

# Catboat Association Bulletin



**No. 165**



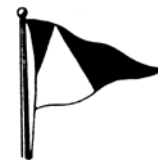
**Fall 2014**

## ON THE FRONT COVER

It was an impressive sight, on a cool and breezy day, sailing out and around Sow and Pigs Reef, to greet the *Charles W. Morgan*. Bruce Almeida, took this picture, with his wife Sue on *Harvest Moon*. They were accompanied by another catboat, *Rum Tum*, sailed by friends, Mike and Marty Power. Together they sailed in 20 knot winds and 5 to 6 foot swells for their encounter. The *Morgan* left Newport that morning and was headed east across Rhode Island Sound to make her way up Vineyard Sound to Vineyard Haven, or Holmes Hole as it was once called.

# Catboat Association

www.catboats.org



## BULLETIN NO. 165

Fall 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!

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## BoatUS Group Number:

The CBA is a group member of BoatUS. Our members will receive a discount on their BoatUS dues by using the group member code GA83247B.

## Pity the Dog (Cat) that doesn't wag its own Tail

Its time to give something back to our great affiliation in the form of Nominations for the 2015 Annual Awards of the Catboat Association. What better way to stand straight than to recognize fellow members for activities that seem to come naturally from the mutual love of our humble craft. Think about who:

- Built or restored a worthy Cat or who gave their last ounce of patience and money to keep their craft alive
- Gave or gives an unselfish contribution to our Organization and furthers the mission of the Catboat Association
- Completed a voyage of note or a significant act or seamanship (walking on water included)

Don't let the opportunity go by without an attempt toward recognizing another, a true Human Act. We get very few chances to do the right thing. This is one of them.

Send your nominations to the any (or all) of the Awards Committee listed below:

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## CBA Publications Volunteer needed!

After many years (20+!) of helping the CBA by running the Publications Store, Carol & Neil Titcomb have asked us to find a replacement. This role requires a friendly person (or two) who are willing to fill orders from the confines of their home and deliver them to the local post office for delivery. The Annual Meeting of the CBA also hosts a table for publications sales, so presence there is required. If you think you might be interested, please contact me via email at [Tim.Lund@catboats.org](mailto:Tim.Lund@catboats.org). If you have any specific questions for Neil & Carol about how much effort it might take, reach out to them at [Carol.Titcomb@catboats.org](mailto:Carol.Titcomb@catboats.org). Thanks in advance for helping us fill this vital position within the organization.

## The John M. Leavens Young Author and Artist Award

On Nov. 1, 1987, the Catboat Association established the John M. Leavens Young Authors and Artist Award program using funds contributed in his memory. This program will serve as a memorial to John Leavens by encouraging high school and college age individuals to do what John did so well himself: to be creative and to express themselves for the benefit of others.

The Catboat Association will make cash awards for quality, original work, and this work will be published in the Bulletin. Eligible for awards are original stories, first hand or fiction, poetry, music, and hand prepared artwork or cartoons relating to catboats or the sea. The Editorial Board of the Catboat Association Bulletin makes decisions on the awards. Entries should be submitted to the editorial board.

## Annual Meeting, 2015 Change of Date

This notice is for those who visit Mystic each year for the Annual Meeting. This year, the date has moved from February to March 6, 7 and 8. You will receive full details for the weekend in our December mailing. But mark your calendars now. Those of you who are avid Superbowlers: You are welcome!!!!



## Jump Onboard

Please join with us at the Winter Annual Meeting of the Catboat Association from Friday, March 6 to Sunday March 8 in Groton. There is a new workshop. Editors of the Catboat Bulletin are hosting a Saturday afternoon fun gathering and we'd like you to attend. It is called: How to Write, Photograph and Illustrate Your Own Catboat Story. Writers John Conway and William Kornblum, Illustrator Frank S. Lovewell and Photographer Jim O'Connor will share tips on how to get started and turn out a great work. The workshop will end with the announcement of the winner of The Catboat Bulletin Editor's Award for 2015. The one-hour program starts at 4:30 p.m. on Saturday, March 7. Location will be in program. See you then.

## Thank you, Brent.

Brent Putnam has volunteered to be our new contributing editor for Piloting, Navigation and Electronics. He looks forward to receiving articles from readers for the Winter Bulletin. Send to [brent.putnam@catboats.org](mailto:brent.putnam@catboats.org) One more slot to fill and we are at 100%. Will someone help us out with Sailing Techniques and Seamanship? Thank you.

## Slides Needed for Gam, March 6, 2015 at the Annual Meeting

All members and friends are urged to send photos of this "almost past" season for the Friday Night Gam at our March meeting. Email images to [Carol.Titcomb@catboats.org](mailto:Carol.Titcomb@catboats.org) or to Carol Titcomb, 38 Brookwood Drive, Branford, CT 06405-4504. People with lots of slides can send CDs or Memory Sticks. The photos are always interesting and usually generate a few laughs and good memories as we gather for the 53rd Annual Meeting.

## 2015 Race/Rendezvous

Because of the later Annual Meeting in March, Bulletin 166 will be published before that time. So we need all Rendezvous Chairs to send us your 2015 dates and contact people. We want to list this in February to help readers schedule their summer. We will pass on all info to be posted on the CBA website. Thank you. Send to: [Gayle.Cornish@catboats.org](mailto:Gayle.Cornish@catboats.org)



# LETTERS TO THE EDITOR



## Dear Editors,

My Friend, Mr. Marco Dissera Bragadin from Venice, gave me your contact and I know that he already announced to you the birth of our association.

I conceived and founded this association with the proposal to preserve, promote and advertise the American classic yachts heritage in Italy. It's the first association in our country opened to all classic American motor and sailing boats. We are sponsored by the Yacht Club Italiano, the club to which all the founding members belong.

I usually spend all my efforts in classic boats, my true passion. I'm so happy that you will add the birth

of our association in your news and that you like our burgee (it is a my creation). For our part, there is the maximal collaboration with you for any ideas or projects regarding your fabulous boats, I have already asked Marco to cooperate in creating some project in the Adriatic Sea under his and our burgee.

I will keep you updated about our activity and projects.

Thank you for your attention and kind regards,  
Francesco Foppiano



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With permission of Alberto Lucchi, photographer of the Yacht Club Adriaco.



# Over the Bar

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## David B. Crosby 1927-2014

David B. Crosby passed away on March 29th surrounded by his family. Loving husband to Barbara A. Crosby, who recently passed away, Dave is survived by his children, Cathleen Finn of Osterville, Susan Crosby Tangen of Norton, MA, Carol Crosby of Plymouth, MA, Andrew and Michele Crosby of Stow, MA and Peter Crosby and David Chen of Boston, MA, 6 grandchildren, Sarah Finn, Kristoffer Tangen, Scott Finn, Daniel Crosby, Helen Crosby and Nathaniel Crosby, and many nieces and nephews.

Dave Crosby was Osterville born and bred and loved his village and town. Eager to serve his country, he graduated high school early to join the Navy during World War II and after the war, joined the Coast Guard Reserve from which he retired as a Lt. Commander.

A teacher born, Dave was at his best when sharing his knowledge - whether at school, on the water or in backyard playing baseball with his 5 children. He graduated from Bridgewater State Teachers College and first taught in Falmouth where he later became principal at the Mullen-Hall School. In 1971, he became principal at Centerville Elementary School. As a teacher, principal or sailing instructor, Dave loved to help children learn and grow and many of his former students fondly remember his gentle and kind ways.

As a member of the Crosby boatbuilding family, he was never happier than when working on boats

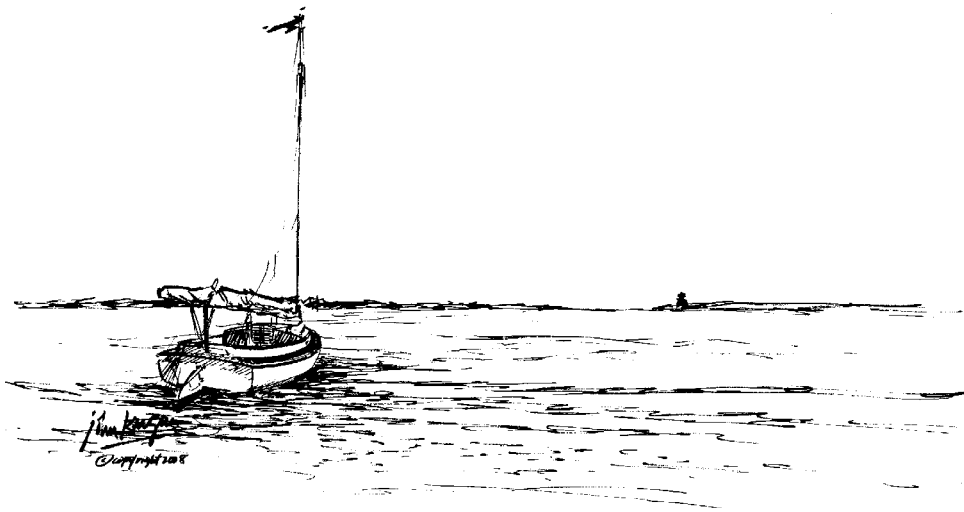
or sailing, especially with his beloved wife in their 25 ft. H. Manley Crosby catboat, *Heritage*. After World War II, Dave worked for Crosby Yacht Building and Storage and Chester A. Crosby before going to college. Dave taught sailing during the summers for many years and spent the winters sailing with close friend and fellow principal, John Linehan. After retirement, he enjoyed sitting on his porch with his family watching the boats come in and out of the harbor.

Dave was a member of the Catboat Association Steering and Editorial Committees, and was on the boards of the Osterville Historical Society where he was instrumental in establishing the Herbert F. Crosby Boat Shop at the Osterville Historical Society. He was also on the board for The Osterville Free Library and was involved with the 4H Camp Farley. He was also president of the Falmouth Teachers organization and Cape Cod Principals Association.

A loving and devoted husband, father, grandfather and friend, Dave was a true gentleman and will be deeply missed by all who knew him.

In lieu of flowers, please send a donation to the Osterville Historical Society, c/o David Crosby, 155 West Bay Road, Osterville, MA 02655.

To sign/view guestbook and/or print go to:  
[www.ccgfuneralhome.com](http://www.ccgfuneralhome.com)





# Charles W. Morgan Sails through Summer

Mark Alan Lovewell

When “coming about” on a small boat, a sloop, or a catboat, the helmsman turns the wheel, or pulls the tiller and points the boat into the wind and then beyond. He yells “coming about.” The vessel turns, the wind comes from a new direction and the boom swings to the opposite side. It is pretty simple.

“Coming about” on a 113-foot wooden whaling ship, is a far more laborious, coordinated effort. When the helmsman points the vessel to a new direction, “coming about” is an all hands on deck affair. As orders are called, braces are tightened. Lines aloft get attention. The crew coordinates with the mate and each of the sails turn to the new position, mostly through the efforts of hands pulling line.

