I write this to send off as the Spring 2014 Bulletin goes to press, it is hard to believe that the first official day of spring is later this week! What a long, hard winter we have all had! However, I went for a walk through the boat yard last week, and the angle of light on the water, the salt-water smell, and a few other folks actually looking at their boats, convinced me that even though snow is still piled high in many places, sailing will happen soon! I am hoping that for the fall issue, there will be many more reports about your races and rendezvous to publish! Please send all articles to me at gayle.cornish@catboats.org. I wish you happy sailing!

Fifth Annual Townie Hornor Sail-Around

Bill McKay

OSTERVILLE, MA: August 23-25, 2013: After 4 years of an informal gathering of cats, this year's committee developed a three day affair for this 5th annual sail. With the addition of wonderful support from The Wianno Yacht Club and the Osterville Historical Museum – Home of Crosby Boats, 15 catboats enjoyed the rendezvous and sail.



Three Crosby Cats: (l to r) 1920, 1927 and 1932.

And this number was achieved under difficult conditions; winds were strong NE in the mid 20s for Friday and Saturday. This made for a tough sail from places like Vineyard Haven and even two cats, *Harvest Moon* and *Spinny Too* from Padanaram, a distance of near 40 miles and upwind.

Friday's arrivals were met by the WYC staff and treated to full facilities including complimentary moorings or dock space. Sailors appreciated the hospitality of Commodore Jeffery Oakes and his membership. Some cats got there in time to enjoy the offerings of a farmers market at the Museum.



Credits for this article's photos, Jim O'Connor.

Saturday was crisp and clear, and there was a big wind. It was certain to be a fully reefed day. *Genevieve* even passed a few cats with her sails furled. The Bass River boats roared in with the wind at their quarter, after a fast sail from the east. Other local boat arrived and at noon the sail-around began. The route was sailing around Grand Island. Starting from

Townie's area, just south of the Osterville Bridge, Crosby Yacht Yards, North Bay, Cotuit, an inside sail along the river to the Wianno breakwater and back to Hornor's in West Bay. It was a beautiful sight to see all these traditional cats and diverse rigs mixed in with the normal Saturday crowds.

After some quiet time on their boats, folks wandered up to the Osterville Historical Museum: Read their website for all the variety of features they offer:



The work of Richard Whitman, their go-to guy was so thorough and complete. "Dick" also set up most of the facilities at the WYC; he is the quiet man, behind the scenes, who does most of the work. The Museum offered complimentary tours, of boats

boat sheds, two other buildings full of artifacts, a tent, tables, chairs, fire and ice... this was pretty close to a wedding celebration for the catboaters. Museum director, Jennifer Williams, wants to offer this as an ongoing event – so let's see even more boats next year. Thank you Jenn. After a great cookout, we were even treated to "Stories of Townie Hornor," some by Harry Holway and others who shared theirs - once their memories had been jogged.



Good friends at the end of a great sail.

And next year? Paul and his committee: Peter Boniface and Dick Whitman will no doubt come up with a few new ideas; perhaps a quick inside look at the old Crosby buildings down on the water may be possible? The weekend for 2014 is August 22 to 24. We hope you can join us. Email Paul White: pwcarving@comcast.net for more info.

2013 PARTICIPANTS:

<i>Hope</i>	Herreshoff America	Tom Grossman
<i>Rugosa</i>	Wood, Crosby 1920	Paul White
<i>Genevieve</i>	Wood, Crosby 1927	Bob Luckraft
<i>Glimmer</i>	Marshall 22	Jim O'Connor
<i>Harvest Moon</i>	Marshall 22	Bruce Almeida
<i>Spinny Too</i>	Marshall 22	Ken Spindola
<i>Salina</i>	Marshall 22 Sloop	Bob Betts
<i>Calico</i>	Wood, Cat Yawl, 1898	Bill McKay
<i>Katie Grace</i>	AC 23	Peter Boniface
<i>Pinkletink</i>	Wood, Crosby 1932	Eric Peterson
<i>Seasmoke</i>	Marshall 22	Bill Gately
<i>Saltine Warrior</i>	Marshall 22	Shep Williams
<i>Cait's Cat 2</i>	Marshall 22	Rick Farrenkopf
<i>Ishmael</i>	Marshall 22	Jay Webster
<i>Harbinger</i>	Wood, Landing School	Bill Stirling

56th Duck Island Gathering

Craig Elliott

OLD SAYBROOK, CT. September 7, 2013: On a cool breezy morning, three Marshall Cats, Craig and Lisa Elliott's Marshall 18, *Pounce*, Rick and Robin Batchelder's Marshall 18, *Stray*, and Van Viet's Marshall 22, *Diligent*, gathered at the Old Saybrook Outer Light for what looked like a fabulous day of sailing to Duck Island. The primary goal, of course, was to sail and relax with like-minded fellow cat boaters, but this was not our only goal. The Duck Island Race was held and organized for many years by friend Larry Ratzhaupt on his Marshall 18, *Jezebel*. However, after the 55th Duck Island Race, Larry decided to move on to the open waters to begin a new chapter by cruising on his new larger sloop. Larry reached out looking for a new organizer to no avail, and the fear arose of the necessity to mothball our beloved event. The summer of 2013 began to pass quickly with no hope to save the Race, when Rick suggested we organize an impromptu gathering. The date, September 7, was set, and the e-vite went out with four "bites" and the arrival of three Cats that perfect morning, with the winds and tides in our favor. We sailed with smiles on our faces to Duck Island for lunch, talk and relaxation. The real fun started after lunch with a swift sail back in record time. In hindsight, the conditions on the return trip would have made for a great race, and this will be considered for our 57th event. The day would not be complete without another gathering after a great day of sailing. Craig and Lisa hosted fellow cat boaters and neighbors for food and drink at their home in Cornfield Point.

Please join us July 12, 2014 for the 57th Duck Island Gathering and libations with the Elliotts.



Duck Island Gathering 2013. The tradition lives on!

Upper Keys Sailing Club

Roland S.Barth

FEBRUARY 14-16, 2014: What do you get when you assemble 75 salty, sailing enthusiasts, two-dozen catboats, three beautiful, warm 70-degree days, breathtaking Florida Bay and the Upper Keys Sailing Club?

You get the Third Annual Southernmost Catboat Rendezvous!



Pineapple Trophies for the Race.

In the Keys this gathering has suddenly become the much-anticipated occasion to enjoy sailing, camaraderie and reverence for traditional vessels, all the while immersed in the remarkable natural life of Florida Bay.

I've sailed on many pieces of water over the years: the Atlantic ICW, coast of Maine, Chesapeake Bay, Puget Sound, the Adriatic, the Caribbean, and the Bahamas. But none can compare in splendor with Florida Bay, which lies between the southern tip of mainland Florida and the upper Keys...only an hour and a half from the two and a half million people in the Miami area.

The "back country," as the locals call these 850 square miles, is like no other place: quiet, mysterious and dotted with uninhabited mangrove islands, with names like Black Betsy and Butternut. Also known as "Keys," these tangles of roots, mud and leaves seem to float just above the endless horizon. Florida Bay also offers the company of an abundance and variety of wildlife such as osprey, brown and white pelicans, dolphins, manatee, roseate spoonbills, ibis, herons and egrets.... and precious few other boats or people. "Wild Kingdom" my wife and I call it.

There is no part of the Bay deeper than seven feet. Many portions are less than seven inches. No trouble with anchor scope! The shallow waters turn from hues of azure to green to sandy brown to chocolate, depending on sunlight, clouds, sea grasses, mud banks and depth. Narrow, serpentine channels like Tin Can Alley and Crocodile Dragover, lead a shoal draft vessel with intrepid helmsmen safely over the flats and basins. Remember to sheet in that long boom before passing between the narrow stake markers!

And it is safe and (for this geriatric mariner) remarkably forgiving. Very few rocks and lots of soft bottom lay under these sparkling waters. Going aground, while rare, is usually a soft landing in the mud or mangroves. Except during what goes in the Keys for “cold” fronts, winds are predictable and, in winter, usually SE to E around 10-15 knots. Negligible tide or current or fog must be reckoned with. And it all lies within the protection of the Everglades National Park. Idiot proof sailing, I’d say.

Well, not quite. If you work hard you can get into some trouble. Like sailing downwind in the dark...and going aground; like anchoring for the night in two feet of water, only to find the midnight wind shift has blown all the water out from under you; and of course, too much wind up and not enough reefs down.

In search of pleasure, adventure, companionship and warmth, participants of the Rendezvous came from as far away as Massachusetts and Michigan for a midwinter experience on this Florida Bay. A dozen “resident” catboats and a handful of other, equally classy and classic vessels joined in as well.



Running for the Rum prize.

On Friday, after Charley Best regaled us with vivid descriptions of sailing in the back country we were about to experience, an unusual flotilla of different sizes and shapes set out from Upper Keys Sailing Club on Buttonwood Sound. Suddenly, a 51 foot, traditional sharpie majestically appeared to join in the fun.

Because of very light winds, we jettisoned the plan to sail out to the beaches of Nest Key and settled for the goal of nearby Porjoe Key. This provided a fine opportunity to visit close up with the other catboats, take photos, and, for some, enjoy a pair of friendly dolphins putting on a Valentine’s Day courting dance.

We returned (under engine, electric motors, and oars) with sunburns, satisfaction, and a full appreciation for the magnificent liquid wilderness called Florida Bay. And a ravenous appetite for cocktails and elegant hors d’oeuvres...all savored under a breathtaking “Fool Moon.” The day was planned in advance to appreciate the setting of the warm February sun and the rising of the Full Moon from the dock at the sailing club. 70 people gathered to witness the awe of the moment.



Sunset - Moonrise gathering at the club pier

On Saturday morning, after gathering at the Club for yet more food and yarns, five, much larger, modern day Nonsuch catboats joined the fleet for a “Rum Run” on Buttonwood Sound. The winds were brisk. The plan was for each sailing vessel to retrieve a small card dangled at the end of a long bamboo pole offered from the anchored Committee Boats. The five cards were to be grasped by a crew member on each of the participating boats and eventually returned to the clubhouse bar for playing in a hand of poker.

Q: "Where would the Committee Boats be anchored?"

A: "They'll be out there somewhere just follow the sails around you."

This exchange captured the level of precision demanded of us over the entire Rendezvous! This was laid back Catboat sailing, Keys Style.

Before setting out, Jeannie and Al, my indomitable crew, and I agreed to some conditions and objectives for a successful outing:

No cell phones.

We will return safely, with no damage to the vessel... or egos.

We will still be talking to each other when we dock.

We will look smart.

We will have fun.

We didn't even mention that elusive half gallon of rum that went to the winners of the game! After many close calls picking up the five cards, each boat followed its own course for the remainder of the afternoon sailing about on Buttonwood Sound and into the Everglades. On our part, we landed with all of our objectives met!



Into the chase in the Everglades National Park.

Later in the evening, when a half dozen conchs had sounded, we concluded our sunset ceremony. Each crew then produced a poker hand from the cards collected on the water. Two decks of cards were used due to the number of boats in the game and so there were two winners of fine Rum and big smiles were earned by all.

Jeannie and Al worked their magic and that bottle now happily resides in our bilges. Bonus points!

Finally, a splendid Buffet Supper for 110 catboaters and club members capped yet another picture-perfect Florida Keys day.

On Sunday, although many of us didn't know a "starboard tack" from "sea room," an informal race around Buttonwood Sound was held. Light winds made for a very long race, but one happily short on white knuckles, collisions, sinkings and disqualifications. Unique to the Upper Keys Sailing Club for a race, the dying wind brought a "finish in place" when the Committee Boat ran at speed toward us on the final leg of the race to sound it's horn for each boat that the race was over.



Ted Lorentzen and Joe Salter on 1949 BB Swan.



Cats waiting for dolphins.



Thankfully, we all dropped sail and motored back to the clubhouse bar to compare stories of our day on the water. Following the appropriate number of liquid refreshments for the sailors, the awards were presented to the nine winners of the three classes of boats in the race. Each of the winners received a large pineapple and a pair of new sailing gloves to mark their achievement. No one could have wanted anything more. There were no losers!

At the Awards Ceremony...and throughout this Rendezvous, which so thoroughly honored our love of sailing and traditional sailing vessels... EVERYONE was a winner.



Roland, Al, and Jeanne win the Rum Prize!

The Upper Keys Sailing Club and its many volunteers made this a fantastic success. The three days of abundant food, the attentive dock masters, the detailed management of the event, the warm and generous welcome to all of the 60 visiting registered participants and the outstanding sub tropical atmosphere of this comfortable barefoot sailing club has no equal. It is a Catboaters' paradise.

With great thanks to our generous local and distant sponsors who made this much looked-forward-to event not only possible but also a delightful nautical, natural and interpersonal success: The Fish House and Encore Restaurants, Upper Keys Marine Construction, Publix Food Markets, The Pelican Cottages on the Bay, Marshall Marine and Charles Rutenberg Realty helped make this Rendezvous an over the top experience for all in attendance.

Racing Across the Pond... the Big Pond!

Marco Dissera Bragadin

Editor's note: Received these reports from our Italian friends via Steve Flesner hard work. (English translation by v.u.) Photos compliments of Alberto Lucchi: flickr.com/photos/albertolucchi/

IZOLA VETERAN AND CLASSIC BOAT REGATTA

The first of our fall rendezvous took place on September 28, 2013 at Izola, Slovenia on the northern Istrian coast, six miles from Trieste.

We have been given a great reception. A large team of boys and girls took care of us during the whole event. And a huge barbecue kept on cooking delicacies all the time. Loud music night and day apart (but they're young!), we can say our stay at Izola was perfect.



Four of our catboats were taking part in the event: *Catone*, *Cassiopea*, *Half Moon*, and *Mili*. But, unfortunately, *Catone* had to leave at once and head back to her home port.

As we didn't reach the number of five, the minimum to set up a class, we had been included in the same class as the gaffers over 7 meters (36 ft). The total number of boats of all classes was about thirty.

A windward/leeward course to be sailed twice set initially was then shortened by the race committee; so the sausage was to be sailed only once.

Owing to a crowd of vessels, apparently with no steerage, cramming near the committee boat, *Cassiopea* started not very brilliantly, and so did *Mili* and *Half Moon*. Indeed, the love of our boats is so great that we would do anything to save them from a possible unpleasant collision.

A gentle breeze lasting all the race made us sail the first leg on a broad reach. In spite of *Mili*'s efforts to overtake her, *Cassiopea* was the third to round the first mark behind a huge eighteen-meter (54 ft) craft and a twelve meter (36 ft) one. But things were not as easy on the long way back.

Close to the wind is not the best point of sailing for our catboats which were overtaken by the Bermudan-rigged boats, thankfully not in our class. Only *Lucia*, a beautiful veteran eight meter (24 ft) gaff cutter from Trieste, left *Cassiopea* behind, which came out second in our class, followed by *Mili* and *Half Moon*.