All this hard work is a choreographed event aloft and on deck. There is clarity in the mission, the square sails aloft, all change direction with order, like contra dancers shifting their march across the hall.

Once the job is complete, the ship moves differently... propelled by invisible wind. The lines tightened under the cumulating pressure.. The ship moves slowly at first and then as all the sails do their job, and fill, in concert, the ship moves at a fair pace.

The *Charles W. Morgan* sailed often at a speed of seven knots. Powered by 13,000 square feet of wind filled sail, held tight by four miles of manila line, with a main mast rising 110 feet above the deck.



Photo Mark Lovewell

Where are the peak and throat halyards, and the topping lift?

The *Charles W. Morgan*, sailing on a perfect June day, 2014, off Gay Head headed up Vineyard Sound in a regal manner, driven by wind, a favorable current and maneuvered by many firm hands.

For those of us passengers aboard, feeling this ship sail up Vineyard Sound was an un-paralleled spiritual awakening. None of us had been aboard a sailing whaling ship before. The last time a whale ship had sailed, was more than one lifetime in the past. For those who experienced this up close, this was beyond anything seen, except in black and white movies, and recorded in written accounts sketched in another century.

Yet, there is a huge connection for people who have sailed their own sailboat, and the much bigger sailing ship. The way she moves amid the waves, the way she lists to the side, the way she turns is familiar to any sailor. This is all common, but what is different is the scale. This is no 20-foot sailboat. This is a far greater sailing ship with a past of crossing the seas of the world.

The *Charles W. Morgan* 38<sup>th</sup> voyage ran from May 17 through to August 6. She covered just short of 500 miles, visiting Newport, Vineyard Haven, New Bedford, Provincetown, Stellwagen Bank National Marine Sanctuary, Boston, the Massachusetts Maritime Academy and back home to Mystic Seaport. All along her route, vessels of all description met her, accompanied her, or simply were part of the reception. The vessels were big and small and many of them included the gaff-rigged cat.

There remains a strong historical connection between that black-hulled working ship and the little cat. As has often been repeated, more times than any other old tale: catboats of the 1800s were often sailed by retired whalers. There was something that connected these worldwide sailors to these coastal boats that we love today.

Many sailing members of the Catboat Association had already seen with their own eyes the multimillion dollar restoration of the 1841 ship. The *Charles W. Morgan* was hauled out in November 2008. A short time later, coinciding with the annual catboat February meeting, beginning in 2009, association members were given a private annual tour of the ship at the Mystic Seaport shipyard.

For mariners, who accompanied or saw the *Charles W. Morgan* on her 38<sup>th</sup> voyage, this was a wondrous event. For, here was an opportunity to see, smell and hear the sounds of a sailing wooden ship, a bigger wooden ship than most harbors have seen in over a century.

Catboat Association Bulletin editor, Bruce Almeida and his wife Susan sailing in *Harvest Moon*, a Marshall 22-catboat from Padanaram, accompanied the whale ship on Wednesday, June 18, as she crossed Rhode Island Sound and headed towards Vineyard Sound, sailing from Newport to Vineyard Haven.

Another CBA Bulletin editor, Bill McKay, sailed from Mashpee to Vineyard Haven in his 1898 catboat, *Calico*, to see the *Charles W. Morgan*. He said he had plenty to think about as he sailed round East Chop.



Catboats followed the ship into Vineyard Haven harbor.





Photo Bill McKay

The white on the horizon was her drying sails.

“I wondered to myself, ‘Where was the *Morgan* hunting when *Calico* was being built? Moreover, did they ever cross courses? A small catboat and a huge whaling ship? Both at the same time in the waters off New Bedford? Had *Calico* seen the *Morgan* before her last, now next to last voyage?’”

“Passing by the *Charles W. Morgan* from stern

to bow was very special,” McKay said. “Her overall look was mighty. She was a ship of beauty. But she still had the look of a workboat, rather than a yacht.”

McKay said: During that Friday and Saturday gathering in Vineyard Haven, many catboats arrived to pay their respects: *Genevieve*, *Glimmer*, *Pinkletink*, *Catamount*, *High Tide*, *Calico*, *Vanity* and many more.



Photo Mark Lovewell

The catboat *Genevieve* with the *Charles W. Morgan*.



Photo Mark Lovewell

The Catboats *Genevieve*, *Pinkletink* and *High Tide* participated in the Classic Yacht Parade of Sail.

The Almeidas again met up with the ship more than a week later on Wednesday, June 25, when she ran from Vineyard Haven to New Bedford.



Photo Bruce Almeida

The *Charles W. Morgan* going up Vineyard Sound. enroute to Vineyard Haven . The catboat *Harvest Moon* followed.



“We saw her in a sail from Quick’s Hole to New Bedford,” said Almeida. “It was glorious. We sailed a couple hundred feet off her starboard side for 8 miles! She had most of her canvas up and we one reef. The wind was only about 18 knots behind us.”

Matthew Stackpole, the *Charles W. Morgan* historian for the 38<sup>th</sup> voyage, said that there were a

number of catboaters who showed up throughout the whole route in all seven ports. Mr. Stackpole said he saw a lot of joy where ever the ship went. “The parade of sail in New Bedford was the biggest they’d ever had for any vessel. There was incredible excitement and vitality,” Mr. Stackpole said.



Photo Dan McFadden

Catboat *Genevieve* passes by the great whale ship.

*Editors Note: Readers who have their own story about seeing the Charles W. Morgan on her 38<sup>th</sup> voyage are welcome to submit their pictures and stories to the Catboat Association Bulletin for publication. Please submit quickly as the deadline for the next bulletin is approaching.*





# Yarns & Adventures

---

John Orlando, Editor

***Editor's Note:** I know that every catboater had a wonderful summer of sailing, one could not ask for better weather. It is that time of year that I do get in a panic mode worrying about future articles for this column. My friends, please send in your yarns and adventures of this past sailing season. It would be a pleasure for all of us to have you share them with us. One note or I should say an opinion of this writer. I helped a friend get used to sailing his new HA-18, the previous owner always kept the boat in a pristine condition. He kept all the rigging blocks, mast hoops and other equipment in a traditional way. I started sailing her and at my age I could barely raise the sails or trim in the sheet which resulted in using harken blocks, plastic mast hoops and in general abandoning tradition for practicality and ease of operation for us over the hill sailors.*

John Orlando

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## The Fat Guy in the Fat Boat

---

Peter W. Yaremko

### Episode 3: "We Don't Need No Stinking Fuel"

Thursday, June 16:

Shelter Island to Orient Point

The dirty weather of the afternoon and night before was worse at 6 am when we motored off on a course for Plum Gut, with Chuck at the helm. It was windless, cold, misty and raw.

Four hours later, abeam of Orient-by-the-Sea and not as far from shore as we should have been, the motor suddenly died. It took only a moment to realize the boat's 12-gallon fuel tank was dry.

Chuck immediately switched off the dead motor and called for me to raise sail as fast as I could in order to regain control of the boat. We were within shouting distance of shore.

We exchanged words about fuel.

"Jerry told me the tank was full," I said, puzzled.

"You're supposed to be the skipper," Chuck shot back. "You can't take somebody else's word about your boat."

I suggested we heave-to while I contacted Sea Tow. Chuck allowed that this was what we should do, considering the situation. I went below, pulled out the Menger owner's manual, and shouted instructions to Chuck on how to heave-to. Then I contacted Sea Tow by radio and gave them our GPS coordinates. We waited in silence. I was humiliated. Chuck was angry.

In minutes, the Sea Tow boat appeared through the fog and threw us a line that we wrapped around the mast. I radioed to the Sea Tow captain our vessel's maximum speed through the water and *Copy Cat* was dragged to Orient-by-the-Sea Marina like a reluctant puppy on a leash.

At the fuel dock, Chuck primed the diesel and the motor came back to life. He was proud of himself – about how adept he had been in getting the motor going again – and soon returned to his wisecracking self. He suggested lunch in the marina restaurant.

We sat at the restaurant's bar and over the best curried chicken salad wrap I'd ever had, Chuck said we should use the afternoon to dash across Long Island Sound to Connecticut. We could tie up for the night there.

A few of the guys also lunching at the bar expressed doubt about the prudence of Chuck's plan, considering the thickening fog. Sandi, the bartender-slash-marina-manager agreed.

"Of course, I'll have to charge you a hundred dollars for the slip overnight and \$75 for the shower key," she said to me.

When she saw the look of shock that her price had put on my face, she added, "After all, you came in by Sea Tow and it says 'Puerto Rico' on your shirt."

The scenario was getting to be like a movie: everybody telling a couple of head-strong fellows that conditions were too bad to venture out, only to have them disregard the advice and never be seen again.

The words of Rudyard Kipling came to me:

*“Who hath desired the Sea? The sight of salt water unbounded. The heave and the halt and the hurl and the crash of the comber wind-hounded? The sleek-barreled swell before storm, grey, foamless, enormous, and growing. Stark calm on the lap of the Line or the crazy-eyed Hurricane blowing.”*

Since Chuck pointed out that it was my fault “as skipper” that we had run out of fuel, I made a skipperly decision and told Chuck we’d stay the rest of the day just where we were.

As it turned out, Chuck had good friends who lived not too far away -- Yvonne and Glen. He called, and, happily, Yvonne had nothing better to do that afternoon than pick us up and drive us to her house for hot showers and cold drinks.

I was feeling very grateful to Chuck for getting me through the fuel failure and to Yvonne for opening her home to us. I invited everyone out to dinner at the Rib House. I splurged and ordered an end cut of roast beef, slaw and sweet potato mash. But when the check came, I was hit by a thunderbolt – I had left my billfold on the boat.

Chuck gave me a disdainful look and, shaking his head, took money from his pocket to pay the bill. He painfully reminded me what he had tried to teach me on our first day, when I had touched bottom: “Anticipate!” I was in trouble with him again.

Back aboard *Copy Cat* after dinner, we managed to get below and into sleeping bags just as the rain began. In the dark cabin, I lay on my bunk and listened to the hollow sound of raindrops pelting the topsides. I was happy that I made the correct skipperly decision to stay put in the safe haven that was Orient-by-the-Sea.

### **Friday, June 17:**

Orient Point, LI, to Jamestown, RI

We departed Orient-by-the-Sea Marina at 5:45 in the morning and raised sail quickly. Yesterday’s storm had departed, leaving a sunny day with lots of fair-weather clouds and lots of wind – 15 to 20 knots, I gauged.

We entered Long Island Sound with that wind demanding our attention. It was rough sailing. I fought the helm to keep *Copy Cat* on a straight tack while she wallowed in three- to five-foot waves.

After an hour of this, Chuck suggested we turn on the motor to make the going more comfortable, but the improvement was negligible. I saw sloops larger than our catboat being tossed about pretty well. Chuck judged the wave conditions to be comparable

to sailing in the ocean. I knew the cat’s single large sail needed early reefing, but Chuck – not a catboat sailor – demurred, for a while. Finally, he put in a reef while I kept the bow into the wind as best I could.

It was almost three in the afternoon when we motored into Jamestown Yacht Club. Their launch led us to a mooring, but Chuck declined it -- shouting to the launch skipper that I was a newbie and couldn’t tie to that ball because of a cluster of rocks downwind. The launch led us to a different mooring, but now I was stripped of my confidence after Chuck’s “newbie” remark. It took me three go-rounds before we managed to moor. During my maneuvering an older guy in a moored sloop nearby shouted un-helpful directions to me.

After we had secured *Copy Cat*, we took the launch in and began walking into town. We hadn’t gotten too far when a van stopped and offered us a ride. At the wheel was Sterling Graham, a retired, semi-ambulatory military veteran, with his dog, Charlotte. Mr. Graham dropped us off at a marine store and said he’d return us to the marina after he finished his grocery shopping. I purchased a gasoline canister and funnel. I wasn’t going to take any chance of running out of fuel during the run up Buzzards Bay tomorrow.

After filling the canister, we dropped into the East Ferry Deli and I wolfed down a hummus wrap while we waited for Mr. Graham. He showed up as promised with a van full of grocery bags. We re-paid his kindness by carrying the bags up the stairs of his house and into the kitchen before he drove us to the marina.

Back aboard *Copy Cat*, I topped off the fuel tank with three gallons of diesel. We napped, and at dusk we took the launch back in for hot showers. That evening we had supper on the boat: grilled sausage and peppers, egg salad, slaw and three-bean salad.

Having seen *Copy Cat* in large waters, Chuck thought perhaps we should tie in another reef in preparation for the next day’s sail.

We slept on deck that night, me smiling in the dark about the additional reef.

### **Saturday, June 18:**

Jamestown, RI, to Cataumet, MA

At 5 a.m., as rosy-fingered dawn lighted the new day’s sky, I was awakened by the raucous racket of waterfowl occupying a nearby rock. It was a windless morning, with the wine-dark water shining like polished glass. Dew glistened on the boat and on my sleeping bag. But by the time we ate breakfast and left

our mooring, the sky had grown overcast and fog was setting in. I estimated visibility at less than a mile.

We raised sail to add stability, and motored out of the harbor and into silent Rhode Island Sound. Two large fishing vessels were at work offshore, and I swung wide to avoid their net lines.

We followed the Rhode Island shoreline and at 11:30 were abeam Gooseberry Neck as we entered 28-mile-long Buzzards Bay. We motor-sailed under dead-calm conditions, following a mid-Bay course that would bring us to Scraggy Neck and the starboard turn to Red Brook Harbor -- home port.

Buzzards Bay got its ridiculous name from colonists who mistook a large bird they saw near its shores for a buzzard. It was actually an osprey, but irreversible naming damage had already been done.

Buzzards Bay always makes the Top Ten lists of "Most Challenging" bodies of water in which to sail. The reason, I understand, is the frequently contrary interplay between tides and winds on the Bay's uniformly shallow waters -- fewer than 50 feet on average. But on this day I found it to be a perfect sailing ground -- wide and long without shoals or obstructions, well-marked with navigation aids, and rich in coves and inlets ideal for catboating.

When I left Scraggy Neck to starboard and made the turn into Red Brook Harbor, I offered the helm to Chuck.

He deferred, insisting I bring *Copy Cat* to mooring myself. "It's your home port, and you should bring her in," he said.

I found C2 in the mooring field, *Copy Cat's* new home, and I had the mooring on the first pass. We put the boat to bed, packed our gear and called for Parker's launch, *Dot-Com*.

Our wives were waiting for us dockside. They had driven the 200-plus highway miles from New York City to Cape Cod. Faster, sure, but not half the fun!

From earliest times, our ancient ancestors clustered their dwelling places near bodies of water -- ponds and lakes, rivers, the seas. As a species, we come from water and are so much composed of water that we instinctively regard it as our natural habitat.

It's also a place where friendships can be welded. I couldn't have completed the passage without Chuck's deft help. He may have come away seeing me as less an able sailor than he had imagined, but I hope also seeing me as one who shares his own deep drive to be on, in or near the water. My ambition to excel as a sailor was heightened by the entire experience.

In her memoir, "Paris France", Gertrude Stein wrote: "Writers have two countries. The one where they belong and the one in which they live really. The second one is romantic. It is not real but it is really there."

I'd say this is true for not only writers, but for sailors, too.

As sailors, we have a romanticized anticipation in our mind's eye of how we want things to unfold aboard the private little country that is our boat. But things as simple -- or savage -- as worsening weather or a failed shackle or a dry fuel tank wrench us back to the real.

But, then again, for a sailor, which is the real country?



Finally home at the C2 mooring.



# Race Rendezvous Results

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Gayle Cornish, Editor

*Editor's Note: OAK RIDGE, NJ: Where did it go? Not just spring and summer, but most of the fall, too. Judging by the small number of Race/Rendezvous reports that I have received for this issue, you all must have been wonderfully busy "doing" and not reporting, just as I was this summer. A special thank you to Steve Flesner who sent articles edited and ready for immediate submission. Early in the spring, I took Kalyra from Lake Hopatcong, where she was the lone catboat among few other sailboats and many motorboats, to the beautiful David Beaton and Son's Boatyard on the Barnegat Bay. There she is in a slip surrounded by many other lovely Marshall 18s, 22s and other catboats. Since this is the first opportunity (in 20 years of sailing) that I have been at the tiller, it was a steep learning curve for me to get proficient (or maybe just not dangerous!) getting her in and out of her slip and into the bay. I did enjoy several glorious days of sailing with the assistance of family and friends, and I look forward to a full year in 2015. The experience of being a "resident" at Beaton's was wonderful. So many years of history and so many beautiful boats including the whole fleet of Ducks that arrived for the annual Duck Regatta. I was able to attend the re-launching of Sjogin, a Scandinavian workboat built in 1961, almost destroyed by Hurricane Sandy, then rebuilt by her owner and the skilled craftsmen at Beaton's. I was excited to learn from Henry Colie and Bob Reddington that Beaton's may be the site of the Barnegat Bay Catboat Rendezvous in July, 2015. In your landlocked days ahead, you can learn more about this wonderful New Jersey haven for catboats at [www.sjogin.com](http://www.sjogin.com).*

*Of course, that pleasurable reading should be done AFTER you send me your summer and fall Race/Rendezvous summaries for the Winter Bulletin. And again, I need to know early in 2015 when your rendezvous will be and who will be the contact person. Send all your materials to me at [gcornish2@gmail.com](mailto:gcornish2@gmail.com). Enjoy the lovely days of autumn!*

Gayle

## Annual Great South Bay Catboat Regatta and Rendezvous

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Philip B. Linker

Four fleets consisting of Marshall 22's, Marshall 18's, Herreshoff Americas and other boats in a general handicap category which included, among others, a Marshall 15 and a Beetle Cat, most under single reef due to the winds gusting to 20 knots, started in sequence to race around the modified gold cup course. Due to a couple of breakdowns, several withdrawals and a fortunately relatively minor injury to a crewmember, only 17 boats actually completed the two race series. Most hotly contested was the Marshall 18 fleet that was highlighted by a really exciting and aggressive start of the second race.

Under a typical Great South Bay spanking sou'wester, a parade of 23 boats consisting of 20 traditional catboats, two Moonbeams and a cat-ketch, all led by the 1888 New York Oyster Sloop

*Priscilla*, a National Historic Landmark owned by the Long Island Maritime Museum. They sailed past the deck of the Sayville Yacht Club in Blue Point, Long Island, and out to the starting line where *Priscilla*, as Committee Boat, anchored to establish the starting line for the races.

An interesting and somewhat unusual side-note to that fleet was a Marshall 18, owned by my son, Daniel Linker, who, had on board his wife, Lauren, as crew. Also aboard were their two children, Ryan, aged 5, Tamsin, aged 3, my daughter Carrie and her husband Kris, and their three children, Abigail, aged 10, Heidi, aged 8 and Caleb, aged 3; four adults and five children, and they won the first race!

Following the regatta, a cocktail reception with a raw bar and delicious hors d'oeuvres was held at the Sayville Yacht Club followed by a filet mignon dinner and a fascinating presentation by Marine Biologist Jeff Kassner on the history of the oyster industry here on the Great South Bay and the current efforts to reestablish that industry today.





1st Place, Larry Deering in *Buelah*.

Place	Boat	Skipper
Marshall 22		
1	<i>Erica Lee</i>	John Orlando
2	<i>Lady M</i>	Jay Wilker
Marshall 18		
1	<i>Buelah</i>	Larry Deering
2	<i>Tammy Cat</i>	Daniel Linker
3	<i>Fraidy Cat</i>	Lou Tuss, Bob Curran
Herreshoff 18		
1	<i>Down Wind</i>	Montana, Zimmer
2	<i>Jean Seal</i>	Mark Seal
3	<i>Kanichi Wah</i>	Jim King
General		
1	<i>Beetle Cat</i>	Charlie Huberman
2	<i>Marshall 15</i>	Phil Linker
3	<i>Blue Moon</i>	Moonbeam
<b>Special Awards</b>		
Prettiest Boat	<i>Erica Lee</i>	John Orlando
Oldest Boat	<i>Fraidy Cat</i>	Lou Tusso, Bob Curran
Farthest Traveled	<i>Down Wind</i>	Ray Montana & Bob Zimmer

## Poker Run at the Useppa Island Rendezvous

Gretchen F. Coyle

A formula exists for a successful regatta: light wind one day, heavy the next, good parties with even better food, congenial sailors, and tall tales told months later.

Add a Poker Run on an off day, as chairmen Mike Albert and Jay Taylor did at the Useppa Island, FL Rendezvous, and you have a day of pure fun for everyone from skippers to their families.

“You will be given an envelope, put your sail number/boat name on it, and put in the Ziploc™ bag. Sail to the South end of Useppa, where Jay will be in the water handing you an envelope. Put that one in the Ziploc™ too.” “Do not open the envelopes,” Mike repeated at least five times between the opening party and the Poker Run Fun Day.

Savvy racers, who know every rule and technique for getting the most out of their catboats, look blank. “Math is not involved; you do not need to know how to play poker.” More blank looks!

“Then you sail past Blanco Island to the picnic area off the sandy spit on the NW side of Cayo Costa where you will get another card after lunch.” Same blank looks except for the mention of food.



Useppa Island volunteers earlier oversaw pack-it-up-yourself lunches. Happy boaters chose their favorite sandwiches, drinks and snacks. Boats were packed with sunscreen, hat clad sailors out for a day of fun sailing in Pine Island Sound and Charlotte Harbor.

A Florida Rendezvous at the end of February proved to be a great respite from what has been termed one of the snowiest on record. By noon towels were spread, hungry participants relaxing on the white Gulf beach. Marshall 15' Sandpipers and some larger catboats were pulled up on the beach.