On Sunday, under a twenty-five knot north wind and a rain downpour, we sailed our boats to Trieste to wait for the next races. We heard later that a tornado had struck Piran, at a very short distance. Really, we've had a close shave.

XVI TROFEO CITTÀ DI TRIESTE

Sixty-two boats had entered the competition on October 5th and 6th at Trieste, Italy. Since the minimum number to set up a class is five, our four catboats were included in the class of the nineteen 'passere', difficult craft for us to race with, but still a challenge to take up. The races in the program were two, one on Saturday and one on Sunday.

The first race was marked by rain and faint inconsistent air, ranging from a dead calm to a maximum of six knots, blowing initially from the east and eventually from the northeast, but with unpredictable sudden changes even of more than

thirty degrees. Thus the boats were becalmed at times, then could make a little way for a while, sometimes with headings diverging several degrees, even at a distance of a hundred yards from one another. A difficult race, indeed. *Mili* and *Cassiopea*, mainly on different courses, took alternately the lead in the catboat fleet, but at some fifty yards from the finishing line, *Mili*, with a beautiful maneuver, went definitively ahead. *Pussycat* and *Half Moon* followed, then *Cassiopea* at some minutes distance.



On Sunday, the second race was marked by a light breeze from the northwest, a bit less weak than the previous day and sufficiently steady. Wisely enough, the race committee, anticipating a calming down of the wind, had shortened the course to the second mark. *Cassiopea* took the lead at once and held on until the finishing line, followed by *Mili*, *Pussycat* and *Half Moon*. Apparently, *Half Moon*'s performance has been impaired by the poor balance of her new Bermudan rig; in particular, her genoa doesn't yet seem very efficient on the windward leg in light winds. Anyway, she's certain to make things hard again for us all as soon as a proper solution to such problems is reached. Her capability was already brilliantly shown in the past Rovinj regatta.

Since the second race generally counts more than the first, in the final scoring, *Cassiopea* came out first, *Mili* second, *Pussycat* third, and *Half Moon* fourth (8th, 9th, 12th, and 16th in the 'Passere' class respectively). Anyway, *Mili* and *Cassiopea*, having been assigned the same points, are to be considered as finishing equal first.

BARCOLANA CLASSIC

Ninety-three boats, a record number, have entered the event at Trieste, Italy on October 12, 2013. Among them, twenty-six 'passere' and our four catboats.

The sky was covered with heavy rain clouds and the crews were wet with drizzle during the opening parade. But the rain soon stopped and the race could then start on a broad reach in a fair fifteen knot nor'easter. *Mili* and *Cassiopea* had tucked in a reef while *Half Moon* and *Pussycat* started with all canvas aloft. but on the final windward leg, as the wind moderated, *Mili* and *Cassiopea* had to shake out the reefs. Maybe it was too late, or there had been even no need at all for a sail reduction, but, admittedly, our love of our boats is so great that we want to save them from any possible overstraining. In addition, the

race results were also determined by different course choices. *Pussycat*, after contending with *Cassiopea* for first place, crossed the line first with some minute lead. *Mili* and *Half Moon* followed soon after. By the way, the latter's windward performance seemed somewhat improved after the genoa tack was moved a little aft on the bowsprit. Our catboats came out 10th, 11th, 14th, and 19th in the 'Passere' class respectively.

Coming to Trieste is always a great pleasure. Everything talks of sea and seamanship here, and classic boats are particularly worshipped. The Yacht Club Adriaco's hospitality is simply perfect. And it's a joy meeting old friends sharing the same passion.

Finally, let me express my sincere thanks to all those nice and competent people that have alternated aboard *Cassiopea* in these races: Elena, Laura, Flavio, Francesco, Luca, Marchetto, and Mauro.

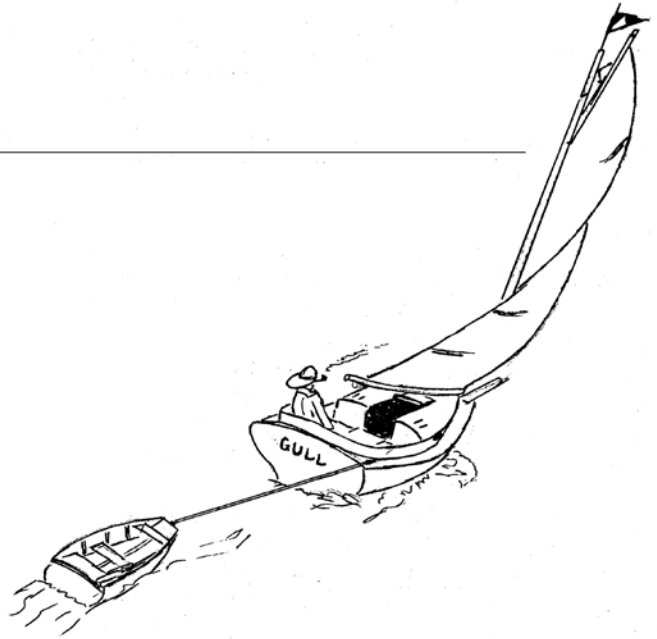


Cruising

Steve Flesner, Editor

Editor's Note: *What a treat it was to receive the cruising article from William Kornblum on Victor! A number of years ago I saw her at the Small Craft Festival at the Chesapeake Bay Maritime Museum in St. Michaels, MD. She had just been restored and was stunning! A few years later I found her at Zahniser's Boat Yard in Solomon Island, MD in the late fall looking like she had been heading south on a long cruise. Unfortunately, she had broken her boom and was laid up for the winter. I emailed Bill and "watched" after her along with the boatyard staff that winter! My next sighting was at the 50th at the Mystic Seaport...what a surprise. Finally, after all those years, I met Bill at the annual meeting last February! After all those sightings and his article, I guess I deserved the CCBA moniker...aka ROVER!!! OK, so I may be part dog...hunting dog that is!!! I'm sure Ruby would agree!*

A follow up on Tuck. She has been sailed regularly in the warm waters of Southern Florida. Toby says she attracts so much interest you would think he was a celebrity. I told him it's the boat, not the Captain!!



and Boston Harbor, I'd wonder what's the point of keeping a big catboat if the little ones can't go fishing and sailing with their parents and grandparents? And what a more perfect spot than Hull Bay, with all the Boston Harbor islands beckoning us to plan family explorations?

In the spring of 2012, my wife Didi and my longtime sailing companion Phillip Oberlander, joined me on the *Victor*, a restored 26 ft. Wilton Crosby catboat, originally built in Osterville in 1916. We sailed into the Atlantic at East Rockaway Inlet heading West and into New York Harbor and Long Island Sound. Along the way we stopped at some of the familiar and, to us, unfamiliar ports on the Connecticut shore and joined the historic fiftieth anniversary gathering of the Catboat Association in Mystic. After that not-to-be-missed chance to raft up with some of the historic boats and families of our catboat fleet, we spent the next few days heading northward, eventually to reach Hull, MA, on the southern side of the Boston Harbor estuary. At Mystic we had met veteran New England catboat captain, Paula Fleck who was on her way to the Vineyard. Her cherished Marshall 22, *Catnap* sits at a prized mooring at the head of the harbor at Hull. Like John Conway, she sang the praises of the friendly Hull yacht club. And the home my brother and sister-in-law had recently restored, the one that looks like it was painted there by Edward Hopper, it's at Skull Head on Hull Bay, a short bike ride from the Hull Yacht Club.

For the first time in over thirty years of cheapskate catboat keeping, I joined a yacht club.

2013: the *Victor's* Dream Season

William Kornblum

LONG BEACH, NY: Inspired by John Conway's lovely book, "Catboat Summers", I began dreaming a few years ago about doing some extended sailing in the ports and coves of New England. Mustering my courage, I finally decided to move my home port, at least for a few years, from Long Beach NY, on the South shore of Long Island, to Hull Bay on the south side of Boston Harbor. A sizeable portion of my extended family now live in the Boston area, including two grandchildren and four nephews. My brother and sister-in-law had just bought a house on Hull Bay. Sitting with family on their porch at sunset, looking West across the water toward Quincy

Membership in the Hull yacht club turned out to be extremely reasonable and a wise move for many other reasons, the first of which was named Sandy.

On October 29, 2012 Superstorm Sandy destroyed thousands of small craft in the coves, creeks and boat harbors of the NJ-NY metro area. The boating communities of the region have still not fully recovered. Had the *Victor* been tied up at its home berth on a tidal creek in Island Park, Nassau County NY, it would likely have been reduced to splinters. When Sandy charged into the New York Bight it struck the barrier islands a one-two punch of ocean storm surge and bayside flooding. Up in the normally quiet reaches of Shell Creek, where the *Victor* was berthed in a small neighborhood marina, Sandy's wind and tide tore a 36' sport fisherman from its pilings in a nearby backyard marina, turning it into a battering ram that smashed most of the boats not already swept up on the marshes. But since the *Victor* was not home the night Sandy came calling, snug at a dockside winter berth in Captain's Cove on the Town River in Quincy, MA, she missed the errant sport fisherman's fatal kiss. But escaping a disaster that destroys your neighbors' vessels does not count as a positive boating experience.

Through the winter, while the *Victor* was sitting near a bubbler in Quincy - not far from the erector set bridge and the *USS Salem* -, on Long Island we worked for weeks into the cold weather getting dug out from Sandy. It felt good not to have to also think about the *Victor*. But with a boat drawing two feet with the board up, I'd been spoiled by having a marsh side slip for the entire year. In Boston Harbor we learned that keeping a boat in a mooring field imposes adult deadlines. The eviction notice from the winter marina came just as the moorings were being put out in Allerton Harbor.

Hull people take their boating seriously. The club holds an annual work party early in April when the membership helps to put in the floating docks and takes care of a thousand chores to ready the clubhouse for the new season. It is a happy work day with aches and pains to prove it. By mid-April, Didi and I were regularly hustling up and down Route 95 between New York and Boston Harbor.

Aside from tending to the *Victor*, I am still teaching, and, to make time even tighter, my son and I were building a sailing skiff at his home in Yonkers. But the world as we know is cruel; the eviction notice from the *Victor's* winter marina in Quincy MA arrived with no consideration for my time management problems.

Winter storms had battered the New England coast over the winter of 2012-2013. At the Quincy marina, the *Victor's* Lugger diesel (for whom I have the most tender feelings) roared quickly to life, but the boat came out from under her shredded canvas cover with a number of dings for us to fret over. Forget cosmetics, however, as we had to be ready to move the old scow with only the essentials taken care of, engine commissioned, sail bent, dingy and motor set up. There was no opportunity to clean up and put some makeup on her or try to scrub off the green fringe at her waterline.

On a chilly April day in bright sun and a stiff breeze, wrapped in winter coats with the kids playing in the cabin below, we chugged around Bumpkin Island toward Hull Gut and turned into the mooring field in Allerton Harbor, Hull. The dingy and engine ferried us to the club because the launch service had not yet started. It was a relief when that last phase of the day was completed and everyone safely ashore. The club was welcoming as always, but mainly deserted; we were among the first boats in the harbor, a very good omen for the coming season of 2013.

If the measure of a successful boating year is how many times we raise the sail and how many of the family and friends we bring aboard for outings, for the *Victor's* crew the two seasons in Boston Harbor, and especially 2013, were among the best ever. Here are a few of the highlights.

Bumpkin Reef, Hull Bay. One sultry August Sunday, sailing and fishing and swimming with grandkids off Bumpkin Shoals Reef and Peddocks Island, we caught some fish and even hooked a large skate from which the kids recoiled as if it were an alien sea monster. In just a series of fishing drifts or sailing tacks along the channel west of Nantasket Rhodes and Hull Gut, we were treated to a steady parade of power and sail boats passing in different directions, all heading to and from the many home ports of the greater Boston Harbor. By then we'd had a chance to take care of some of the *Victor's* cosmetics; we were sitting pretty enough and terribly proud to be part of such a varied and active boating world.

Long Wharf, Boston Harbor and the *USS Constitution*. Didi and I try to get away just by ourselves every summer for a few days of sailing and exploring. After sailing and gunk holing in the Boston Harbor Islands for some days, this summer (2013) we treated ourselves to a night at the Boston Waterboat Marina on historic Long Wharf. If they have a spot open to reserve, this is THE place to tie up overnight

and go on the town. It's reasonably priced, friendly, and located directly in the middle of the city's old port district. It's a short walk to fine restaurants nearby and the splendid promenade along the docks. Berthed at the head of the marina, an old wooden catboat become part of the tourist experience and a sure conversation starter.



Proud Captain at Boston Waterboat Marina on Long Wharf.

We were stopping at the Waterboat Marina on our way to a boat show in Salem the next day. Didi had some work that would keep her in Boston, so I was joined by Phil and another Boston friend, also a Phil. Usually I try not sail with crew members answering to the same first name; it's a little like having two lines named rope, and calling out to the mates gets dopey.

As the Phils and I were just starting to motor out of the marina into the Boston flood, there crossing our bow was none other vessel than the *USS Constitution*, in all her bare spars and soaring masts. She was escorted by a phalanx of tugs and patrol boats and seemed to be enjoying a peaceful constitutional with spouting fireboats in escort. I was at the *Victor's* helm, worrying more about an approaching ferry than about hitting Old Ironsides. A patrol boat's hailer barked an angry warning: "CATBOAT, YOU ARE ENTERING A SECURITY ZONE, TURN AWAY IMMEDIATELY." As I quickly did so, many thoughts came to mind including "This may never

happen to me again. Wouldn't it be nice to have a photo?" And luckily Didi had been watching the entire scene from shore and got this one for posterity.



Victor escorting the *USS Constitution* in Boston Harbor!

The Salem Antique and Classic Boat Festival.

Usually held on a weekend in late August, it is simply one of the most enjoyable, seriously dedicated yet joyfully executed wooden boat festivals one could ever experience. It's great fun for everyone in the family, whether you have a boat there or not. Last year we had a lot of laughs when parents with kids came aboard to see how people cook and sleep in a catboat ("and where they go potty"). The *Victor* was also honored at the oldest boat in the show.

For the event's creator, Pat Wells, 2012 marked her 30th successful festival. She and her fellow organizer, the show's able documentarian, Ann Campbell, cherish classic boats and the people who love keeping them. We had first been invited to the festival by Tom and Jean Fisher of the Hull Club, who are longtime organizers of the weekend as well. Hosted by Brewer's Hawthorne Cove Marina in the heart of historic Salem, in the shadow of the House of Seven Gables, and directly adjacent to the Salem Maritime National Historic Park, many of the participating families stay on their boats, and in some welcome instances they invite neighbors to come sing and talk well into the evening. Awakening in the morning on a gently rocking old wooden boat, surrounded by other boat owners and their families, some in simple family cruisers, others in rare vessels sporting acres of bright work, you feel as if old Salem of the days of sailing ships and chandleries, and every type of small watercraft, had momentarily returned to life with you in it.

The feeling passes on a walk into the historic witch district, but even there one finds a true jewel in the Peabody Essex Museum. The room of ships' carved figureheads and sea captains' prized gleanings from the era of colonial trade is worth the entry fee, and a few storefront witches, at least. Back under the festival's tent there is ample nautical shopping and entertainment. The spirit of old Salem is well captured, for example, in the original chanteys catboater and troubadour Jim Greiner performs at the festival with his partner in song, Rob Brun. The Greiners, Jim and Lyn, of Salisbury, MA, brought their beautifully maintained 1964, 21 ft. Fenwick Williams catboat, *Rosebud*, to the show in 2012. It won a well-deserved prize, and I had the fortune to become their friend. The Salem festival inspires friendships. We were fortunate to sail the *Victor* across the mouth of Boston Harbor, past Revere beach, and up to Salem for two consecutive summers, 2012 and 2013. To be in the show and at the festival makes the work of classic boat keeping feel like an honor.

Sailing *Saltine* with the *Victor* in Boston Harbor. That weekend of the festival in 2013 was even more

memorable for my son Noah and I because he and his little boy were able to bring our newly completed skiff, *Saltine*, to the show as well. We had put the finishing touches on the 12.5 ft. Joel White Pooduck Skiff, only a few weeks earlier and had brought her to the 2013 Wooden Boat show in Mystic. After the two-and-a-half years of Saturdays we had spent working on the small boat, she was now a sailing craft, and for the first time we had the two boats joined. Surely this was another occasion for a personally historic photo.

The *Victor* remains in Boston Harbor at this writing, and if the fates are willing, we intend to do a lot more sailing to explore the friendly and historic ports of New England. We'll surely look for continued inspiration and local knowledge from fellow catboaters whose advice, especially about their home waters is always most welcome.



Victor and *Saltine* sailing in Hull Bay, 2013



Saltine, launched July 2013 in Reynolds Channel, Long Beach, NY.

So Long *Tuck!*

Steve Flesner

I suppose when you advertise your catboat for sale, it will sell, sort of like proving gravity with an apple! *Tuckernuck*, a Mystic 20, hull no. 50, second from the last one built has found a good home. Capt Toby Fletcher took delivery of her on a frigid January 25th at the top of my snow and ice covered Maryland driveway. Toby runs a 100+ ft. dive boat in the Gulf dismantling oil wells so he knows a thing or two about cargo on board! After stocking up on wide straps with ratchets, shackles, chain, rug pads and foam rubber, he secured *Tuck* to her trailer that had just had the bearings replaced, new receiver and lights checked. Toby drove up from the coast of Louisiana and was taking *Tuck* to Marco Island, FL, 900 miles south; only he hadn't planned on blowing snow and temperatures in the low teens! The picture of *Tuck* on the trailer sort of says it all...miserable!



Marco Island, FL



Loading *Tuck*.

A week later I received photos of her waiting to be launched with palm trees in the background and just too really rub it in, another with her nudged up to a white sandy beach, blue water and Toby standing there in a bathing suit...ouch! Is guess the moral of this story is, I should have advertised her with me included as accessories!!! She is now sailing in the warm waters of southern Florida while I look at my thermometer currently reading 28 degrees! Oh well, spring will arrive after the thaw and I'll be working on *Scotty*, a Marshall 18, but I'll always remember *Tuck*.



February 1st - Wish you were here Steve!



Boat Building and Maintenance

Bob Reddington, Editor

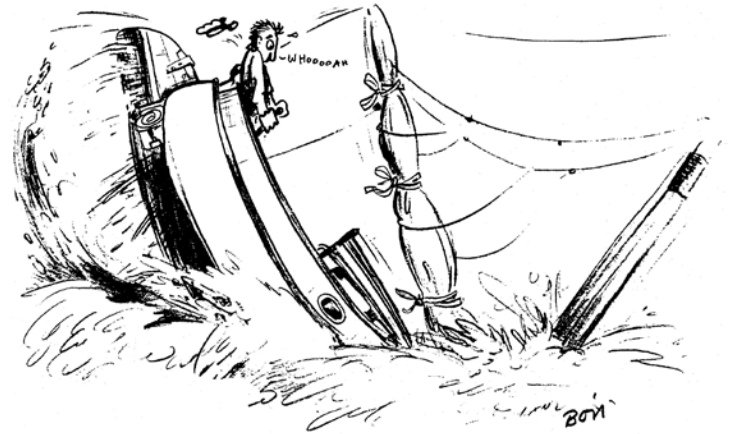
Shipmates,

For those of you who think I am a pain in the ass, sorry. I am still here, did not buy the farm this time, almost but no cigar. Also NO Knee either. "Hooray for wood," we hear from Frank Camm again ("Bulletins" 158, 161, 163). He's really going to town up there in Fredericton, Canada on his 18 ft. Fenwick Williams, hoping for a 2014 launch. Also on the other side of America, Edmonds, Washington, we have George Galpin who has built a 23 ft. strip planked catboat, designed by Bill Garden. After four years and well over 4000 hours, he sailed Murrelet (tiny bird) in summer 2013. He is very satisfied with the finished and good looking boat. Being a sloop rigged big boat sailor, he is learning some of the things that are different about a gaff rigged catboat. So we have two more brand new wooden boats; they haven't made or grown fiberglass trees yet.

But this issue doesn't stop there; we have a progress report from Doug Goldhirsh. He is rebuilding his 1898 Wilton Crosby catboat, Grayling. Joseph Ress shares with us a neat trick for anchoring our cats.

No. 164 is covered but we still need your input for 165. It's still cold out and that puts you indoors. So start putting your project down on paper. Send to 235 Lake Ave., Bay Head, NJ 08742. Do it now.

*Your sinking shipmate,
Bob Reddington*



which I was able to view, since it had not yet been delivered to Mystic. Nat is also making some other sails for their fleet. The sail for the *Breck Marshall* was a fantastic sail, and mine will also be built to the same traditional standards. It will be narrow panel Oceanus fabric with all the hand-finishing features that are both functional and pleasing to the eye. Nat was a great source of intelligence about some rigging issues, which I really appreciate, and his 40 years of experience really shows.

On the next page are several photos to bring you up to date. I am working on the hollow spruce mast and there is a picture of the lofting, assembly cradle, and the first of six staves lying in place. There is a shot of the boom stool, a.k.a. "crab," taken before I polished it, rounded corners and drilled holes. Its design is largely derived from Chris Sawyer and the excellent drawings that he shared with me. Thanks again Chris. I have also been doing a bit of interior work on the toilet box and the cabinets that are port and starboard just inside the companionway. These are shiplap joint clear cedar which will also cover the two bulkheads in due course. I have also finished designing the pintles and gudgeons which I am having welded in the near future.

There is a lot to do yet, but I am hopeful, that my 2014 launch will materialize. As you may have gathered I still am pretty excited about the trip to the sail maker.

Update – Fenwick Williams 18

Frank Camm

Editor's Note: This is an update to an article appearing in the winter 2014, edition No. 163.

I thought the readers might be interested to know that I went to Maine last week and talked with a couple of sail makers. As a result, I have contracted with Nathaniel Wilson in East Boothbay to build a sail for the Fenwick Williams 18. He just finished a traditional sail for the *Breck Marshall*,



Mast assembly cradle.



Cabinets.



Boom stool, a.k.a. "crab."



Built-in Cabinet.



The toilet box.

Good Enough for a Fishboat the Building of *Murrelet*, Part 1

George Galpin

"Good enough for a fishboat" is the moment when you realize the part you are making is about as good as you are going to get it, without a ridiculous amount of further effort. You have to make a decision to finish the boat, after all, if you are ever going to use it. *Murrelet*, of course, is my "fishboat," so "good enough" is my decision. A bystander who watched me make about 20 trips back and forth to the shop as I was fitting the stub bowsprit for the anchor roller to the deck gave me a funny look when I finally put my

tools down and said “good enough for a fishboat.” He stared at me a moment and then slowly shook his head and said something like, “Well, it’s going to be a very nice fishboat!” And so she is.

I have come to believe boat building, at least for many amateurs, is kind of like a disease. Once you come down with it, you are stuck with a compelling desire to build something and you either miraculously get over it, or you begin. It’s certainly not rational, since if you just wanted a catboat you could purchase an excellent used Marshall 22 for less than the cost of materials and equipment in *Murrelet*. No, you couldn’t buy a new one, but all those hours spent building have a very modest value and in the marketplace the used Marshall 22 might well be worth more than all your efforts. So it isn’t about “saving” money; it’s about the building process and the satisfaction of seeing the boat come together from a stack of lumber to something that gets a smile from almost everybody who passes by once the boat is in the water.

Deciding to build a boat should require some serious thinking. One would suppose it should be obvious you must have the time and resources to give to the project and enough passion to stick with it until the job is done. Apparently, however, this isn’t the case. Edensaw Lumber’s salesman told me the vast majority of projects they see started are never completed - close to 90%! So it might be fair to say many of us find it difficult to think clearly and be realistic about boats.

Murrelet took me around 4000 hours of work over a four year period to build what was supposed to be a 23 foot catboat. Those are actual building hours and don’t include driving to and from the building site or the hours spent drawing things out or just thinking (I did a lot of both). I would guess I am somewhere around average for an amateur builder with moderate knowledge of tools and the skills to use them.

Many things affect the time and cost: design, size, construction method and materials, what you want in the boat and quite importantly also your personal standards for things like joint fit and finish. *Murrelet* is moderately complicated. There were lots of compound curves to laminate, very few square corners, and many things I didn’t know much about installing an inboard engine, water and fuel systems, a windlass, a woodstove, a vacuum panel ice box and a pretty complete electrical system.

I made a lot of choices and some of them might seem strange, like the decision to use a portable single burner butane stove for cooking and a portapotti as a

head. But I made them all and they reflect a rather long list of compromises and priority puzzles that I enjoyed trying to solve, many with the aid of full-sized loftings. There is no “extra” space on board; a lot of ideas didn’t work and had to be discarded. If simplicity had been an overriding goal the boat could have been made using a hard chine design and plywood, with an outboard or even oars for power and trees for spars. The cost would have been much less and the building taken far less time. Choices!

Ideally, one should have enough dry, covered space with room to work and heavy tools like table saws, band saws, and planers close by. I bought a 24 ft. L x 22 ft. W x 12 ft. H pipe and canvas structure made by Shelter King (we don’t get much snow in Seattle) and set it up next to a friend’s marine service business where I had access to his large power tools. This location was made even better by the presence of Coastal Transportation’s shipping yard and loading docks for Alaska bound freight. They had forklifts and mobile cranes, so I had all the resources one could hope for close by, including occasional helping hands and advice. There are some things you can’t do by yourself – like lowering the keel into place over the molds, some of the planking with difficult edge-set and twist, bending on toe rails or turning the boat over.

My friend, Roy Dunbar, is a shipwright with over 50 years experience in the trade and a wonderful resource for learning how to do almost anything required. It’s hard to imagine building *Murrelet* without his guidance and mentorship. He saved the day on several occasions, like when I got in a hurry and ignored his advice about pre-drilling the holes for the bolts that fasten the stem to the keel. I thought I could just epoxy and clamp the stem in place and drill the holes and place the bolts later. So I got in a bad jam. The epoxy was like grease and the joint slid all over the place when I tried to clamp the stem in position. Meanwhile the clock on the epoxy was ticking so I went running for Roy. All he said was: “now you know why I told you to drill the holes first and use the bolts.” Then without further comment he repositioned and adjusted my clamps and in about two minutes all was perfect. You can make clamps do amazing things if you understand them, so I learned a lot that day. Especially not to hurry – a warning that has appeared in these pages before!

I bought Garden’s plans from Mystic Seaport and set about lofting them full size on sheets of plywood laid out on my shop floor at home. This was

a very rewarding exercise and a great reference source throughout the construction process, but I discovered why blueprints are often called the “funny papers.” Some designers are known for having excellent offset tables and otherswell, let’s just say Bill Garden was one of the others. Everything went fine until I lofted the transom, only to discover it didn’t reconcile with the lines already drawn for the profile. It gradually dawned on me there were lots of other problems – station section lines didn’t reconcile either and the rabbet line along the keel looked like a snake going through the grass.

As I had been very careful laying out the grid and offset points and had been enjoying the lofting process, this was quite a shock and very disappointing. So naturally I called Roy for his advice. There were two solutions. The traditional one Roy grew up with was simply to get the lines down as best as was possible and then add or subtract to the molds once they were set up to make battens produce fair curves. The alternative was to go see a naval architect and have the lines resolved by computer. I decided to visit Bob Perry.

Bob unrolled the plans on his drafting table and in about a minute informed me some of the offsets were off by over an inch. An inch is a very big deal! So Bob had his assistant rework the lines in the computer and print out a complete set of full-sized mylars for all the station molds, bulkheads, stem and transom.

Yes, I know, this is cheating, but the molds turned out perfect. Something went wrong with the transom, however. I had made it carefully using the mylars for the inside and outside surfaces and even roughed in the bevels, but when it came time to lift the transom into place, everything was wrong. I couldn’t believe it! So it was Roy to the rescue once again.

After cracking a joke about funny papers that didn’t seem very funny to me at the time, he eyeballed the situation briefly and then said all I needed to do was decrease the rake of the transom (shorten the boat about 6 inches) and add a little wood to the bottom and sides of the transom and re-bevel. No Problem! And then came the voice of long experience – a mini lecture about how this was my boat and not Garden’s, and I could make changes, and besides, the transom probably had too much rake to begin with and the boat would look fine and maybe even better and nobody would notice anyway. Roy was right. I can laugh about it now. I never did discover what went wrong, and once committed to a change it didn’t matter. So *Murrelet* is only 22½ feet long instead of Garden’s 23.

I spent about five months making and setting up the parts to the building jig, almost two months of which were spent fairing the whole assembly. That seems like a long time, but is absolutely critical if you are to have any hope of seeing the planking go smoothly.

Murrelet is strip planked with western red cedar that was milled to order by Edensaw Lumber. The keel was laminated out of fir and the stem was made out of 80 pieces of six inch by ten foot mahogany that started out with a thickness of 5/16ths and finished out 3/32nds on the inside of the curve. That took 20 laminating sessions and a lot of epoxy and when it came out of the jig the stem looked suitable for Noah’s ark. Floor timbers are mahogany I had left over from another project and frames at every other station were laminated in place on the molds out of yellow cedar.



Forward end of the building jig showing the 80 lamination stem piece, keel joint, and forward cabin bulkhead and several station molds with attached floor timbers and laminated frames just prior to the start of planking.



About 1/3rd planked, prior to tapering the stem.