“What a way to spend a day.” “A super idea for a non-racing day.” “Beautiful green waters, we don’t appreciate all this going from mark to mark.”

Mike Albert once again got the attention of the sailors. “Pick up another card from me, and we’ll sail to the South end of Blanco where Jay will hand each boat another card.” Blank looks suddenly turned to understanding: the Poker Run was all about the pure love of sailing, and exploring SW Florida sailing waters. Set between two days of racing – eight exciting races total – skippers, crew, spouses, and friends agreed that it was the best day of the Rendezvous.

Poker Run events have existed for years in power boats and motorcycles. “We tried something with sailboats that had never been done before,” Mike says. “We wanted to get as many people participating as possible. “I think we accomplished our goal: we circumnavigated Useppa and Blanco, sailed past Cabbage Key and through Pelican Bay. Hopefully, we gave people a flavor of the area.”



Useppa cats lined up.



The best day of the Rendezvous

# Great Whitehall Bay Regatta, Labor Day Weekend

David Bleil

Butch Miller organized this year's CCBA's signature event and pulled it off in spite of the changes in the Providence Yacht Club environment. There were only two slips and the T-pier heads available for boats sailing in which included *Mystic Wind*, *Sarah K*, *Wanderer* and *Gull*. A steady south west wind made the passage to Whitehall Bay easy. The Sanderlings *Anna* and *Bubbly* arrived by trailer and did not require overnight dock space. Richard Rogers new Arey's Pond Lynx 16 *Paws* made its first appearance and she is a beauty! The hazy, hot and humid afternoon made the pool and the shower much appreciated.

Sunday was race day starting with coffee and donuts. The wind continued from the south and continued building to 10-14 kn., necessitating the start line to be placed in an awkward location near the mouth of Whitehall Creek adjacent to shallows. The course was triangular, twice around followed by a windward/leeward leg. In every pass the boats had to cross the start line. As the skippers have become more experienced the start line has become more congested but the starting sequence worked well. Two races were sailed and the results combined to determine the overall standings.

The 1st place winner received the Capt. William Hoover Memorial Perpetual Trophy. The 2nd and 3rd received Jefferson Cups, a tradition started by Bill when he created the event. Bill Hoover also started the "block head" award for the most obvious screw-up during the event but that award has since

been retired. To replace it, Butch Miller created the "Clew-Less" award out of the clew of an historic old skipjack sail. This year the recipient of the perpetual trophy was David Park who managed to graze the outboard on the back of the committee boat during the start of the first race.



David Park gets the "Clew-Less" Award.

The traditional pot luck dinner followed the awards and raffle and featured more food than even hungry catboaters can eat. Steve Flesner provided material for a raffle thereby transferring the excess memorabilia of the 50th CBA celebration in Mystic into someone else's memorabilia. Steve drafted Maggie Mohler, granddaughter of Richard Rogers to draw the tickets. Maggie and her mom, Jessica also sailed on *Paws* which had 3 generations aboard during the race.



1<sup>st</sup> Place David & Kim Morrow.



Maggie Mohler draws winning raffle tickets...grandparents watching.



That evening a few hearty mariners spent the night on-board with every intention of leaving early to avoid the predicted severe weather. The severe weather arrived overnight with rain and an enthusiastic excess of lightning. By the next morning the Bay was calm. The remaining Catboats motored home without incident.



Not the Dark and Stormy we had in mind.

## Padanaram Rendezvous

Anne Smith & Kristen Marshall

Photos courtesy of Kristen Marshall

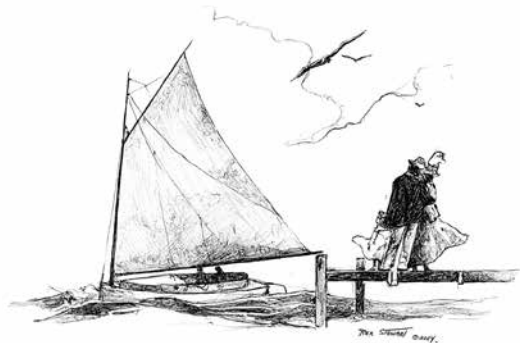
The forecast was grim that first weekend in August, but in spite of it – or perhaps to spite it – 35 boats and their stalwart crews traveled to Padanaram to partake in the good cheer and camaraderie that all catboat rendezvous engender.

As the day dawned with threatening skies and a fresh breeze, skippers gathered to review plans (or take a pass on this one) for a simple course that would hopefully get the now-down-to-20-or-so participating boats to the finish line (and the beverage table) before the skies opened. The initial forecast was for cool temps, light winds and rain, and since catboat sailors look great in their foulies, our fleet of brave souls not afraid of a little dousing took to Buzzards Bay for a regatta to remember. The forecasters were right about the rain but the winds built – 10 knots at the start blew up to 15 then gusts over 20 knots as the front passed. Fun was had by all...we think. It makes for great stories anyway.

Place	Boat	Skipper
1	<i>Anna</i> M-18	David Morrow
2	<i>Bubbly</i> M-18	Paul Cammaroto
3	<i>Paws</i> AP-16	Richard Rogers, Jessica & Maggie
4	<i>Wanderer</i> W-25	Marc Cruder & Steve Flesner
5	<i>Gull</i> M-20	Bleil & Ohlmacher
6	<i>Mystic Wind</i>	M-20 Craig Ligibel
7	<i>Sarah K.</i> HA-18	David Park



Dave Calder joins the crew of *Glimmer* – Jim, Kim and Marshall O'Connor - in full gear.



After all that, the glory was nearly lost at the finish line where the race committee was struggling to keep the paperwork dry and still record finishing times in an open boat. The papers were soaked (despite the umbrella and Ziploc™ bags) and the pen wouldn't write, so the committee turned to the modern technology of the trusty iPhone, dictating finishes into a "note." This worked out great until a bunch were inadvertently deleted by the soggy crew, or maybe it was the giant raindrops hitting the screen... "Shoot!" Luckily, all the early finish times

were still legible and only the times, not the places, of the later boats were lost. Thank goodness there is no handicap system in this race!

Special thanks to Roy Tangen, current commodore at NBYC, who was running the 420 circle in Clarks Cove for the Buzzards Bay Regatta. He was keeping our committee boat crew of Geoff and Kristen Marshall (with helpers Megan and Dylan) up to date with real time weather and futurecasts from the national weather service they were using to keep the 150 420s racing near us safe.



A very soggy race committee.



The *Captains' Smith Trophy* for altered cats went to Bob Betts, who sailed single handed in *Salina*, a Marshall 22 Sloop.

In the wooden division the *Breck Marshall Trophy* was awarded to Tim Fallon, sailing *Kathleen*, the 28 ft. C.C. Hanley designed cat.

## Trophies

In 2014 the committee retired the Marshall Marine Trophy, replacing it with two new awards, recognizing that the 22s and 18s compete very differently and have become a very large combined fleet in the past several years. To level the playing field for those who enjoy the competition (or those that will run you down to get there first) two new awards were created according to size of vessel: The first presentation for 18 foot cats was to Dave Morrow of *Anna*, who came all the way up from Annapolis, MD with his Marshall Sanderling to join the fun. The 22s were led by *Genie*, deftly skippered by the musical Peterson boys, who seem to rack up at least one award every year!



Kathleen and the Fallon Brothers with Sanderling Champ Anna in the background.



The small cat trophy will remain at Marshall Marine for the winter, as the small boat skippers opted to stay dry and warm while remarking on the brazen madness of the big boat skippers.



The rest of us got the last laugh as opting out Sandpiper sailors Jed Webster, Dick Hitchcock, and Joe Ristuccia (hiding) were informed – “You may be dry, but you have to wear these hats!”

The Marshall, Gratz-Smith and newly anointed as “official host” Almeida families were present to make the event as festive as ever while anticipating the return of Wayne and Dolores Cole in 2015. The Marshall Marine crew was also key to making the event memorable. As much of the festivities were enjoyed indoors, it was noted by all that this must be the cleanest boat shop on the face of the earth. They attended the Saturday night festivities with their families – it was fun to meet those who could come. Everyone brought the usual grillables for Bruce Almeida’s fantastic fire, enjoyed the shared hors d’oeuvres and salads, various libations, and most especially the *FABULOUS AND FUN*, jug-band music provided by the Peterson boys and various guest stars from the crowd. A wash-tub bass made with an oar was a great feature!



The Peterson Boys and friends kept the music and dancing going all night long.

### Padanaram Spirit Award

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

Before acknowledgement of those sailors that survived the sail around the marks with remarkable style or otherwise impressed the committee, the *Padanaram Spirit Award*, created and donated by the distinguished artist Peter Arguimbau was awarded. This beautiful mahogany trophy showcases a painted catboat scene framed by a bronze oval shaped porthole. It was presented to the **The Lund Family**, who since the earliest days of this Rendezvous, has always put forth a great effort to make it enjoyable for all. The Lund Family’s dedication to fine sailing, our shared history, and most of all, their goodwill and friendship, exemplifies what the Padanaram Rendezvous is all about.



(l-r) Geoff Marshall presents Ned, Nate, Sharon, Tim and Judy Lund with the *Padanaram Spirit Award*.



## Awards

The Sammy Smith tradition of recognizing notable nautical feats performed by catboat sailors on the water – and sometimes in – continued in 2014. Here they are:

### Coveted Last Prize Awards

Padanaram 2014 edition CBA burgee boat bags hand painted by Anne Smith along with a package of enormous marshmallows for cooking on the grill (which may or may not have taken out the tent by the time they sail into port) were presented to the crews who closed the race.

### File Under “Other”

For the **Peterson Boys on *Genie***, who started their luau during the parade through the bridge and carried it on in fine style... a bunch of leis and a beach ball.

For late-night arrival **Fallon Family on *Kathleen*** ... a headlamp to help them find their way next time.

For young **Domenic Cammarato**, who flew off his dad **Paul's** boat ***Bubbly*** after the race just as soon as he could... a kite.

For **Marshall O'Connor**, ***Glimmer's*** honorary cat (who happens to be a dog), a Halloween kitty cat costume. (*We await pictures taken by famous photographer dad Jim.*)

For **Terry Gips of *Cleopatra***, who apparently wasn't wet enough after the race and took a little (surprise!) swim from the float... a swim towel.

For **Bruce Almeida of *Harvest Moon***, who nearly set the tent on fire last year and remains our grillmaster extraordinaire, at the behest of the safety-conscious-and-much-missed-but-traveling-this-weekend **Wayne Cole**... a firefighter's hat and a (real!) extinguisher.



For **Ted Lorentzen of *WuLee*** and the nameless but beloved **BB Swan**, the only CBA member to attend both the Key Largo and Padanaram Rendezvous... a pair of pink flamingos. No doubt wife **Barbara** will greatly enjoy these on the lawn.