The planking took on quite a lot of edge set and twist as it rounded the turn in the transom. This required tapering some of the planks to straighten out the run of the planking and also required a substantial number of clamps and the help of an extra set of hands. The sheer clamp was laminated in place out of 5 pieces of yellow cedar, a process that greatly simplified its construction. Quite a lot of eyeball time was spent trying to get the critical curve of the sheer clamp started correctly with the first piece.



The stem faired and the whole hull now sealed and ready for painting. The white areas on the hull are fairing compound. About a month was spent sanding, sanding and more sanding to get the hull smooth and fair.



The boat painted, jacked up, and placed on a dolly in preparation for being rolled over.



A big day! *Murrelet* being rolled over in a pair of slings by a couple of mobile cranes. The stongbacks used to position the molds can be seen in the photo. I'm standing in the foreground.

In "Bulletin" No. 165 our readers will get Part 2, the "rest of the story" including *Murrelat's* launch in 2013.



Grayling – Another round of Restoration

Douglas Goldhirsch

***Editor's Note:** The author and his wife Sharon operates Southport Island Marine, in Southport, Maine. This boatbuilding and repair shop works on power and sailboats mostly under 32 feet. The Grayling is the author's boat. He has owned her since 1982.*

Grayling is my 22-foot Wilton Crosby catboat built in 1898. She has been in my family since 1982 and sails the waters of Boothbay Harbor, ME. She is undergoing a significant rebuild, which explains why she hasn't been in the water for the past four or five years.

I extensively restored her in the late 1980's, but several issues were deferred at that time. This time we are completing the restoration. Here is the work list:

Build new mast (Pleasant Bay Boat and Spar did this for us)

Relocate mast to original mast step. This required a new mast and rebuilding the foredeck. Of course the foredeck needed to be structurally perfect to handle the stresses of this soon-to-be-installed unstayed mast.

Repairs to deck, cabin and coamings. We decided to replace all these components, including of course, the companionway. Also all the trim: "eyebrow", rub and toe rails, coaming cap and more.

Rework of the cockpit seating.

Three planks were repaired.

Sheer clamp replacement.

Jobs needing attention once again:

Rebuild centerboard trunk.

Rebuild centerboard.

Re-framing where frames installed in 1980's cracked.

Replace the one-cylinder Yanmar diesel with a 2 cylinder Nanni Diesel.

Our efforts to complete the list in 2012 proved too much. Last year (2013) we didn't work on the boat at all. We are now looking to a spring 2014 launch – and things are not looking too bad for that. I will send more information, photos, and report at a later date.

Photo Essay:



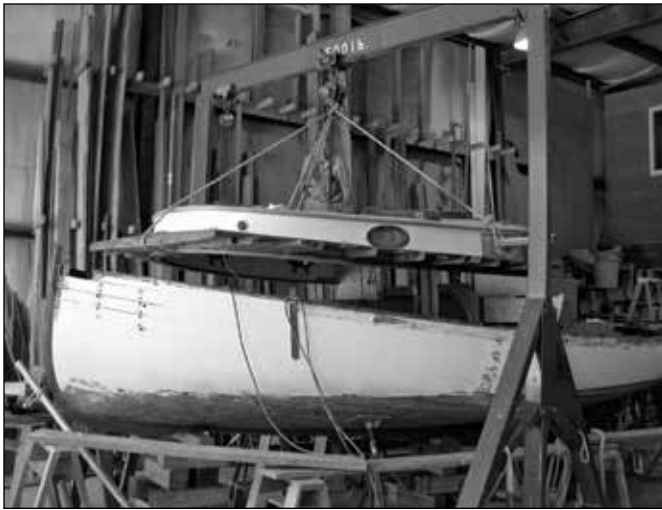
Crosby cat in her earlier day, circa 1924.



Afloat, before the work began. Photos provided by the author.



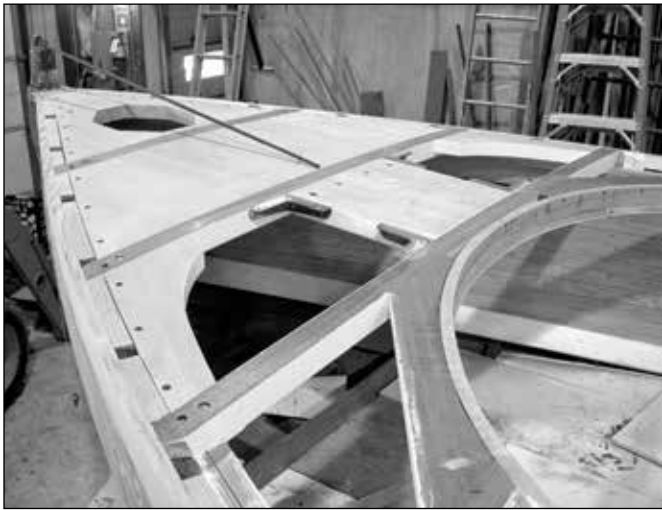
A comprehensive rebuild from bow to stern.



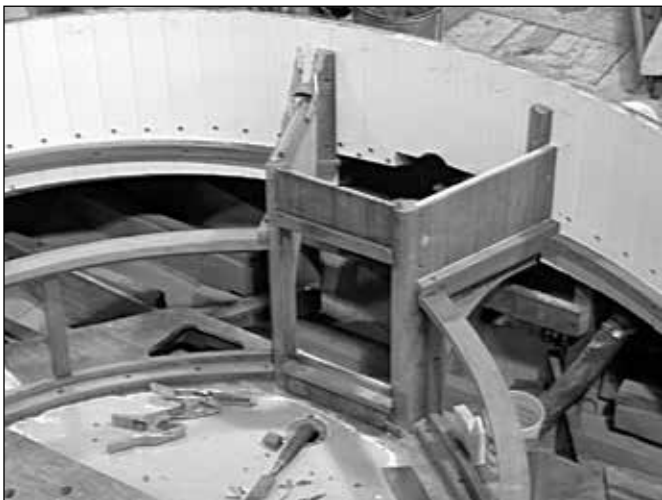
Her cabin roof is lifted off the deck.



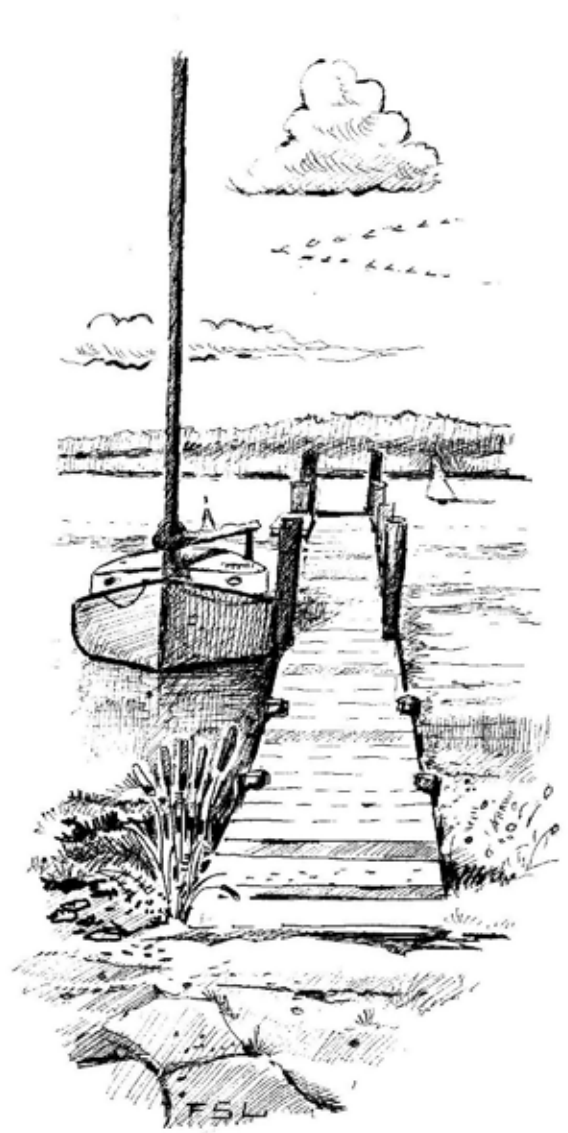
Cockpit has plenty of under-the-seat storage.



Relocated mast to her original step, foredeck had to be just right.



Cockpit seating near the wheel was completely rebuilt.



Mooring and Anchoring a Catboat Single-Handed

Joseph Ress

Years ago, I developed a distaste for going up to the foredeck (especially when sailing single-handed) for any reason: anchoring or mooring included. So, out of what I thought was necessity, I developed a super-simple procedure that will allow me to anchor and weigh anchor without ever leaving the cockpit. I don't know if this technique is completely original or not, but since I haven't seen it in use, I thought I would pass it along.

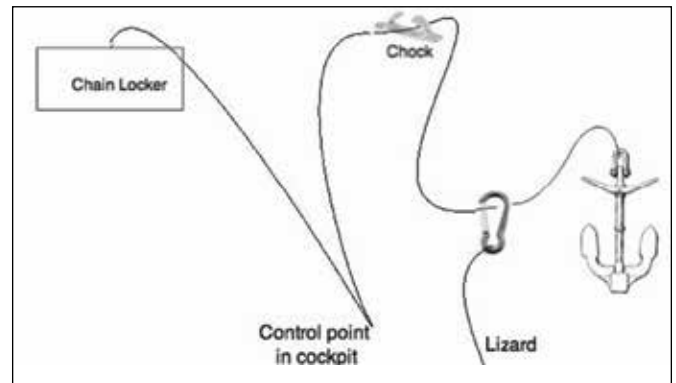
Basically, all you need to do is to throw a bight or a "lizard" around the anchor warp when you drop the anchor and lead the bitter ends back to the cockpit. Then, as you weigh, when the anchor is near the surface, just pull the anchor back to the cockpit, and keep it there. You may have a section of anchor warp on the cockpit floor; a 5-gallon bucket can be used to store it in, ready for the next anchorage.

A "lizard" is merely the name for a piece of line with an eye, or shackle (preferably a snap shackle) on one end. It has only one purpose in this procedure: to bring the anchor and the anchor rode back to the cockpit after weighing. Actually, you can use any number of things for a lizard shackle; a snap shackle is very convenient, but you could use whatever makes a loop so that an anchor rode will pass through easily. Examples: regular shackle, a small bowline, an eye splice with thimble - even the bight of a doubled line can be used.

The point is that you will have anchored and weighed anchor never having left the cockpit.

It would seem that if you are planning to anchor several times during the season, it might be best to set up a simple arrangement as follows: first bring the anchor into the cockpit, then draw out about 50 feet or so of anchor line from the chain locker (or whatever you think will be the scope of your anchor warp during the season; it is not critical, and can be increased at will); then snap the shackle of the lizard onto the rode just *above* the anchor, between the anchor and the mooring chock, making certain that the anchor line passes smoothly through the lizard shackle and that the anchor line passes through the anchor chock or roller. Then by adjusting the warp from the cockpit, between the chock and the chain locker, you can regulate the scope of the anchorage.

The path of the anchor warp, from chain locker to anchor, should be as follows:



After you have selected the location of the anchorage and taken into account all the elements: bottom, tide, current, scope, etc., simply drop the anchor from the cockpit. Make sure that the anchor warp slides through the lizard shackle. After the anchor is down, make the adjustment for scope using the line you have already drawn out. When satisfied that the anchor is holding, secure the warp at the control point in the cockpit (between the chain locker and the chock) to a sturdy cleat in (or reachable from) the cockpit; the lizard should then be slack, with the bitter end in the cockpit, and the rode will then be streaming from the chock. This will be like any normal anchoring.

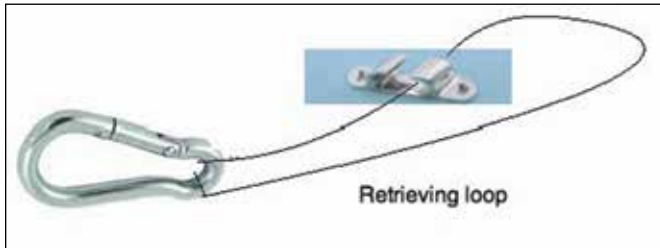
Now, when you are ready to weigh anchor, haul the rode through the chock from the control point in the cockpit. When the anchor is near the surface, simply draw the warp and the anchor alongside the cockpit by hauling on the lizard. Bring the anchor aboard and re-coil the loose anchor line (perhaps putting it into the bucket to keep the cockpit clear), and stow the anchor in the cockpit. Thus, never having left the cockpit, you are ready to anchor again during your cruise at a moment's notice.

There are two unanticipated bonuses when using this system (especially single-handed): 1. You can anchor faster in an emergency, or other condition that requires speed, and 2. After selecting the exact point you intend to anchor, tossing the killock from the cockpit is virtually instantaneous, so you don't need to dance on the fo'c'sle after you make your decision to drop the hook.

MOORING

This anchoring system worked so well, that I wondered if the same kind of thinking might be applied to picking up and dropping a mooring.

To pick up a mooring from the cockpit, you will need a “retrieving loop”, a slightly different kind of lizard; in this case, take a line a little longer than the boat’s length and tie *each* end to a snap shackle similar to the one suggested for the anchoring lizard, (but do *not* tie them to each other), and make sure that



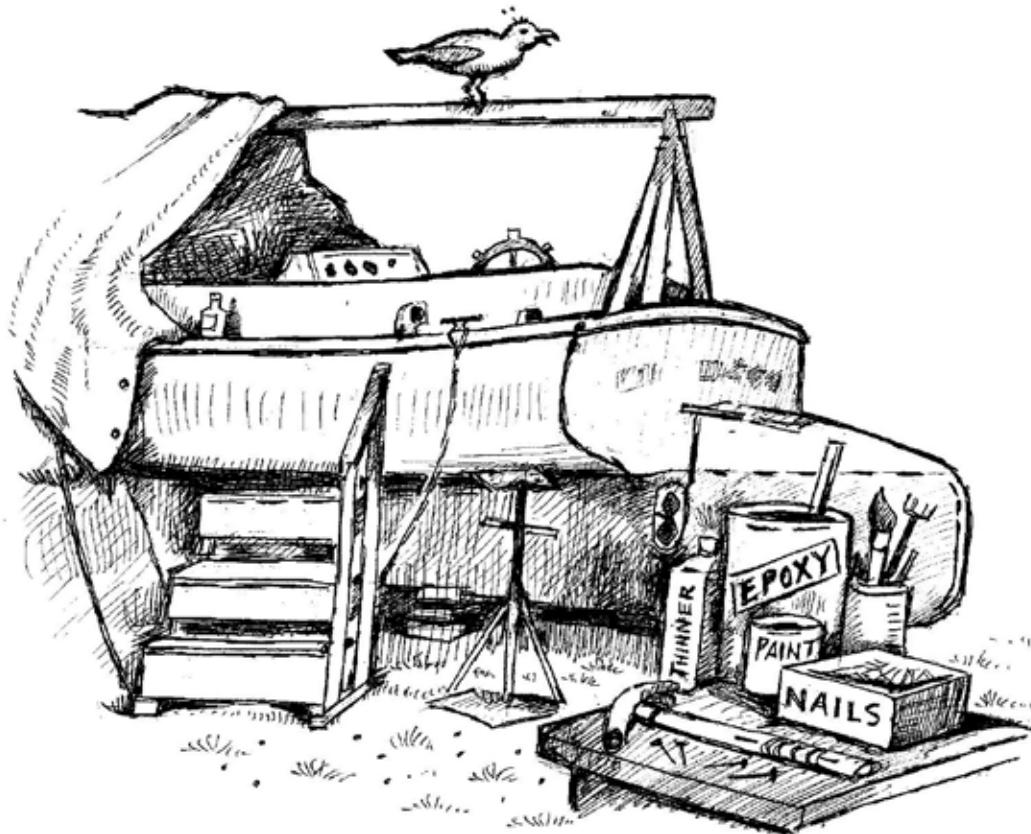
part of the loop passes through the anchor chock.