**Red Squirrel** showed a lot of her bottom and it is clear that it's time for **Nathan Lund** to get out there to give it a cleaning. For Nate: a swim mask.



The annual fender award goes to **Jay and Diane Webster of *Ishmael*** who “enjoyed” a pretty darn close-up view of ***Kathleen*** at the starting line.

Please join us next year at the Padanaram Rendezvous by land or by sea. With your help it will be a fun time yet again! And, pass the word: the tradition of a Small Catboat Race North of the bridge will continue in future years – and hopefully the weather will cooperate such that no one has to wear the wacky hats. Surely we'll come up with something else, though – so don't worry.

Again, many thanks to the catboat enthusiasts who keep us sailing around the marks and make this party a must-attend event year after year.





Fleet of large cats starting in the rain.

## 2014 PADANARAM RENDEZVOUS RESULTS

Skipper	Boat	Type	Place
<b>22' Cats - Fiberglass</b>			
Peterson Boys	<i>Genie</i>	M-22	1
Webster, Jay	<i>Ishmael</i>	M-22	2
Lund, Ned	<i>Red Squirrel</i>	M-22	3
Fleck, Paula	<i>Cat Nap</i>	M-22	4
Almeida, Bruce	<i>Harvest Moon</i>	M-22	5
O'Connor, Jim & Kim	<i>Glimmer</i>	M-22	6
Putnam, Brent	<i>Cranberry</i>	M-22	7
Harrington, Michael	<i>About Time</i>	M-22	DNF
Haggerty, John	<i>Cara Marie</i>	M-22	DNS
Donovan, John	<i>Mimus</i>	M-22	DNS
Jemiolo, Kristen & David	<i>Morning Star</i>	M-22	DNS
Perkins, Cal	<i>Cape Girl</i>	M-22	DNS
<b>18' Cats - Fiberglass</b>			
Morrow, David	<i>Anna</i>	Sanderling	1
Appleton, Charley	<i>Emmalina</i>	Sanderling	2
Hagedorn, Charles	<i>Sailor Dog</i>	Sanderling	3
Rebello, Skot	<i>Caterpillar</i>	Sanderling	4
Cammaroto, Paul	<i>Bubbly</i>	Sanderling	5
Braley, Wayne	<i>Ahoy</i>	Sanderling	DNF

Skipper	Boat	Type	Place
Lorentzen, Ted	<i>Wuli</i>	Herman Cat 17	DNF
Sears, Martha	<i>Laura Dee</i>	Sanderling	DNS
O'Driscoll, Kevin	<i>Shammon Marie</i>	HA18	DNS
Mase, Robert & Tina	<i>Artful Dodger</i>	Sanderling	
Adamusko, Dave & Mallison, Lindi	<i>Felix</i>	Sanderling	
<b>Wood Cats</b>			
Fallon, Tim	<i>Kathleen</i>	Wood	1
Hitchcock, Ned	<i>Cleopatra</i>	Wood	2
Gratz, Bruce	<i>Lottie Cates</i>	Wood	DNS
McKay, Bill	<i>Calico</i>	Wood/Altered	DNS
<b>Altered Cats</b>			
Betts, Bob	<i>Salina</i>	M-22 Sloop	1
Canning, Gaelen	<i>Sunshine</i>	Sanderling Sloop	2
Walsh, Larry	<i>Tango</i>	M-22 Sloop	3
Calder, Dave	<i>Southpaw</i>		
<b>Small Cats</b>			
Ristuccia, Joe	<i>Ellie J</i>	Sandpiper	DNS
Webster, Jed	<i>Noah</i>	Sandpiper	DNS
Hitchcock, Dick	<i>Sandpiper</i>	Sandpiper	DNS



# Cruising

Steve Flesner, Editor

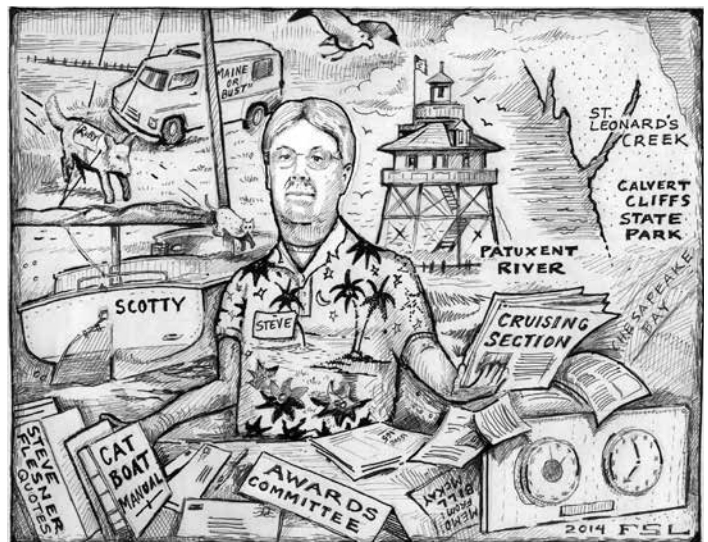
## Cruise to the Bohemia Bay – C&D Canal or Bust – 2014

Marc Cruder

After last year's cruise to the unspoiled natural environment of the Little Choptank, we headed north to more populated surrounds enroute Chesapeake City on the Chesapeake and Delaware Canal. The weather was hotter than usual, with some extreme weather that kept everyone on their game and reminded the non-believers about "global warming" while we all used our engines a little more than anticipated. That said, we returned to some good anchorages, had some good raft –ups, got in and out of the canal on the tide and enjoyed some rest and relaxation at a quality marina thanks to member Guy Beckley. All anchors held and a good time was had by all Here's how it went....

### Returning Cruisers

- Marc *"I'm having protocol issues"* Cruder with crew John *"Selective situational awareness"* Brown sailing *Wanderer*: Wittholz 25 (Glass)
- Butch *"I'll be behind you somewhere"* Miller sailing *Dusty*: Marshall 18
- Martin *"I could argue I left it as I found it...broken!"* Gardner sailing *Planet*: Wittholz 25
- Dave *"Where's Olmacher when you need him"* Park sailing *Sarah K*: Herreshoff 18
- Craig *"You didn't think we'd make it, did you?"* Ligabel with Crew Jim *"We're only here until it rains"* Doherty sailing *Mystic Wind*: Mystic 20
- Jack *"Any suggestions Commodore?"* Smith sailing *Winter's Dream*: Marshall 18
- Mike *"No salt in this marine air"* Crawford with crew Tristan *"Messenger and media control"* Crawford sailing *Shoveller*: Fenwick Williams 25
- Rich *"Does that sail cover ever come off?"* Mclaughlin sailing *Tenacity*: Marshall 22
- Dave *"I had medical issues...but passed them"* Bleil with crew Jim *"Our perfect cruise attendance record is intact"* Ohlmacher sailing *Gull*: Mystic 20.



Drawing courtesy of Frank Lovewell

### New Cruisers

- Paul *"We don't fish....we buy fish"* with crew Dominic *"Dad, I'm fishing anyway"* Cammaroto sailing *Bubbly*: Marshall 18
- Guy *"Absolutely...but I'm out of it"* Beckley with crew Bob *"It's the only one that was a workboat"* Jones sailing *Patience*: Crosby 20
- Greg *"It's a family affair...but not quite Beach Haven"* Taylor with wife, son and son's girlfriend all on *Shorebird*: Marshall 18

### Non-Catboat Cruisers

- Tim *"I think this is the 3 foot spot"* Gallogly sailing *Violet Jessup*: Folkboat (glass)
- Pete *"Something doesn't seem quite right"* McCrary sailing *Encore*: Compac Eclipse

### Other

- *Merryheart*: brand new Marshall 22, John & Nancy Henderson joined us at Swan Creek.

### Sunday, 6/15: Destination: Bodkin Creek, Patapsco River

*Wanderer* successfully shook down during the trip to the Pax River Shootout, so was generally ready to go, but still sporting its original sail, now coming into its 42<sup>nd</sup> season. Over the winter I had Jenkins Sails make one, so for the cruise it was bent on after shouldered eyebolts were installed to accommodate fair leads for the main clew and peak outhauls. I also discovered that a temporary repair was necessary to the laminated bowsprit in addition to finishing the



installation of the dinghy's long awaited rub rail. Wood and epoxy rejuvenated the bowsprit to my satisfaction, while the dinghy rub rail was finished with tan three strand polypropylene from Ace Hardware. A quick shake down with the new sail and we were good to go. Repairs to *Traveler*, John Brown's Atkins ketch were far from complete, so he joined me after Steve "Rover" Flesner had canine troubles at home.

So, the first surprise departure morning was that my son Matthew's car was blocking the gate needed to get the dinghy out. The car was there, but Matt wasn't...luckily the keys were in the house after I called and woke him out of a sound sleep, wherever he was. His only comment was: "Sorry...but Happy Father's Day." With access, the dinghy made it to the water, *Wanderer* got stowed and was ready when Mei dropped Mr. Brown and all his gear off.

We were underway under power out of White Marsh Creek about 0700. Proceeded out to Bear Neck Creek with an appropriate wave from Laurie Orme as we passed Blue Water Marina, exiting onto the Rhode River. No wind and a foul current put us on the engine from the start with the sail set only for shade. With Coaches Island visible (it seems to always be) to the southeast, we set our course northeasterly and had Thomas Point Lighthouse close aboard to starboard by 0900. Continued until shallow water and crab pots forced us to tack just north of Matapeake on Kent Island at the northernmost boundary of the Annapolis anchorage. Set a starboard tack, but the wind died away, so sheeted the main down and made for the center span of the Bay Bridge, still bucking a foul tide.

At 1230, we passed under the twin span, making up for Baltimore Light. As we moved up along Gibson Island, the wind came up to the south, which allowed us to back off on the engine and run dead downwind with the sail taking over. About 1500, we ran past the Craighill Channel range lights, sighting two gaff sails ahead and *Planet* out in the shipping channel to starboard as we picked up the green daymarks and buoys into Bodkin Creek. The Sunday afternoon crowd was in full swing, from "go-fast" boats to towed tubers, including a large powerboat on the wrong side of the channel aground. They were all trying to get home, but made the navigation easy for us in some respects.

When last here in 2008, the lead catboat found a place in Back Creek because Main Creek was too crowded. This time, we passed up Back Creek to starboard, doused sail and proceeded up Main

Creek under power for a better look. We were joined astern by *Sarah K* and *Dusty*, the previously seen two gaff sails. Proceeded past the Cruising Guide's recommended anchorage between Goose and Jubb Coves, noting the south side was all houses and docks. Continued up the creek but did not see any better spots. On the way back out, the north side between Goose and Jubb Coves was all bulrushes and looked inviting. Had Mr. Brown take *Wanderer* in between a duck blind and what was left of a marine railway, while I sounded the bottom with the boat hook. Six feet of water all around on a rising tide by then, so we dropped a hook.

The other catboats starting coming in to their own hooks as the weekend crowd thinned. *Planet* was sighted with a red hulled folkboat named *Violet Jessup*, who was under sail, quickly found a shallow spot and stuck. Mr. Brown and I had only just sat down with our Myers and tonic (in honor of past CCBA Commodore without portfolio – Bill Hoover), so we contemplated the situation as *Planet* came to the rescue and pulled *Violet Jessup* off with no help from us. Although we were chastised, we claimed to be back-up as all looked in hand from our vantage point. We were to later find out an engine malfunction aboard *Violet Jessup* was responsible for sailing into the anchorage.

With the show over, we were approached by a gentleman in a whaler named "J.C." asking for Craig Ligabel, a not yet sighted but expected CCBA cruise participant. J.C. said he was with the "Spinsheet" (a local sailor's monthly) staff, so we asked him to tie off and brought him aboard to join the happy hour. Craig and crew in *Mystic Wind* arrived within the hour as did *Bubbly* and crew. Cocktails proceeded aboard *Wanderer* as Mr. Brown, without Chinese delights from Mei's kitchen this year, was boiling corned beef and cabbage. There were six cats and a folkboat in the anchorage. CCBA cruise on.

### **Monday, 6/16: Destination: Stillpond Creek, Still Pond MD**

Quiet night with tolerable bug population. Decided on a light breakfast of cereal while the milk was still fresh. About 0800, made the rounds of the anchorage by dinghy to ascertain all informed on the plan for the day and to answer questions. Found *Planet* assisting with the *Violet Jessup* engine problem, suspected to be fuel starvation. Luckily, there was a marina at Graveyard Point, so it was decided *Violet Jessup* would be assisted there for further diagnosis. Made a close-up exam of the marine railway,

retrieved an oak stool intact from the shallows and came back to find Mr. Brown had reason to lean on the yacht ensign flagstaff....crack! A little duct tape temporarily and we were underway under power by 1000 outbound from Main Creek to the bay.

Set sail with engine on in a light southerly breeze with a northeasterly course to Still Pond, making about 3 knots. South end of Poole's Island to port at 1300 and clear Poole's Island at 1415. Arrived on the south side of Still Pond at about 1615 to find catboats anchored and having swim call. Additions to the fleet included *Tenacity* and *Shoveller*. Took a quick dip over the side to find a nice sandy bottom ideal for cleaning the prop, then reminded the group that the 1898 Crosby cat *Patience* should be waiting for us in the creek.



Still Pond stern to.

Negotiated the entrance to Stillpond Creek, sniffing the bottom as we went. Entered the creek to find *Patience*. Also found *Shorebird*, a Marshall 18 from New Jersey with a crew of four aboard. Was invited to raft up with *Patience*, so made up port side to; then took *Shoveller* alongside. *Dusty* eventually made up to the other side of *Patience*, so took the opportunity to take requisite raft-up photos. The rest of the catboat fleet had anchored individually before descending on *Wanderer's* cockpit. Happy hour with Dark and Stormies flowed as appropriate snacks were brought aboard and shared wholesale. Dinner was cancelled as the sea stories and other tales took over. The night finished with a great display of diving expertise from Capt Greg as he swam back to *Shore Bird* and the pleasure of New Orleans finest cigars courtesy of *Patience* were enjoyed. Weather was expected, but never materialized. *Patience* was a secure moor with

two anchors down and holding. All was well and we were up to ten catboats.



*Shore Bird* with crew...all 4 of them!

### **Tuesday 6/18: Destination: Chesapeake City in the Chesapeake & Delaware Canal**

Up at 0600 making coffee. *Patience* rigged the Coleman camp stove and shared steak and eggs, while "green eggs and ham" were being prepared aboard *Shoveller*. Broke the raft-up at 0730 headed outbound and north. Winds light from the south, so we were on engine but with a fair tide. All cats ahead and behind with sails up. *Mystic Wind* heading home. As we headed north, sighted a Nonsuch 26 and *Winter's Dream*, a CCBA trailer sailor who had launched on and came out of the Bohemia River.

We were abeam Turkey Point by 1030 and doused sail in the vicinity of the lower range tower at about 1130. Running with the tide and no commercial traffic in sight we were docked at the floating public dock in Chesapeake City at 1230. We were joined by *Encore*, a Compac Eclipse owned by former catboat sailor Pete McCrary, who had launched on the Elk River.



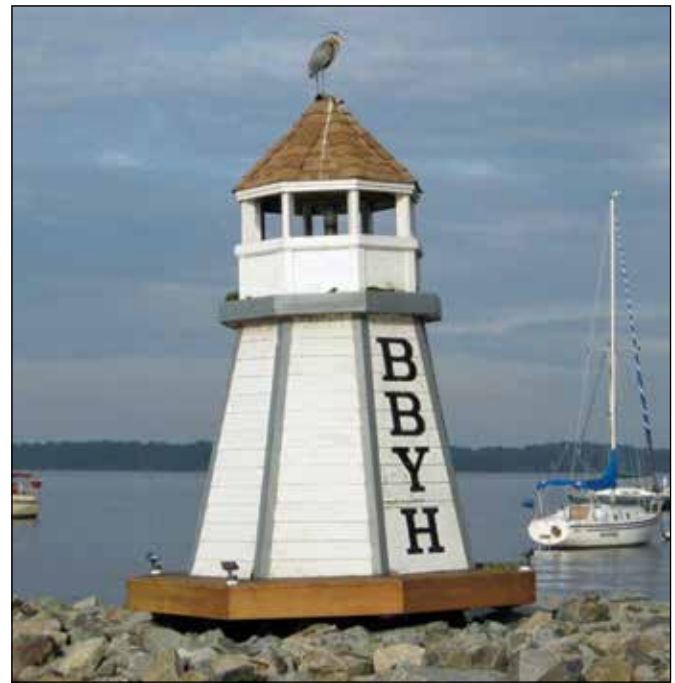
Cats at the canal.



Took a little time to find shade ashore at the bandstand rigged near the dock, before retiring to the Taproom for lunch with Mr. Brown, the crew of *Shoveller*, *Tenacity* and *Eclipse*. Air conditioning, beer and crabs started the afternoon right. Continued later in the afternoon over to the Chesapeake Inn “Tiki Bar” where we found *Winter’s Dream* and a few more catboaters taking in the sights. I was joined by Matt, who after blocking my access to the dinghy a few days earlier, drove up for dinner. We decided to revisit the “Hole in the Wall” at the Bayard House. Dinner was reasonably good, but the service was so bad that overall the experience was a disappointment compared to previous visits. At least the A/C was working and the view from the glass enclosed deck was nice, but we can only recommend it with caution and hope they get their management and staffing worked out. The Chesapeake Inn, by comparison seemed to be the place to be.

**Wednesday, 6/18: Destination: Bohemia Bay Yacht Harbour – Bohemia River**

This was the first hot, buggy night requiring the use of my battery operated fan. About 0400, we were all substantially rocked by wake from the first tug and barge heading for the Chesapeake and verifying that the current direction had changed. From then on, everyone was a little antsy to get moving, so we were underway under power in the stream with the ebb at 0700. *Patience* and *Bubbly* were ahead with all other catboats astern. In the vicinity of the lower range, set sail. Tacked repeatedly in front of the Bohemia waiting to see *Eclipse*. Finally sighted him as he made a hard left at the red #10 buoy, but then a hard right continuing west. I would find out later, as if it wasn’t obvious enough, that he had a change in plans. Continued sailing into Bohemia Bay Yacht Harbour. Saw catboats tied up two deep ahead of the gas dock. Sailed in close enough just to report that I was staying out to sail the river. John and I took *Wanderer* down to the Route 213 bridge under sail, then into the mouth of Scotchman Creek, noting an Atlantic City 24 up on the hard in shrink wrap. Without the name visible, there was no identifying it. Locals would tell us it’s been up and covered for a few years now. Set *Wanderer* up tacking out of the Bohemia. Got the boat moving well, but I had talked the sailmaker into shorter battens, so was having trouble making the leech stand up in light wind. Decided I needed longer battens back.



Bohemia Bay Yacht Harbour mark.

Arrived back at Bohemia Bay Yacht Harbour and was assigned a berth outboard of *Planet*. Visited the store, settled up on the slip fee, showered in the cleanest facilities we’ve ever been in that were also air conditioned, then hit the salt water pool....totally relaxing. Emerged from the pool to confirm a rumor of catboat racing that night. Although the local boats would be racing out in front of the Yacht Harbour, racing was the last thing on the minds of the catboaters. So although well intentioned, we begged out. Perhaps that was a good decision as the local boats tangled it up during the start, with a collision that resulted in a J-boat dropping a mast. Better them than us. There was some passing discussion about a heavy line of thundershowers that night, but it didn’t seem to generate any interest.

Everyone was on their own for dinner. John and I settled into some homemade white chili, brought along frozen. The rest of the group organized some “I” talian take out and retreated to the second floor marina lounge in the A/C. Eventually joined the group after dinner to catch up the log. This was the first discussion of perhaps splitting up the next 30 mile leg into two, instead of staying a second day. Sometimes you need to let the cats herd themselves. All I knew was I was not leaving and would enjoy another day poolside. I also enjoy some downtime mid-cruise to tidy up the cabin, clean out the ice box and make any little repairs needed.



*Dusty Taxi!*

After catching up the log, all moved to bed down with most opting for the A/C of the lounge. I went back to *Wanderer* and set up in the cockpit, figuring when the rain came, I would just retreat to the cabin. The rain started about 0030 and the wind came up violently in two distinct waves of weather. It came up whistling, then was calmed by rain, only to come up whistling again, while all the while building fetch. That brought most back to their boats, with lines being doubled up between boats and to the dock, since most were breasted out, two deep and extra fenders were rigged. We got *Planet's* dinghy out of the water, while mine banged relentlessly against the outboard stern quarter until I rigged it tight with a fender in between. Glad I had installed the new rub rail though. The wind was on the nose and no doubt we were rocking. The radio reported 40 mph. My biggest worry was *Planet* and *Wanderer* parting from the dock together and wondering if lashed together with two engines we'd be able to maneuver. I doubted it, but luckily taking up the slack and doubling up lines kept us together. The only thing behind us was rock rip-rap...not good

Walked the dock to find all tending their boats. *Winter's Dream* was being cleverly fended off manually with a paddle. Rode the "line of thunderstorms" out until things settled out at 0200. No further weather, one cushion retrieved and no damage we could see.

#### **Thursday, 6/19: Destination: Bohemia Bay Lay Day**

In the aftermath of the "line of thunderstorms" all rub rails without metal quarter or half-round, showed evidence of the fight. The group dynamic continued to take hold as I stayed behind to do boat

maintenance and cook breakfast, while the rest took advantage of *Patience* leaving his Suburban behind, making it convenient for a breakfast run of their own. Meanwhile *Patience* and crew came down and were going to sail the river. They looked for some catboat camaraderie but there was none to be found...and I had already done the river. By the time I made up the stern tube packing gland a few flats, sorted out the cabin and ice box, they were back from breakfast and everyone was leaving to split the next leg in two, stopping back at Still Pond Creek on the way to Swan Creek. So while *Patience* sailed down to the Route 213 bridge, the group sailed in the opposite direction out of the river...you just can't herd cats.