To set up the gear in advance, just feed one part of the loop through the chock and bring the shackle back to the cockpit. Then, when you are ready to pick up the mooring, maneuver the boat to the mooring

buoy so that it is alongside the cockpit, reach over and gather it and the mooring eye in hand. Next, capture the mooring *eye* with the snap swivel, release the eye, keeping the buoy on board, and haul on the retrieving loop line to draw the mooring eye to, and over, the roller (if you have one) and through the chock and on to the mooring bitts if they are handy to the cockpit.

If no mooring bitt or cleat is within reach, or if the mooring eye will not pass easily through the chock, then just bring the eye to the outboard side of the chock and make the retrieving line fast to a robust cleat in the cockpit. (In which case the line used to make up the retrieving loop should be sufficiently strong to take the strain of mooring). The remainder of the retrieving loop will be slack and led back to the cockpit for later use when you bring the mooring eye to the cockpit for release.

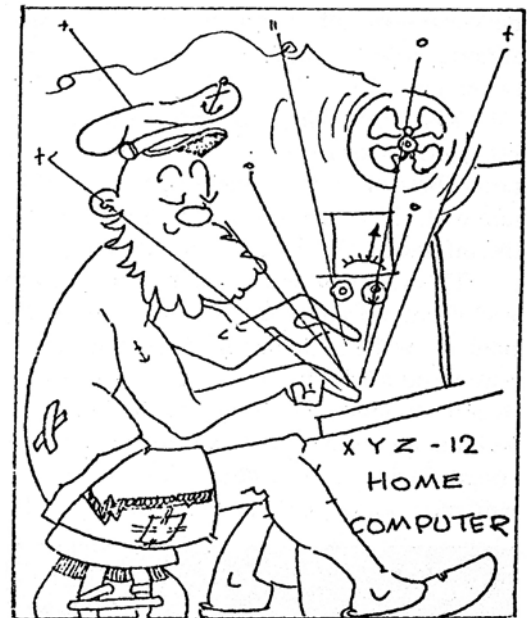
To get under way, simply lift the eye from the bitt or cleat, draw the mooring eye and the buoy back alongside the cockpit using the retrieving loop, and undo the shackle, thus releasing the mooring eye and buoy, and *voila*, you are under way. Then draw the snap shackle back to the cockpit and you are ready for the next time you want to pick up a mooring.



CBA Discussion Group

C. Henry Depew, Editor

Editor's Note: The catboat discussion group is access by joining the *LISTSERV* from the Catboat Association's web page catboats.org. Anyone can join for free. The talk can range from serious to whimsical. Below is only a sample of the interesting things we discuss. Come and join the group. Get information or put in your two cents worth. It is always entertaining – most definitely one of the best catboat resources available, next to the *Bulletin*.



Q: Does anyone have any idea how to free up seacocks that have not been shut or opened in a while?

Answers Summary:

Most of the respondents noted that if you can get the lube nut off without breaking it and get any kind of lubricant in there, the seacock should free up. If not, try squirting a good penetrating oil on the shaft and giving it time to penetrate (if you have the ventilation, one suggestion was a 50/50 mixture of Automatic Transmission Fluid and Acetone). Once you get it to move, work it back and forth a few times and it should be fine.

It was also noted that many of the older style seacocks are a tapered plug types with a tightening nut on the side opposite the handle. The tightening nut is used to pull that tapered plug valve into the mating taper of the seacock itself. The solution in freeing up this type of seacock is to loosen the nut a few turns and using a wooden block and hammer to drive that tapered plug towards the handle side of the valve. It will free up, in most cases. Doing this, when the boat is out of the water, is both easy and safe. Doing it in the water requires more finesse and favorable reactions to the resultant water coming out from around the plug.

If the boat is out of the water, most suggested removing the seacock, disassembling it, and cleaning it of old deposits. Check the mating surfaces for defects and carefully lap the surfaces together for perfect contact, with a fine lapping compound. Reassemble using a marine grade grease or non-drying compound. Do not tighten the nut too much or you will wind up with a frozen seacock again.

Working the handle while tightening the nut allows the feel to tell you when you have it right. Check it immediately after going back into the water. If there is seepage around the plug, tighten the nut very slowly and in small increments to keep it from binding up again.

One respondent disassembled a seacock, only to find it had been put together wrong at the factory. A good idea is to get a copy of the parts manual (or other diagram) of the seacock to make sure all the pieces are put back together correctly.

A suggested website for more information is:
boatus.com/seaworthy/swmbs.asp

Q: Anyone have anything to say about Mercury inflatables?

Answers Summary:

There was some discussion of whether to get a "hard" (fiberglass) bottom or a soft bottom. The soft bottom is a lot lighter. If you get a soft bottom, you have to be careful about damage dragging the boat over the ground. The RU-3 model is a true roll-up that stows rather neatly. If you're planning to keep the boat in Florida, consider a Hypalon model rather than a PVC; it's more UV-resistant. Fiberglass bottom, or not, is more of a decision based on your needs. Looking at the Ocean Runner 300, it looks like it has two models, each made of either PVC or Hypalon. Hypalon is a superior material in that the required glue holds up to heat much better. PVC glue becomes reactivated in heat.

A couple of respondents noted links on the subject at: cruisersforum.com/forums

Response:

Thanks everyone. I am going with the Hypalon.

Q: *I'm not as agile or strong as I used to be, so am looking at reducing the efforts required to raise the sail. My wife and I will be usually daysailing by ourselves. I'm contemplating mounting a single electric powered winch on the cabin top, at the cockpit, to operate both the throat and head halyards. The throat halyard has a 3 part advantage, the head a 5, so they can't be hauled at the same rate. It appears that the motor for a winch will be concealed below in a locker above the sink.*

Has anyone on the list done this sort of thing? It's something that's easily reversible, if a future owner doesn't like it. I've considered Lewmar or Harken, etc., self-tailing winches. Any thoughts or suggestions would be gratefully received.

Answers Summary:

A number of respondents were not sure about using a motorized winch on the throat as mast hoops (or slides) occasionally catch on the way up. A non-motorized winch on the cabin top was a suggested alternative, if you add some clam cleats to allow you to switch from throat and head halyards as needed. One suggestion was to search the ListServ at: listserv.uri.edu/cgi-bin/wa?S1=catboats.

Enter "electric winch" (without the quotes) to see what has been discussed in the past.

One respondent noted that they have a similar problem handling the weight of the catboat sail. One suggestion was to make the three part throat hoist halyard into a four part tackle, or using a winch on the cabin top. It was noted that if you increase the number of parts in the tackle, you will increase the length of line needed. Other ideas included checking all the blocks to make sure that nothing is binding and that the bearings are all working properly.

Q: *Circumnavigating Long Island - Questions on the offshore portion - the South Shore and the inlets. We know that the trip is about 260 miles (when the distances into the intermediate harbors are included) - and that it is "only" 215 miles as the crow flies. The trip would probably be 10 days.*

Critical to the planning is the consideration of transiting Hell Gate and Plum Gut on the correct tides, as well as inlets on the south shore of Long Island - and in managing of the off shore passages between the inlets.

The maximum distance of any one passage is 39 miles, from Shinnecock, east to Montauk and then around to the Montauk breakwater.

So - there are some questions to be posed to "our board" :

- what do you have to tell us about the ocean inlets along the south side of Long Island?

- what advice do you have on the passages north of the barrier islands - i.e. Great South Bay and its adjoining waters?

- what do you think about coastal sailing in a small catboat (Marshall 18s)?

- would you do it?

- would you like to join the "fleet"?

Answers Summary:

Respondents noted a number of conditions to consider before making the trip although all thought it would be interesting. The most vulnerable portion of the proposed trip is the open ocean section since a catboat without a deep weighted keel, when rolled by a high wind or sea on the beam, can be overturned and will not right itself. Also, the currents of Hell Gate and East River need consideration; as one recipient noted 11 knots over the ground on the GPS! In addition, there are few, if any, safe harbors along that coastline.

The inlets such as Jones and Fire Island are somewhat negotiable, but when the weather turns and the wind kicks up, watch out. It was noted that Moriches Inlet is not so nice even on calm days. There was the suggestion that you avoid some of the problems by going in Debbs Inlet and just run down the bays right to Shinnecock. That run will be safe and adventurous, very scenic with many friendly communities that will be at your finger tips. Just think about how much fun it would be exploring the bays rather than just sailing in open ocean for the entire length of the South Shore. The inlets on the South Shore can be treacherous in high wind and sea conditions. Wind usually comes up SW pretty strong in summer, especially when seas and wind oppose tide.

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.



Book Reviews

Ned Hitchcock, Editor



Editor's Note: With this issue, the Bulletin will resume presenting book reviews, which have been absent for a while. Hopefully, these will cover recently published books on catboats, catboating, and catboaters. We also hope to take a look back at some of our old favorites on all the usual and unusual topics. The books reviewed need not be specifically about catboats, and should be of interest to the membership. We hope to have one or two reviews in each issue. All readers of the Bulletin are invited to submit reviews to the editor: ned.hitchcock@catboats.org

The Boat That Wouldn't Sink

By Clinton Trowbridge

The Vineyard Press
105 Vineyard Place
Port Jefferson, NY 11777
Available through CBA Publications

Reviewed by Ned Hitchcock

Since many of us heard Clinton Trowbridge read excerpts from his remarkable book at this year's Annual Meeting and may have read a chapter in the Bulletin (CBA Bulletin No. 163), it seems a good time to review the whole book. Eric Peterson wrote a brief review in 2005 and, like many of us, wondered about the judgment of the author as a sailor and, yet, enjoyed the humor and style of the writing.

In considering "The Boat That Wouldn't Sink," I am of two minds. On one hand, Trowbridge writes very well, is a wonderful storyteller and jokester, and has created a heartfelt memorial to his and his family's relationship with the 34ft. wooden catboat, *Skatt II*, "the boat that wouldn't sink."

On the other hand, he was also an apparently rather foolhardy sailor, as many of his tales reveal. A quote from his brief preface gives a clear signal of his attitude as a young man.

"What seems foolish to the point of madness now, was then just a bit of derring-do. Beau Geste was our role model, and Swallows and Amazons our idea of seafaring adventure. Nothing really bad could ever happen, and if we got into trouble, somehow we would get out. There were no sharks in the sea, and a wooden boat would always float."

The book is divided into three sections, and the first is devoted to their cruise from New Jersey to Casco Bay, Maine. *Skatt's* crew included Trowbridge, his wife, their infant son, and their friend, Taylor. The trip was a cross between a holiday and a nightmare. The boat leaked badly, the motor ran erratically, they didn't have adequate charts or knowledge of the rules of the road, and yet, they enjoyed moments of real pleasure and enjoyment of the boat as she staggered toward Maine. The chapter called "Night Lights" (which CT read at our meeting) is remarkable in its evocation of his efforts and mental state through many hours of difficult sailing.

The second section is “The Tourist Trade” and involves the story of obtaining his captain’s license in a very casual way, the complications of needing constant pumping to avoid swamping, efforts to recruit tourists to sail with him, and one quite funny story regarding Admiral S. E. Morison and Trowbridge’s surprise that Morison found sailing on *Skatt* quite pleasant in spite of the necessity for constant pumping of the bilge. Morison’s remark, “I like the *Skatt*, she’s not like these modern yachts... A real ship, no fancy gew-gaws.” The section ends with stories of hair-raising sails, last minute rescues and the growing realization that there will be no more tourist trips until the boat is brought up to newly established Coast Guard standards.

The third section, “The Cruising Years” begins with a quick recounting of the subsequent restoration of *Skatt*. She was given a new keel, seventy new ribs, new planking below the waterline, new cockpit flooring, a new cabin interior and centerboard well. On reading this, I sighed with relief. The sailing and the stories become more settled in these chapters. They do some chartering and lots of family sailing. Many of the stories are amusing and well told, including the ones about sailing under a bridge and to Roque Island that we heard at the Annual Meeting.

Given the number of “near catastrophes” narrated in the book, it’s no surprise that the last voyage was another wild one. It was a trip by Trowbridge’s adult sons from their island mooring to Stonington and involved high winds, failing steering and engine, running aground, and other near disasters. They were finally able to anchor, repair the engine and get into their harbor without serious damage to themselves or the boat. But, again, the family seems to thrive on taking chances, ignoring weather reports and choosing not to put in reefs among other things.

While I enjoyed reading this book immensely, I found myself wanting more reflection on his experiences and the questions that the stories raised. When I think of sailing, I am aware of the role of luck and I wonder how Trowbridge thought about his incredible luck throughout his sailing career. After all, there are boats which go out and don’t come back. I also wonder how he thought about his role in taking care of *Skatt* and his other boats and of the people he was sailing with. We don’t call the one who’s responsible “captain” for nothing. I don’t ask these questions to be a scold but as someone who tries to be a careful, safety-conscious sailor. “The Boat That Wouldn’t Sink” is a challenging as well as an

entertaining book and well worth reading. It would be interesting to have comments from members about their reactions to this very interesting book and especially about the issues of luck and risk taking.

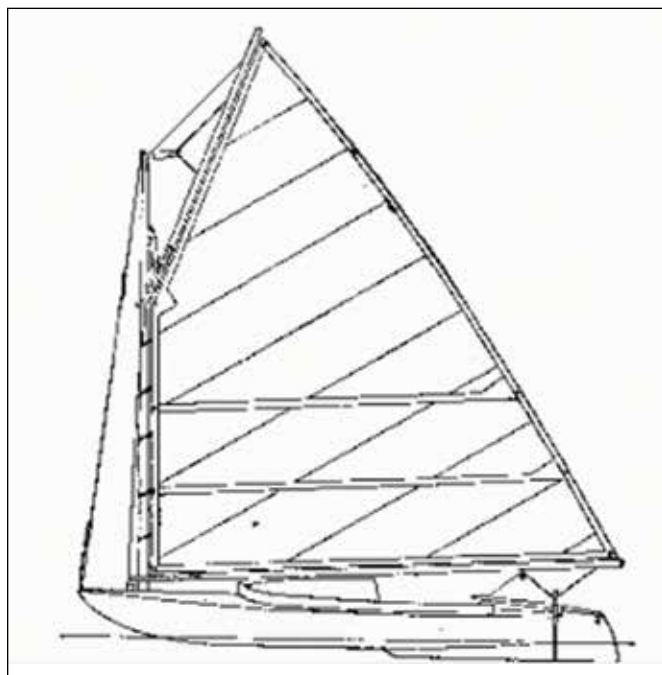
Four Months in a Sneak-Box Down the Mississippi in 1875

By Nathaniel Holmes Bishop

The Narrative Press
P.O. 2087
Santa Barbara, CA 93120
Softcover, 239 pp., \$15.95

Reviewed by Bill McKay

Last week, John Marinovich, a CBA member sent me this book and asked, “So, is this a catboat?” Here I put it to you. Read the book, think about it and then YOU decide!



Courtesy of “Sailing Craft,” 1928.

Dec. 2, 1875, Pittsburg, PA: On this day, a 38 year old adventurer climbed into a 12 ft. long boat and headed SW on the Ohio River. His goal: to row/sail/drift for 2600 miles until this little boat tasted the salt water of the Gulf of Mexico. His newly-built Barnegat Bay Sneak-Box was his choice from many

other small boats of the time to be his home for the duration of the trip.

Bishop's account details much more than a cruise. He describes the boat often with detail under many conditions:

"Having a spoon-shaped bottom and bow, the sneak-box moves over the water rather than through it, and this peculiarity, together with its broad beam, gives the boat such stiffness that two persons may stand upright in her while she is moving through the water, and troll their lines while fishing, or discharge their guns, without careening the boat; a valuable advantage not possessed by our best cruising canoes."

His prose, that of the middle 19th century is anything but today's, "I like really want to see that really like awesome boat." Some of Bishop's most beautiful descriptions are of the locations of his nightly solitary resting spots:

"St. Louis... we entered with alacrity, and were soon snugly camped in a heavy grove of oaks and yellow pines. Here we found an ample supply of dry wood and fresh water, with wood ducks feeding within gunshot of our quarters."

Along the Ohio and Mississippi Rivers he teaches us first-hand the special geography all the way from Pittsburg to New Orleans and even beyond. His natural observations of birdlife and aquatic animals are interesting; he was never hungry.

The reader gets a picture of the USA in the years following the Civil War. Bishop writes of the situation of the freed slaves, the carpetbaggers and the strong feelings of regret of the vanquished southern people.

It is a first-hand look at our history much different than what is presented now, almost 150 years later.

"The levee for miles was lined with Negroes and white men gathering a harvest of firewood from the drift stuff. One old Negro, catching sight of my boat said, "Randall, look at dat boat! De longer we libs, de mor you sees. What sort of queer boat is she?"

On and on floats Bishop. He describes the state of the economy: tremendous production in the coal states causing his river to be filled with soot and dark air. Indeed there were times he couldn't see from one side to the other. Further south, the river was covered in petroleum, another sign of production along the banks. He comes across hundreds of shanty boat people and even families; river gypsies making a living fishing and trapping.

And finally, arriving in New Orleans he is not done; he heads east in the Gulf of Mexico towards the Suwanee River. Dealing with larger yet often shallower water, he experienced intense weather patterns, met few yet very diverse inhabitants and dealt with new dangers (there were no alligators in Pittsburg.) Waking on his last day he stated, "One of the chief charms in a boatman's life is its freedom, and what that freedom is no one knows until he throws aside the chains of every-day life, steps out of the worn ruts, and, with his kit beside him, his oar in his hand, feels himself master of his time, and *free*."

And so my friends, Bishop may have taken on of the longest and first journeys through America by catboat. You read it and let us know what you think.



CATFOOD

Jane Walsh, Editor

ROLL OUT THE RED CARPET FOR THE LADIES OF THE FORE AND AFT SEMINAR

If there was an Oscar Award to be received in a creative, appetizing, and entertaining category, the Fore and Aft Seminar at the annual CBA Meeting in Mystic, CT would be this year's recipient. Hands down! As reported at the Sunday morning Steering Committee after the meeting, the Fore and Aft seminar received rave reviews by attendees and no one went away hungry.

The ladies at the helm of this seminar included Diane Webster, Dawn Peterson, Kim O'Connor and Carol Titcomb. The ladies creatively crafted a seminar around good food afloat in three areas:

- Fore (Appetizers)
- Aft (Desserts)
- Drinks



Carol, Kim, Diane, and Dawn.

Long before the seminar began, the ladies were behind the scenes assembling their creations. Attendees had the pleasure of being served "tastings" from all three categories. From lollipop style breadsticks enveloped with prosciutto, Parmesan, and arugula, to colorful and flavorful mango gazpacho to pudding parfaits to Pain Killers (a specialty rum drink), everyone was treated to a gastronomic journey!



Dawn explains how to make Lollipop Breadsticks.



Kim prepares behind the scenes.

Some of the specific tastings included:

- Endive with goat cheese and chopped walnuts
- Skewered salami, mozzarella, olives
- Skewered honey dew melon, soft candied ginger topped with fresh rosemary leaves
- Pain Killers (pineapple/orange juice and coconut rum and fresh ground nutmeg)
- Lump Crabmeat dip
- Chocolate Fudge



Skewered appetizers.

The ladies also discussed the fine art of provisioning for creating and enjoying good food afloat.

Attendees also had an opportunity to win a free raffle prize that included Sailor Jerry's Rum, CBA cocktail glasses, logo napkins, and logo visors, a dish drying pad and an assortment of other fun items. The winner was Joyce Maria. Joyce is a new member to the CBA and The Cape Cod Catboat Association and



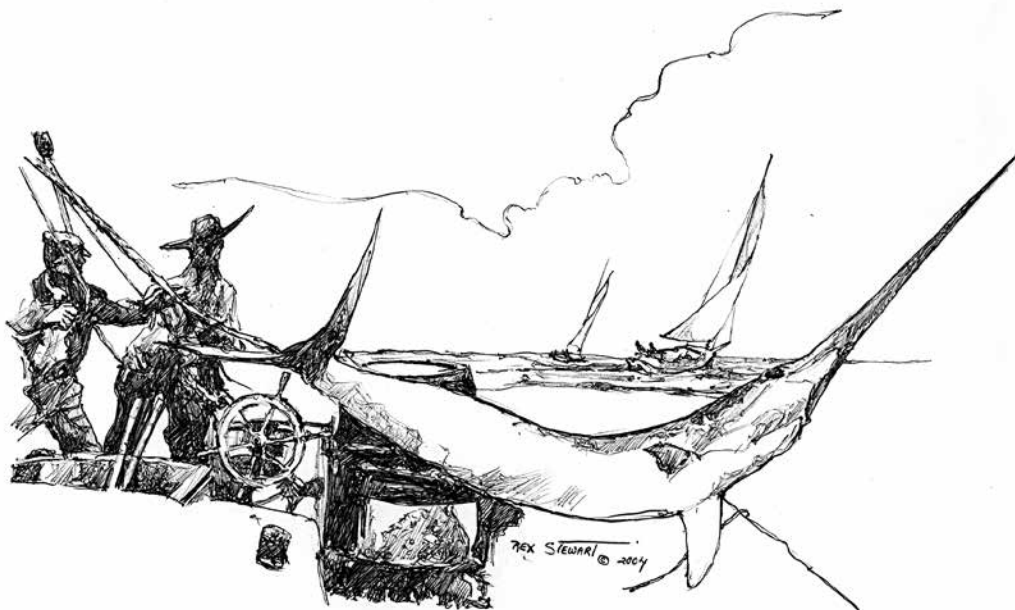
Joyce Maria - Raffle Prize Winner.

is learning to sail her Hereshoff 15 (Minuteman) with her husband, Jon Fish. They hail from Bellingham and Dennisport, MA. Congratulations Joyce on two fronts – your membership in these illustrious organizations and your raffle prize gift!

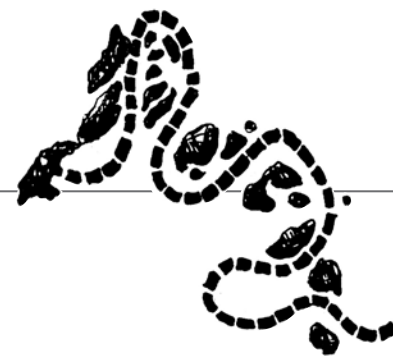
Kudos to the ladies of the Fore and Aft Seminar for an AMAZING and fun-filled seminar.

For more information on recipes, please email me at jane.walsh@catboats.org. Or, send me your favorite foods to serve afloat and you will see your submission in an upcoming bulletin!

“Boat” Appetite!
Jane



Short Tacks



Ready to Really Downsize?

Steve Flesner

Al Suydam, a retired Ford engineer from the Special Vehicle Team, sails *Rejoyce*, a Nonsuch 22 on the Chesapeake Bay in and around Solomon Island on the Patuxent River. Al was the instructor at the Wooden Boat School for their class on building scale model radio controlled sailboats. At one time he had over 30 replicas of various sailboats ranging from a Nat Herreshoff *Coquina* to a traditional Chesapeake Bugeye along with various schooners. Al and Nan recently relocated to a retirement community and liquidated his fleet, keeping only a few.



High & Dry!



R/C Controls 2 servos.

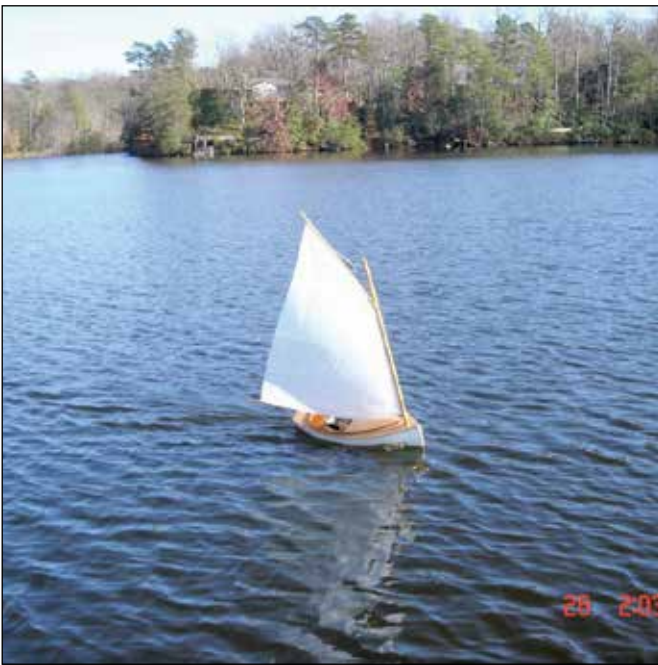
In 2005 he bought the plans from Wooden Boat for *Tom Cat*, a William Garden 12 ft. open cockpit catboat. At $\frac{1}{4}$ scale, the model is 3 ft. long with an 18 in. beam. She is constructed from cedar strip planking and glassed over with 1.5 oz. glass using the West System. Her mast is made from sitka spruce and she is controlled by two servos, one controlling the rudder with a push-pull tiller, the other controlling the sail. She has a working centerboard that is filled with one pound of ballast. Al said she did great in light air, but because she has an open cockpit, taking on water in heavy air could be a problem. Al is very active with a group of R/C sailors who go to events all over the Bay. He spends much of his time volunteering at the Calvert Marine Museum where the CCBA holds their annual Patuxent River Shootout. I sailed with him in last year's Shootout and can testify to his skill in handling *Rejoyce* in "heavy weather"...and yes, I came back a bit wet, but Al had a grin on his face from port to starboard! His R/C catboat found a home in PA when the fleet was downsized. She sure is a beauty! Maybe something for you to consider over next winter?!

***Conjurer*, another interesting detail.**

This just in:



Moving up fast!



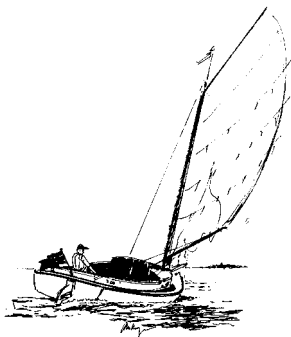
Note the wake.



As promised, I'm attaching a photo sent to me by Dick Kohn (former SC member and sail maker), of NY. This is a picture of the sail he made for the owner at the time, Bob Grosvenor. Below is the text of the handwritten letter he sent along with the photo.

"Back in 1977, I was introduced to Bob Grosvenor, the owner of *Conjurer*, by Tom Hyland. We talked about catboats, builders and sails, etc., till the wee hours. The next day Bob told me he would like me to make him a gaff sail. To this day the sail is still on the boat, 5 ½ oz. "Carillon" panels from gaff to the boom, with a leech line of ¼ in. spun dacron, two sets of reef points. In my opinion, battens are good for ripping sails on a flying jibe. The panels would take the strain and not the seams. You can see in the picture how well the sail sets. I'm retired today, no more sail making."

Dick Kohn



Sailing With The Ladies Around Pine Island Sound, Florida

Gretchen F. Coyle

What does one do when tired of racing 28 ft. E Scows and big sailboats? I have been sharing my love of sailing with ladies who 1. Refuse to sail or race with their husbands, 2. Want to learn to sail, and or 3. Find sailing with a group of ladies is much more relaxing than with men.

The above being said, I thrive on sailing with my husband John. We thoroughly enjoy each other on sailboats and powerboats, including ICW trips between NJ and SW FL.

My key to teaching ladies to sail is to get everyone relaxed. “Yea, none of us is very graceful getting into this thing,” I tell my crew. “It will be easier getting out.” “Only one of us – me – has to get wet getting the boat off the mooring.”

Basics are stressed: “Where is the wind coming from? Forget the fancy gadgets – wet your finger and stick it up in the air. Try aiming for the top of that Royal Palm, push the tiller right to go left, left to go right. Too much air, when in doubt, let it out.” Amidst all the talk of world events, politics, weather,

family and friends, my all female crew learns to sail without pressure.

We sometimes get into the nitty-gritty of sailing, specifically critiquing the men racing nearby in their 15 ft. Marshall Sandpipers. “So and so just barged, in fact it looks like he hit the Committee Boat. What kind of an overlap is that? Doesn’t anyone realize the port end of the line is favored?”

But this kind of talk quickly gives way to more important things like following a pod of dolphins with babies, wondering what is at the bottom of that stone crab trap, and placing ourselves in a strategic spot when Boat Pics swoops overhead in their helicopter with cameraman hanging out.