*Patience* – 1898 H. Crosby 20.

There was nothing to be done. Some made excuses about small fuel tanks and mileage; some said nothing at all. In the words of Capt Jack Sparrow, when abandoned by his crew: "...they done what was right by them...they held to the code..." *Patience* came back in and I assured him it was nothing he had said. Unphased by this turn of events Capt Beckley immediately offered a dinner rendezvous ashore that night to which I graciously accepted. Had the opportunity to move *Wanderer* to a slip inside the marina, then continued at a leisurely pace to ready the boat for the next day. Re-iced and re-fueled, then swam in the salt water pool. Read all the magazines I had brought while sitting by the pool and finished with another shower for good measure. John continued to rest and recover in the air conditioned climate control of the second deck lounge.

At 1800, we were picked up by Guy, Biz and Dan for a night out in northern Chesapeake City...hold on to your hats. We ended up at the Channel Inn at

Schafer's on the north side of the canal. Nice setting overlooking the water, a reasonable meal including some oysters allegedly soaked for the requisite time in the local waters for them to be called "Chincoteague" oysters. We were not convinced, but they slid down easily. We finished on the way back to the boat at "The Real McCoy" where soft serve and "jimmies" were the order of the day. No complaints from this crew as we were dropped back off at the marina. I made for the boat while John made for the A/C.

### **Friday, 6/20: Destination: Swan Creek**

No storms or weather overnight, a little lacking in wind, but comfortable. Up at 0600 to find Guy and Dan on the dock to see us off. Spent a little time talking Saabs, trunnel lathes and diesels before shoving off at 0700. By 0730, the deck was swabbed, the sail was up and we were headed south with a favorable tide making 5-6kts.

By 0830, we had Turkey Point abeam; by 0945 we were on the south side of the Sassafras River; and by 1045 we were in the middle of the entrance to Worton Creek. Continued down the eastern shore, shifting the watch at the red #18 just below Tolchester Beach at about 1330. Rounded Swan Point Bar at about 1530, sighting what looked to be a brand new Marshall 22 under power coming out of Gratitude. *Merryheart* hailing from Chestertown was on the transom. Acknowledged each other then continued in to anchor in Swan Creek at 1530, finding the rest of the cruising catboat fleet. Myers and Tonic to end the cruise just as we had started it.

About 1630, *Merryheart* came back into the anchorage with a message from *Tenacity* (how nice of Rich to send a personal messenger); who had anchored in solitude at the mouth of the creek. The message was: "Would anyone like to join *Tenacity* ashore for dinner." I was also informed he was getting no response from *Wanderer* despite the fact the radio was never turned off. (I may have to consider a mast antenna, which I have never been in favor of). Capt Crawford aboard *Shoveller* quickly raised *Tenacity* to inform that no decision could possibly be made until happy hour took place. So began *Tenacity's* first lesson at herding the cats. Instead of dinner early, *Tenacity* picked up his hook and joined the group, while *Merryheart* dropped a hook to enjoy the creek full of catboats.

*Note: I'm sure we looked like a rag-tag group by now, and Merryheart seemed to know their mind, so I didn't invite them alongside as the group seemed to be moving in a direction. As luck would have it, the direction got out of control fast. My apologies to Merryheart.*

Just about that time, *Gull*, who at the last minute could not make the cruise, was sighted coming up the creek. Knowing the effort they made to squeak in at the end of the cruise, my first responsibility was to get them alongside. That opened the happy hour flood gates....kayaks were launched from *Shoveller*, *Tenacity* and *Bubbly*; while simultaneously the *Planet* dinghy got underway. Before we knew it, the cockpit was full of catboaters and snacks as the rum flowed. Eventually, *Dusty* came alongside as the designated taxi for the group and with much fanfare and commotion, emptied *Wanderer's* cockpit. This was around 1900, a far cry from *Tenacity's* well intentioned thoughts of an early dinner.

*Note: It's all in the approach. With this group, Tenacity just needed to power up to the middle of the anchorage and announce that he was leaving in 15 minutes for a restaurant ashore if anyone was interested....but live and learn.*

I can only wonder what they were thinking aboard *Merryheart*, who shortly thereafter, picked up their hook and left. Perhaps there is no worthy explanation... sometimes things are just "catboat spontaneous." This was one of those times.

John and I finished up the evening with the contents of "Guy's Grenade" before camping out in the cockpit at about 2145. I'm told the group returned by catboat with similar commotion, but I heard nothing and was out cold. No injuries were reported.

### **Saturday 6/22: Destination: Homeward Bound**

We were off the deck at 0330 as light rain came through, but sleep continued easily thanks to a light breeze and no bugs. Up at 0600 to see boats moving....*Sarah K* and *Bubbly* outbound within an hour. *Wanderer* weighed anchor at 0730, passing through the fleet and collecting ideas for next year's cruise itinerary. The short list was a sail everywhere lower Choptank River cruise, or stage south and voyage to Snow Hill on the Pocomoke River. Plenty to think about.



Out of the creek by 0800 under sail and power. Passed Love Point about 0930 and under the Bay Bridge twin span in another hour. Light rain starting as we maintained about 4 kts heading southwest. Made the Rhode/West River entrance about 1230 and were safely tied up in White Marsh Creek about 1315. Another cruise down.

## Epilogue

Well, it wasn't what we thought on many fronts. We certainly saw more hot windless weather than usual and used more fuel. *Wanderer* probably went through 15 gallons of diesel. That's a lot. Regardless, we did have good attendance, made it in and out of the Chesapeake and Delaware Canal without incident, found a great respite at Bohemia Bay Yacht Harbour and did in fact get some limited but good sailing in. A hearty thanks to Capt Beckley for all his support....did I mention the "Cherry Garcia" ice cream pops?

On the other hand, we met new catboaters, some from out of town; had our share of camaraderie and did have some nice swim calls. The "line of thunderstorms" only served to keep everyone respectful of the weather while not tussling the group too hard. There were no catboat casualties, we brought another "catboat kid" into the fold with Domenic Cammaroto and got to spend some time swapping lies with *Patience* and crew.

*Caerulean's* plans changed at the last minute, so we're sorry to not have had Butler on one last cruise for a few days, but we wish him well with his transit by sea from the Chesapeake Bay to Maine and hope he will stay in touch as he moves to well deserved retirement up north.

In the end, it was another good week on the water, and how bad can that be? So stay tuned for next year's adventure on [www.chesapeakecatboats.org](http://www.chesapeakecatboats.org) once we figure out how to work the website now that Butler is gone!



# Maryland to Maine by Catboat

Butler Smythe

*Editor's note: Tim Lund and I followed Butler's progress on the [Marinetraffic.com/AIS](http://Marinetraffic.com/AIS) site. We lost him a couple of times and occasionally it was reported that he was doing 50+ kts! Check out the CCBA website [www.chesapeakecatboats.org](http://www.chesapeakecatboats.org) Cat Tails for 2 videos from his cruise and many more photos...including two of the famous lobster sandwiches in NJ and of course, one selfie!*

The following summarizes my solo trip on our Menger 23 *Caerulean III*, from Solomons, MD to Blue Hill, ME. Much as I wish the trip to have been undertaken fully under sail – it was not – my goal of getting safely to Maine by the most direct route was successfully accomplished in July of 2014. I kept within a desired schedule that had sufficient margin added to accommodate inclement weather.

With our move from Solomons, MD to Blue Hill, Maine for retirement, my goal was to move *Caerulean* on its own bottom, leaving soon after my last day of work. I was ultimately completing a trip up the East Coast that started in Ft. Pierce, FL in 1999 as we moved up to Annapolis, MD on our previous boat, an Island Packet 35. Both moves went pretty much according to plan - except for the lack of good sailing wind or its unsuitability for safe sailing. That differed from my 1994 trip on the same Island Packet when we moved from Anacortes, WA to San Diego, CA with wind ranging from zero to over 35kts – the latter almost exclusively from behind that lead to some great surfing, albeit in a much larger boat!

This was planned as a solo trip with only one on board (me), much to the chagrin of my wife. Based on advice she obtained from a client whose husband had completed a Newport to Bermuda race (and then my own homework), I got "permission" to procure an Automatic Identification System (AIS) to add to the boat's limited electronics, which had consisted of an ICOM radio, Standard depth sounder, Garmin handheld GPS and a CPT Autopilot I'd added "on my own..." in June. With the AIS she was able to sporadically track me on the web using a free application (Marine Traffic), as well as from their web site - [www.marinetraffic.com/en/](http://www.marinetraffic.com/en/). Since *Caerulean* has a Type B transponder (weaker than commercial Type A systems) I had to be reported by a Type A



transponder to be seen by the Web. That unfortunately did not happen as much as I thought it would. After some easy research online, I now understand that the clutter of seeing all the boats using AIS, as seen by commercial users, would be cumbersome at best. Despite that, it worked exceptionally well on the boat and I could even control and see the system reports via a Wi-Fi link to my iPhone. I'll also note that I used the CPT Autopilot almost 95% of the time underway which let me safely and comfortably attend to the boat - and sleep underway later in the trip.

### **Phase 1 - Out of the Chesapeake to Cape May, New Jersey: 11-13 July**

**Friday 11 July:** I departed Solomons at 0435 (time will be in a 24hr format) and made a relatively long day of it since there was really nothing else to do. Calm water, other than the incessant rolling caused by passing powerboats (a lot) was interspersed by thoughts of sailing in a cooler and quieter environment – hopefully with some wind. At the end of the day I'd spent 11.5 hours on the water traveling virtually a single northward course while trying to hide from the blazing sun under the shadow of the boom when I could. The autopilot certainly let me move about to do just that. Despite a teasing wind that came and went just as quickly, it was to be my only day with the sail up (brief at that) until north of Cape Cod. The wind that day allowed me to motor sail briefly, until it shifted to the North (par for the course), and helped to briefly shade me in the cockpit. I used my "Guide to Cruising Chesapeake Bay" to make my decision on where to spend the night and decided to make for Fairlee Creek, located roughly 18 NM north of the Chesapeake Bay Bridge. Averaging just over 5 kn. at 2,800 r.p.m. (I was in no great hurry), I anchored in the creek by 1815.

The creek and its entrance were just as described in the guide with a narrow channel to respect on both sides which led up to a equally narrow (~50 ft.) yet deep entrance, bounded by a resort like area (trailers, beach cabana's and bar, and a large marina) to port and a sandy spit of land to starboard. Behind the spit the powerboats beached their craft during the day and sought out any breeze coming off the bay over the 30 to 50 ft. wide barrier. This was really the first place on the bay I'd experienced the effects of the tide as it flowed at 2 to 3 kn. through the narrow opening. I sought some distance from the marina and bar areas, seeking some silence I hoped I'd get that night. It worked only to a degree since sound traveled well – even in the hot humid air.