Just being out on a glistening body of water off Useppa Island in Southwest Florida is reward enough. A close friend and lyricist, Meg Robinson, once wrote about the Sea L’Eggs Ladies Sailing Group at the Little Egg Harbor Yacht Club, Beach Haven, NJ:

I could change a light bulb, I could surf the net,
I could make a 10 - course dinner no one would forget.
Climb the corporate ladder, campaign for your vote.
But the one thing that I wanted was to learn to sail a boat.

I needed Sea L’Eggs, cause mine were dry,
I needed Sea L’Eggs, yes I did, let me tell you why:
Can skippers with a bust sail the thoroughfare with ease?
Can women wearing lipstick take advantage of the breeze?

Got into a life vest out on the dock
Ladies were to meet there at five o’clock
I don’t need a hairy chest to navigate alone,
I can navigate a boat myself without testosterone.

I’m the captain of the vessel; I’m the sailor who’s in charge.



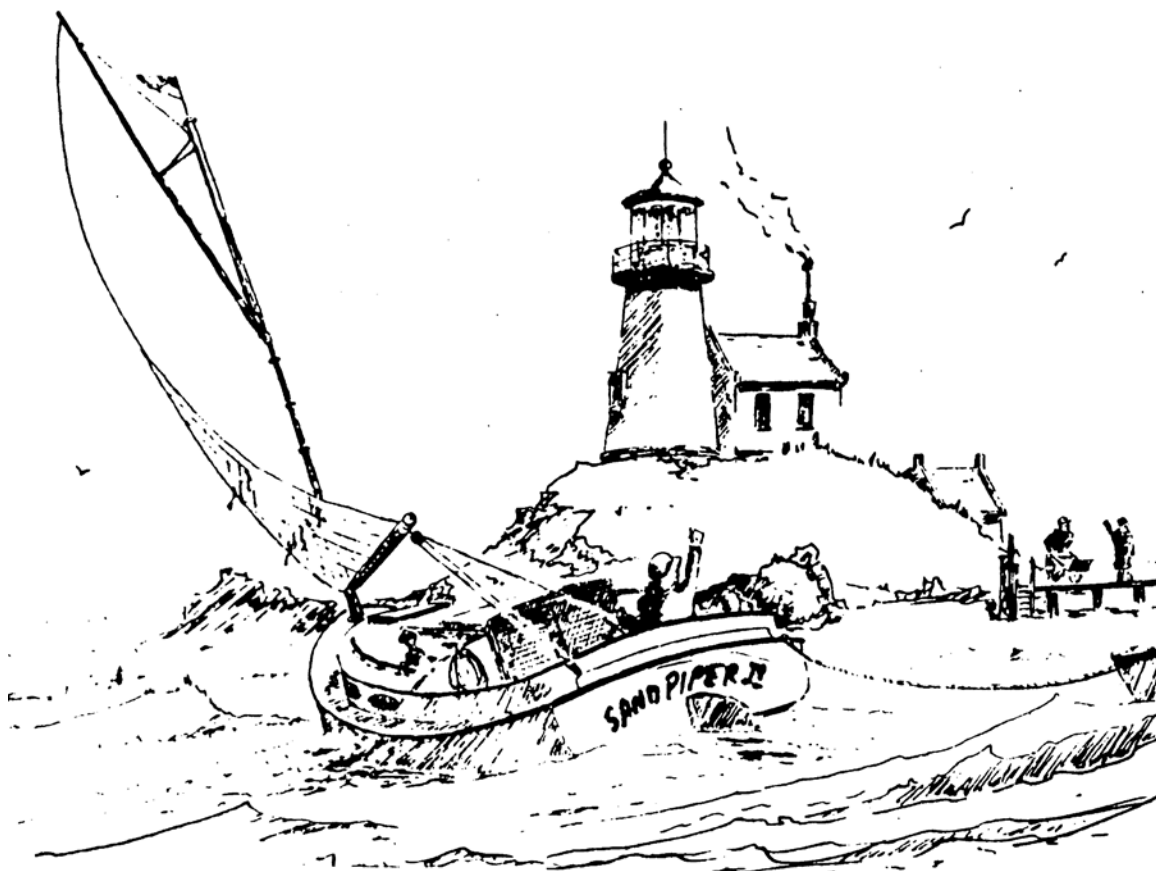
New Members

Dave Calder, Membership Secretary

WELCOME ABOARD to our new members who have joined since January 1, 2014

Borner, Willy & Vreni
Breen, Bob & Lisa
Brown, Wayne & Joan
Camarata, Justin & Fran
Carter, James
Clarke, Bill & Rose Mary Garcia
Della Rocca, Steven
Farkas, Henry & Renate Dicks
Fish, Jon & Joyce Maria
Ince, Dean
Joost, Tim & Fannie Higginbotham-Joost
Knowlton, Peter

Lacey, Tom & Harriett
Melcher, Steve
Mitchell, Edward
Oliver, Daniel & Louise
Parker, Al & Pat
Portnof, Jon & Frances
Royal, Tom & Kathy
Seggio, Frank & Michele
Smith, Eric & Kirstin
Taylor, Tobey
White, Richard & Deirdre
Willis, Dean



Coming soon to a harbor near you ...



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

164-1. FOR SALE: 2007 19' cat-schooner BRILLIG, 7' beam, William Garden Design #130 plywood hull with fiberglass sheathing and teak trim throughout, Dynel deck, 300# fin keel, lead trimming ballast, double berth, hanging locker, sink with pump, wood burning stove, alcohol cooking stove, electric navigation lights, bucket & chuckit, Farymann 7HP diesel (hand or electric start; less than 100 hours on the engine), Sestrel box compass, 15# anchor. Foresail, mainsail and fisherman staysail like new. Fast and handsome. She is presently hauled out in Barnstable, Cape Cod. She has been repainted inside and out and looks spiffy. REDUCED even more. Asking \$10,500. Phone 508-362-3760 or email hickman31@verizon.net. William B. Hickman. Also, new 6'-8" x 3'-8" Murray Peterson dinghy available for \$1500.



164-2. For Sale: 1974 Marshall 22. Diligent is a fine example of earlier Marshalls. The layout is standard with the exception of the removal of the through hull head. Porta-Pottie installed in its place. The cockpit is large with easy access to the engine compartment. The cockpit sole is a removable mahogany grating level with the engine cover. The sail has plenty of life left, new battens were installed two years ago. Aux. power is a 22hp Palmer engine with less than 500hrs. The hull and bottom are in great shape. I painted the interior and the deck two years ago. I have kept her in sail away condition. In addition she comes with a Fairclough winter cover just reconditioned over the summer. Boat stands are available should you need them. The other more common items are also included, vhf, lines bumpers, etc. Asking \$18,000. Contact Len van Vliet at 860-388-5221 or vortex5221@yahoo.com



164-3. FOR SALE: 1988 22' Marshall Catboat, in outstanding condition. Lovingly maintained and cared for, many extras. Traditional white hull with bowsprit & anchor roller, buff decks, mast and spars, white cockpit & blue cabin cushions, buff dodger, sail, & wheel covers, brass rub rail, teak trim around cockpit seats, teak staving in cockpit and bulkheads, head with Y valve, chart drawer, Origo alcohol recessed stove, louvered mahogany forepeak doors, Yanmar 2GM 18 hp diesel, Datamarine Dart 4 electronics, Standard marine radio, stereo w/2 speakers, Ritchie 5" BN202 compass, brass tide clock, lazy jacks, bronze rudder and transom steps. All in excellent condition and ready to sail. Located on Shelter Island, NY. Asking \$29,000. Please contact: jroyer@nowallied.com or (201) 739-6303.



164-5. 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: glssas@live.com



164-6. For Sale: 1990 Menger 19 Catboat. Our much loved AliCat is for sale. New tabernacle mast, lazy jacks, bronze steps on rudder and transom, 4" Ritchie compass, depth finder, electric and automatic bilge pumps, inboard diesel 9hp Yanmar 1GM, running lights, 2 brass cabin lights, masthead light, new red Sunbrella bunk cushions, 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, varnished ash wainscoting on cabin sides, teak and holly sole, molded cockpit with two lockable hatches, Cetol on teak, Load-rite trailer (w/galvanized 3 keel rollers, jack stand). Additional photos available. Location central Vashon Island, WA. Asking \$19,500. Dan (206)383-6584 4bokus@gmail.com



164-7. 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).



164-8. For sale: 1986 Marshall 15' Sandpiper Hull number 228 Includes sail, Sail bag and all rigging and aluminum trailer and retractable outboard motor mount. The boat has been retrofitted with a mast hinge. Also the addition of side stays to add stability. She has a few nicks and scratches from many years of use. Aft seven feet of the rub rail on the port side is missing due to mishap with a dock. Sails and handles great. Lots of fun for beginners and pros alike. Boat is located in Illinois. \$10,000 OBO. Contact: Taylor Kennedy Airmekt@aol.com



164-10. 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



164-11. For Sale: 1966 Fenwick Williams designed 21' Catboat. Lobelia, built by John Little. White oak frames, white cedar planked. Traditional canvassed decks, trimmed in teak. Mahogany, teak and oak cockpit, seats, bi-fold doors and trim. Laminated mast, boom and gaff. Fittings all bronze. Wood / bronze blocks. Sail 2 yrs. old. Head, sink, folding table & two full sized berths down below. 16 hp. Yanmar diesel, SS fuel tank. Wheel steering. A real classic. Flat bed trailer / cradle available. \$28,500 Canadian. Laying Nova Scotia. James @ 902-866-4055 email steadybrook@eastlink.ca



164-12. 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



164-13. FOR SALE: 1976 Traditional style 14.5' wooden catboat Authentic look and easy to sail. 14'6" long, 6'7" beam. Draft 12" board up, 3' board down. Amazingly comfortable for such a small boat. Red cedar on white oak frames, West System construction, mast hoops new 2008. Original sail with bag; minor mends, but otherwise in good condition. Anchor & rode, paddle. Boom tent cover new 2007. Complete and sailable today, but would benefit from repainting and varnish touch-ups. Trailer suitable for yard use only. Asking: \$4,750 Location: Onancock, VA (Eastern Shore) Contact: Haydon Rochester, hrjr2@verizon.net or 757 709-1822.



164-14. Desperately seeking tabernacle mast for 1968 Sanderling. Due to the age of my boat my mast is not suitable to be converted so I am looking for a used one. I live on Cape Cod, where moorings and slips remain a hot commodity. I would like to be able to experience sailing Cape Cod Bay, Pleasant Bay and Nantucket Sound. With a Tabernacle Mast I would then have the ability to move around during the summer! Donald Poole 508-255-0477 Brewster MA dpoole@outermostlandsurvey.com

164-16. For Sale: 1969 Marshall 22' Catboat. Good condition. Yanmar 2GM20 installed 2001, low hours. 7/8 bronze shaft and two-blade bronze propeller in very good condition. Two new Deep Cycle Batteries installed 2013. Two main sails in good condition. Running rigging in very good condition. Knot meter, depth meter. Ground tackle, life jackets, all interior cushions, Nico solar vent. Bronze step on rudder and transom. Asking \$15,000. Location North Fork, Long Island. Call Bill Esposito for details and additional pictures. 631-807-4602.



164-17. For Sale: BUCKRAM-MER: Historic 24' 1908 Crosby Catboat. Legendary boat of the best-selling book Catboat Summers. Sail-away condition. Two sails, 15 HP Westerbeke diesel ; 4HP Yamaha, CQR anchor & tackle, VHF, GPS, digital depth, original Shipmate #2 and propane stoves; enclosed head. \$27,500. eMail: jeconway3@gmail.com Phone: 617-821-7890



164-20. For Sale: 2000 Menger 19. In excellent, little used condition with a Yanmar 10 hp 1GM10 diesel engine with less than 300 hours and new water pump impellor. Egyptian cotton colored mainsail, mast tabernacle, lazy jacks, jiffy reefing, cockpit cushions, twin 10' cushioned berths, compass, combination depth, knot, log meter, VHF antenna on mast, radio, electric bilge pump, Porta-Potti and ice chest. Bronze transom step, navigation lights, anchor light, sail and tiller covers, life jackets, anchor and line, custom full storage cover. Cetol teak treatment (2008), custom teak drop boards (2008), throttle cable new in 2008, EZ Load trailer new in 2008 (never in water), deep cycle battery with trickle charger and power distribution station and fuse holders. Drop leaf table in cabin, fenders, dock lines, travel boom crutch, many extras including engine shop manuals, storage poppets, Bill Menger video plus back CBA Bulletins and catboat publications. Located in Westbrook, CT. \$28,500 Also available: West Marine 8' roll-up inflatable dinghy new \$800 for \$395. Contact: Pete Johnson, 860-399-6084, e-mail psjohn_06498@yahoo.com



164-21. FOR SALE: 1989 Marshall 15' Sandpiper cuddy catboat. "EEL" has cuddy with hinged mast. Rigged for racing through out. CBA champion 5x SYC, NERYC, 5 more trophies! 100% Harken fittings - 100% non-stretch braided line- windex - three sails - covers for cockpit, sail, and tiller - bow air bags and shelves. Included Loadrite galvanized trailer w/side guides and bow stainless steel eye plus stainless steel hull lifting rig - spare tire w/bracket and jack - belt tie down - buddy bearings w/covers and a Honda 2hp 4-cycle outboard w/bracket. Excellent condition; 7 coats varnish. Loaded and ready to sail, dream, or race, Located NE Maryland, easy on easy off, I-95. REDUCED: Asking \$17,500. Call Knute D. Lee, 410.392.2804.



164-22. For Sale: 1983 Marshall Sanderling 18' catboat. White hull w/ grey non-skid and cabin top. New Marshall hinged/tabernacle mast! Varnished teak inside and out. 2000 Honda four stroke 5 HP outboard with new water pump. Cockpit cushions, interior cushions, alcohol stove, portable navigation lights, Windex 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. Also extra sail, battery box, battery switch, switch panel and VHF radio. A solid boat and trailer, both in very good condition. Boat is ready to sail. A must see. Located in North Granby, CT. Asking \$16,500. Move up to larger boat forces sale. Tom 860-653-3944 tpdswarner@cox.net



164-23. For Sale: 1980 Marshall 18' Sanderling. Hull newly painter black with white boot top. Cabin and combing in custom pea green; white deck and cabin top. Teak rails and companion way louvers restored with Sikkens Cetol gloss. Mast, boom and gaff newly painted, white peak on mast. Halyards and topping lift lead to aft of cabin top; cams replacing cleats. Anchor mounted on forward cabin top with through-deck entry to line and chain repository just aft of mast step. Custom combination centerboard pennant and sheet cams mounted to aft end of trunk. Sail well cut, but has been patched. Two 4-inch foam cushion bunks. Nissan 5hp outboard motor. No trailer. Located Oriental, NC. \$10,000 Charles O'Malley chuckdedicationtowood@gmail.com



164-26. For Sale: 1995 Menger 19 Catboat, Tomboy. She is in superb condition and fully equipped with trailer and recently installed new inboard diesel. Delivery will be after the 2014 summer season and the price will be based on the market. Tomboy is docked at the Crosby Yacht Yard in Osterville, Cape Cod, MA. If you would like to see her in the water and go for a sail e-mail Roger Kessel at rkessel23@comcast.net or telephone 508-420-2123.

164-27. For Sale: 2008 Marshall Sandpiper 15' 6" Open cockpit, running lights, mast hinge, mast and boom crutch, Harken main sheet system, cam cleats, lazy jacks, shock cord furling, cockpit cushions, sail cover, boom tent, micron csc ablative bottom paint, and a single axle galvanized trailer with 5HP mercury outboard motor. Pristine condition, always used in fresh water except for one month when sailed on Great Peconic Bay. Excellent starter boat for family or single/couple. Located eastern Long Island, NY. \$19,000. call 631-728-0280 evenings.



164-28. For Sale: 2000 Menger 23 Kemah Texas (\$38,500 - will assist with reasonable transportation cost) - Yanmar 2GM20F, jiffy reefing, marine head, steering pedestal with teak table, compass and depth sounder, VHF radio, masthead antenna, lightning dissipater, two 12 volt batteries, anchor chain and rode, anchor chocks behind



mast, rope deck pipe, steps on transom and rudder, dodger, pressurized water system, shower at stern, stainless steel sink, folding table, 4 interior lamps, electric bilge pump, louvered cabin doors, cabin top hatch, opening port in head, covers for sail, wheel and steering pedestal. New bottom paint, hull waxed, bright work updated December 2013. Contact: emflint@hotmail.com

164-29. For Sale: 1989 -18' Marshall Sanderling Excellent Condition White Hull - Buff Deck, Teak Hand Rails and Center Board Cover finished every year with Fresh Cetol. 6 HP - 2000 Johnson Outboard. 5 Starr Galvanized single axle trailer - excellent condition. New Port Hole Plexi-glass and Polished Port Hole rims coated with PolySeal, Teak Shelves inside cabin. Custom (White with Green Trim) Cockpit Cushions. Inside Cushions, 3 Sets of Sails: 1 Very Good / 2 Good Condition / 1 Custom), Danforth Anchor, Sail Cover, Canvas Boat Cover, Fenders, Harken Blocks, Port Starboard & Stern Lights. Located in Lanoka Harbor, NJ. Contact Rod Brynildsen: 201-913-5401 or 609-693-9192 / Reduced US \$ 16,900. - RodBrynildsen@gmail.com



164-30. For Sale: 1975 Cape Cod 17' Catboat, keel model built by Cape Cod Shipbuilding, No. 275. Aluminum mast; Sitka spruce gaff and boom. 8hp Nissan long shaft motor, Danforth anchor, fenders, vented gas tank in the rear lazarette (not in cockpit space), 2 sails: one tanbark, one white; sail cover. New running rigging and Ronstan blocks, bronze gaff saddle (Bristol Bronze); set of 2 bronze boarding steps (Marshall Marine) not mounted; new Garelick outboard motor mount; 2 Lewmar deck organizers, 2 Lewmar halyard clutches; all teak brightwork refinished with varnish; mast hoops varnished; Davis tiller control for self-steering. Cockpit has three opening seats, green seat cushions, a white Dri-Dek floor, and gunwale mount swim ladder. All interior woodwork refinished with teak oil; interior cushions (blue); sink and porta-potti in the cabin: solar vent mounted on the cabin roof. Custom trailer with new bearings and new wiring in 2011; titled and registered in NJ. Newly awlgripped hull, dark blue, and white and cream topside finish, with freshly redone red antifouling on the bottom. Retabbed in 2001 by a previous owner, with a survey available. \$10,500 OBO. Additional photos on request. Leicadave@gmail.com , 646.783.9098



164-31. For Sale 1965 Marshall 18' Catboat. She needs a new master who can sail her on a regular basis. She was hauled out seven years ago. New deck and bilge pump installed. She has not been back in the water since. Needs a paint job and some TLC. The trailer needs lights, a license plate and additional work. She is located in Rockport, Texas. \$5,500. 361-729-7993h pipepeddler@pelicancoast.net



164-32. FOR SALE: "Cumbrae", 1947 wooden cruising cat, length 21 ft., beam 10 ft. Designed by Fenwick C. Williams, built by Hubert Johnson in Bayhead, NJ. Mast, mast hoops and spars are wood. Cotton duck sail. Inboard Yanmar Diesel 4-cycle engine. Has always had undercover winter storage. Equipped with stainless steel fuel tank, automatic and hand bilge pump, enclosed head, under bunk storage, folding table over centerboard box, Dynel non-skid on cabin top, bronze steps on rudder transom,

stainless steel sink plus much more. Only 4 owners. Currently owned since 1976. Included are original letters, plans from designer and builder. Asking \$20,000. More information at <http://www.woodenboat.com/cumbrae> Also, additional pictures and information can be supplied. Also available custom built dingy "Wee Cumbrae" and boat stands for Cumbrae. Located at Oak Bluffs, MA on Martha's Vineyard Island. Contact Mary Lee Gifford, 603-654-2660, or 508-693-0992 (seasonal), email: rr@tellink.net



164-33. For Sale: 1972 Marshall 22 . Well cared for. Full Camper enclosure and Dodger. 3 Sails, Palmer P60 gas engine with original factory exhaust. Under 500 hours since pro rebuild. Yard maintained since 2009. Carburetor rebuild in 2011. 2 new seacocks, 1 in 2010 and 1 in 2012. Enclosed head w/holding tank. Bunk beds forward, port side for kids. Cushions inside and out. Hull in excellent condition. Lines, 2 anchors, fenders, 4 boat stands. Lots of extras. Pictures on request. Located in East Boothbay, Maine. \$14,900. Contact David W. Email at bmwoody@comcast.net or phone @ 978-505-3770."



164-34. 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. PRICE REDUCED: Asking \$9,900. New heavy-duty trailer negotiable. David Carpenter email address: david.derinda@gmail.com (preferred) or 239-248-0184 or 239-404-3688.



164-35. For Sale: 2000 Sun Cat. This in great shape. Trailer is like new with all new rubber including spare. You can travel cross country anywhere quickly, set up, and sail. All brand new sail cover and Bimini. New factory worked mast and center board. All new electric installed. Brand new compass mounted. New Honda long shaft air cooled engine available out of the box. Boat is stored under cover in Georgia at my home. I will sell my truck and camper for 10k as well. The total would be 23K for everything as you see it. Truck has special towing package as well as air bags and heavy springs. 4 X 4. V8. Camper will sleep 3. Original 6 pak. Hard to find all of this ready to go for the spring and summer. Please make offer. Age and illness forces sale or I would never sell it. \$13,000. Dr Z Call or text. 850 528 3920 Jzito7@hughes.net



164-36. 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. 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 \$28,500. PEARL is located in Hyannis Port. Contact Ken DeLong, owner, at (508) 775-5928.



164-37. For Sale: 1999 Compass Classic Cat 14' Fiberglass catboat with completely restored oak trim and wood floorboards added. Professionally maintained. 2011 Thurston Quantum sail plus excellent spare sail. Near new Sunbrella cover extends over boom. 4 hp outboard with remote tank. Trailer included. Stored inside on Martha's Vineyard. Photo is of model furnished by builder. \$9,000. Call John (203) 966-9355 or email jwhetherington@gmail.com



164-38. FOR SALE: 1973 Herreshoff America Catboat. Built by Nowak & Williams. Good condition. Fresh water sailed only. North sail. EZ Loader trailer. Johnson 15 HP outboard in well. Newer laminated tiller. Tabernacle mast. Knot meter & depth meter. Full cockpit cover. Autohelm. Compass. Many extras. Asking \$8,200. Cleveland, OH. Contact Floyd Biery at 216-849-6167 or fbiery@gmail.com



164-40. 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. \$22,000. Call Bill Hegarty @ (631) 604-0750 or email littlewhitedory@gmail.com

164-41. For Sale: 1977 Classic 17' Day Sailing Catboat This is a solid, stable day sailor with characteristics and seaworthiness similar to much larger boats. This eye catching boat has strip plank mahogany on a white oak hull. Open cockpit, new two-part epoxy black paint and 8-10 coats of varnish on all bright works. Purchased from builder Alex Mulholland, meticulously owner-maintained and sailed for 28 years. She has always been stored inside during the off-season. LOA:17'4", Beam 8', Draft 20" (4' CB). Two sets of sails: white Oceanic #7 and red with black 9.5 (for fall sailing). Trailer suitable for yard use only. Located on Plum Island, Newbury, MA. Asking \$9,500 or possible trade for open cockpit Marshall Sanderling. Call: 978.462.2492 or email: franrw1@verizon.net



164-43. For Sale: 2001 Marshall 15' Sandpiper. Hull 477. Excellent Condition, Little used. Sailed in fresh water on Rangeley Lake in Maine. Load Rite Trailer. 3 1/2 Johnson Outboard. Tan Sail cover and cockpit cover. 4 seat cushions. Hinged mast. \$15,500. Contact info John Burgess 207-864- 4354 or jmb00123@yahoo.com



164-44. For Sale: 1972 Herreshoff America 18' catboat. In very good condition, same size similar layout of Marshall 18. Traditional "Flag" sail with sail cover/mast boot. Bronze hardware and ports. Rub rails recently replaced. Full Sunbrella boat cover. Upholstered bunk and cabin cushions. 1995 6hp Nissan outboard, Includes older trailer. \$5,900 or reasonable offer. Currently located in Charleston, SC. For more information, contact: Al Lang (843) 818-9Four98 Email: ALang@knology.net



164-45. For Sale: 1974 Marshall 22 catboat. Cruise Downeast in your 1974, 22 ft. Marshall. Lovingly maintained, new dodger, new Yanmar 3YM 20hp diesel inboard with three-blade prop, bowsprit for anchoring. Rewired, fully found for cruising. Small woodstove. Excellent race record (if there's any wind), has been cruised extensively (see CBA Bulletin No.140 for



example. If you wish we can help you sail her back to your homeport in New England. Asking \$29,000. Location, West Bath, Maine. Contact John Van Orden, 146 Shoal Cove. W. Bath, ME 04530. Email shoalcove@comcast.net or call (207)442-7865.

164-46. 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



164-47. For Sale: White Quantum sail for Marshall Sanderling 18. Good condition, new in 1998, professional repair on 2 inch tear in the rear triangle, 2 feet off the clew, sail looks great very clean with battens. Asking \$500. Call 845-323-7000

164-48. For Sale: 1982 Atlantic City 24' Catboat # 135 - Mungojerrie. 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 bilges 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. Located St. Michaels, MD on the Eastern Shore of Chesapeake Bay. Reduced price \$20,000. Contact Frank Brennan 410.310.3049 or fjb2001@gmail.com



164-49. 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 Burns (860) 536-6407 or aiki.ledyard@gmail.com



164-50. FOR SALE: 1985 Marshall Sandpiper 15' Cuddy, white hull, buff interior, green bottom paint. "Gato Gordo" is located on Useppa Island, Florida. 3hp Johnson outboard with motor bracket, automatic bilge pump, compass, inclinometer, anchor, boat hook, sail cover, paddle, cushions, and galvanized trailer. Priced to sell \$8,000 - Call Fred 813-918-6846 or fboos@blasters.net



164-51. For Sale: 1976 Peter Legnos 20' Mystic Cat, hull # 30, 8 Ft. beam, 2' 1" draft board up, 4' 3" board down. Inboard engine is Westerbeke diesel 12hp, 2 Cylinder 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. "Long" tandem axle trailer is set up for this boat. Asking \$11,350 (includes trailer). Located Oriental, NC. Shawn Dougherty 252-670-6745 sandsd@embarqmail.com



164-52. 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 \$6,950. monique.milhollin@gmail.com Call 240-672-5703.



The Catboat Association

Mail completed form to:

Dave A. Calder, membership secretary
Box 775
Sudbury, MA 01776-0775
dave.calder@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	

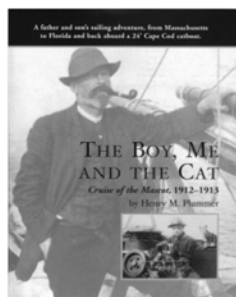
* Stone, (Please Specify Original Logo or Burgee only), All other colors, Nautical Red, Periwinkle, Pale Pink, Lime Green, Baby Blue in burgee only **Total of All Columns \$ _____**

Name
Address
City, State, Zip

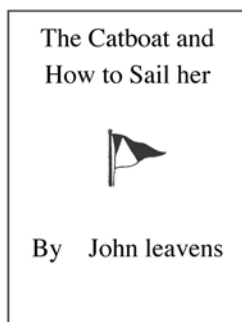
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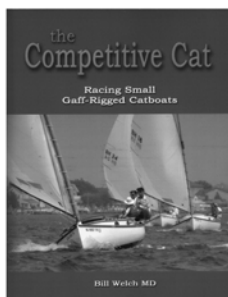
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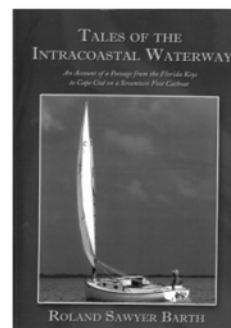
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The Catboat and How to Sail Her edited by John H. Leavens
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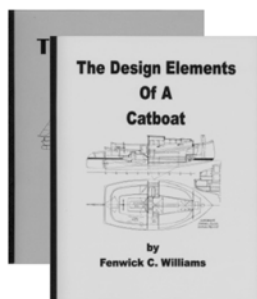
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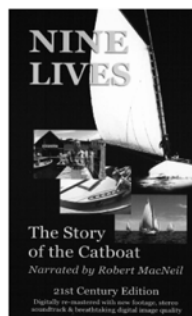
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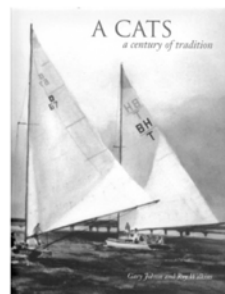
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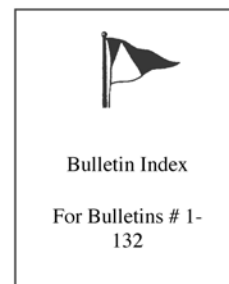
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ON THE BACK COVER

Blue Goose, 1928

Imagine buying a catboat you had seen every day about a half century ago? This is what Al Parker recently did. Read this amazing story on page 31 and learn more about this huge catboat, now in the eager hands of Al and his wife, Pat Parker. The Bulletin hopes to soon share stories of her first spring maintenance or her first cruise with the Parkers. Al has also promised to collect info from past owners and share it with us in a future Bulletin.