After taking a swim, cleaning the slime from the boat's hull and scraping a few barnacles from the prop that had seen limited use over the last few months, I fixed a light dinner using the lettuce I'd brought - before it went bad. The evening was used for checking the weather and making plans for the next couple of days, as best I could, while listening to the music coming from the Mears Great Oak Landing Marina, and rocking in the wake of the passing powerboats as they came and went – one in particular – incessantly.

**Saturday 12 July:** I departed Fairlee Creek making a relatively short run with the tide that took me north to the C&D Canal and Chesapeake City, MD. I easily made my planned "Late" start at 0630 and made it to Chesapeake City, dropping the hook at 1045. There was little to no wind the entire day so there was no sailing. With the motor, I passed diverse areas, from a very large and crowded (it would seem) trailer community (over 100 homes) on the water with its own beach, roads, and golf cart transportation, to a massive and beautiful mansion (10,000 sq. ft. plus) that fit its environment. Most, if not all of this I would not see again any time soon. I was a bit amazed at the number of varying developments and individual houses that far north on the Bay but it is closer to Wilmington and Philly - so makes sense. We saw a lot of diversity along the ICW as well – especially in Florida.

While there were no large boats (i.e. commercial) at all, just a lot of powerboats and an occasional sail - all under power that day – I did accompany a 50 ft. catamaran for most of the morning into the canal. While following the catamaran, just before entering the city marina area, the male at the helm decided he needed to get ready to for the day's festivities and promptly dropped his shorts to change into something more formal. I guess he forgot I was there or didn't care. His wife did not do the same.

The toughest part of the entire day was anchoring and having to deal with a launch ramp close by with jet skis and other motor traffic for the better part of 8 hrs. It was interesting to watch as I baked in the sun with little shade and only a slight breeze to cool me off. The water was not inviting and I was able to cool myself off using my deck wash hose and adequate water supply.

Just before dark a somewhat battered 27-30ft sailboat - flying a Canadian flag - entered the anchorage and two young males were soon seen actively conducting maintenance at the top of the

mast for what eventually was over 3 hrs. The one at the masthead finally came down well after dark and hopefully completed his work – whatever it might have been. I was amazed at their homemade rope harness and his ability to sit in it for so long without relief. I could hear their French Canadian accent from across the water but never heard a sound when they left before I did the next day.

**Sunday 13 July:** I departed Chesapeake City with a chance to get some help from the tide on my way east and to the Delaware River. It was a smart thing to do as my planned day was long and the forecast was somewhat dubious for good wind. I was underway after pulling the mud-encased anchor at 0435 - close to my planned departure time as I could make it. The pulling up of the anchor necessitated a good cleaning of the anchor and deck in the darkness with the same for my hands (yech!), before settling into the cockpit to motor out into the canal. It was utterly calm through virtually the entire trip east in the canal and the forecast was for southerly winds up the Delaware. Sure enough, the wind picked up as I turned the corner into the river. I was alone for the entire canal transit making most of it in darkness, though no light was needed. The canal was well marked and lit along its sides for the commercial traffic it was intended to service.

I entered the Delaware to a southerly breeze that was fairly light at first but changed dramatically later in the day. I'd never been on any part of the river and its immensity was insightful, especially when I transited from the "River" to the "Bay" where land all but disappeared, except for what I had passed in the preceding hours. The one landmark seen for much of the day was the nuclear reactor cooling tower and its steam that rose, and just as quickly transitioned into the horizontal in the aloft winds.

With little traffic to watch and a single lighthouse to pass in the middle of the river, my focus was almost exclusively on getting to Cape May before dark given the winds, waves and then the shifting current that slowed my progress under power to 4 kn. at best. As most will know and many may have experienced, a catboat heading into the wind and waves is slowed by its hull shape that does not cut through the waves as well as many more modern hull shapes might – though not all. Its relatively flat hull area forward also has a tendency to rise on a wave and pound on the next, beating it into submission. What I experienced for well over 6 hrs. in the River and Bay was a southerly wind slowly rising to approximately

20 kn. and short steep chop that seemed to have no rhyme or reason, changing direction and time between sets to compound my travel south. Adding to the problem was the current that flowed south into the wind (i.e. larger seas). Despite the fact the tide shifted to the south with the wind the force of the wind grew and the chop only increased.

I have experienced all of this wave and wind action before on my catboat while living on the Chesapeake Bay so it was not new, and I actually was completely dry until the last 3 hrs. of the trip. After I visually sighted the Cape and got my bearings the wind grew to over 20 and the chop increased, providing me with a regular shower of salt water over the bow that was forced aft by the wind and down my neck as I ducked to avoid it in my face. I was almost there.

I made for the north channel the Lewes Delaware Ferry uses in its run across the Delaware Bay and easily identified it with help from the ferry I followed in that afternoon as the wind and waves reduced after entering the breakwater and I shed my wet gear in the still warm and humid air. I entered the breakwater at 1645, just a bit over 12 hours from start to finish that day and made my first call to reserve a slip from the calm of the narrow canal using an educated guess at the best place to stop for the night (i.e. the one on the south side of a large bridge at the end of the canal and closer to town). I made for Utsch's, which in the end was a good decision it would seem.

It was not a new or modern marina by any stretch of the imagination, but it was VERY welcoming and all of the employees were helpful as I settled into a protected slip after filling my fuel tank and containers (I carried 32 gallons total). My initial assessment of the weather (and confirmed later that night) was to wait for 2 days and see. Now it was time to quickly obtain a shower in an exceptionally nice facility that included a laundry, marine store and most everything I needed while I waited.

## **Phase 2 - Cape May NJ to Cape Cod MA: 16-18 July (Lay days for weather 14 to the 16th)**

**Monday 14 July:** This was the first lay day after assessing the weather that foretold of two or so days of high winds and rough seas off the coast that, as it turns out, was very accurate. I met and talked to several in much larger boats than mine (2+ times larger), who had made the transit down the coast to Cape May or had come down the Bay like me and who had experience the same weather I had. What I thought funny was the perception all had of their

experience and I would find it interesting to have changed places – they in my 23 ft. catboat specifically – and then see what they thought....

Though the rain held off for most of the next couple of days the wind did not and it gave me time to find The Lobster House - WOW! It took a little exploring in the AM to find The Lobster House just a short walk from the marina and it looked and smelled like the real deal (lots of fish moved and a large restaurant business with people coming and going long before the lunch hour) - so I decided to give it a try for lunch. I ordered a well-priced lobster sandwich (not roll) and was a bit apprehensive, thinking of a dinky roll with a bit of lobster in it, but that was NOT the case. If the only thing I did that day was digest my lobster sandwich (\$10.25! I might add) – with lots of fries too, which surpassed any expectation and experience I've ever had. The day was a success.

**Tuesday 15 July:** This was another lay day and a good excuse to get another lobster sandwich. I even bought an Oreo Brownie to save for later, though it did not last long! I walked around the marina and talked to workers as well as cruisers today and developed some thoughts/observations on the area I had never visited before, which I summarized below.

1. There are VERY few sailboats in the marina except for transients - none in the slips but for one that is close to the entrance - an anomaly. Why? New Jersey and specifically the canals and Intracoastal channels and associated marina areas have what appears to be a huge problem that has been ignored in as great a scale as the national highway infrastructure of the US. Only the latter gets in the news albeit briefly! At low tide in this particular marina many power boat slips were so shallow at low tide that it would have been impossible to leave or enter the slips. In speaking to several of the guys working in the marina they all remember in their lifetimes when outside the marina it was 35' deep. In most places now it is impassible for all but jetskis and very shallow draft boats. It is an issue up and down the entire length of NJ - and very much the same, but perhaps less so, all the way to Florida.

2. Why is this a problem for NJ? It is the recreation and the income it brings for many in the state. If a marina can't support its slip holders with the space they need they leave. If there are no boats to pay the taxes that should pay for improvements, etc. then people go elsewhere. And in the case of places like Cape May, if it all silts in, there is no

Cape! Sometimes separation from the mainland is a good thing, and in many cases it makes the places unique and worth visiting.

3. In talking to the guys about one of their dredges at the marina, it took 7 YEARS to get a permit to dredge and not one thought anyone in the government knew what they were doing - bureaucracy at it's finest, and I would have to agree. The longer you wait the harder it is to fix the issue. Regular maintenance is always better than complete rebuilds - or the lack of it. Utsch's marina has been at this a long time (50's) and owns their own equipment that they are now readying to begin so minor dredging (sorely needed).

4. So where does that tax money go?

**Wednesday 16 July:** I woke at 0600 for a planned breakfast at The Lobster House and faired rather well I must say with a large cheese and mushroom omelet and hash browns (both excellent) for only \$5.50. Of course my \$3.50 fresh squeezed OJ and Coffee added to the bill but it was well worth it. I got the boat ready and waited as several showers and fairly intense ones passed through. As I looked at the weather and wind forecast on my iPhone from the comfort of the marina store I made the comment that the last shower would end in about 1 hour - that was at 1000, and sure enough at 1100 the rain stopped. Though all the other cruisers were averse to leaving and waited for the next day, I gave it a couple minutes before slipping my lines and heading out.

I departed the slip at 1110 and cleared the Cape May Jetty about 35 minutes later. I lost track of time watching the fog that hovered around the base of the large radio tower on one side of the shore and the fog that hung over the jetty itself. Both quickly vanished as I felt a light breeze blow as I exited into the large ocean swells that greeted me along with two dolphin that followed me for a minute or two as I turned north to parallel the shore for a bit.

With the forecast for West to NW winds and light (they sure were) I made no attempt to sail until I knew it would be worth the effort. It never proved so for the next 50 hours. The waves initially turned a bit choppy, thought nothing like the Sunday before, and soon dissipated to the long rollers forecast in the reports – a very pleasant change. In the seas that seemingly pushed me along under engine alone, I regularly saw 4.9 to 6.3 kn. over the ground that would normally have been a bit over 5 kn. in steady seas. On average it seems I was getting helped north.



Though there were others out that day, few were going my direction (no sailboats) and by night ever fewer were out except the commercial fishermen and me. Wednesday was a short day underway as it turned into the next day, just over 12 hours later.



At Utsch's: Waiting for the last storm to pass.

**Thursday 17 July:** *Enroute Cape Cod.* The night underway was uneventful and fairly easy since there was no sail to contend with and all that were out with me were fishermen who would appear and disappear, sometimes as quickly as I could find them - either visually by their lights or using the AIS - if they appeared at all. It was impossible to determine the heading of many since their running lights obstructed by the bright white lights that lit their decks. One large commercial fisherman I came in close to was lugging along under bright white lights, and at first I couldn't tell which direction he was heading until I got closer and we talked on the radio. I eventually could make out his bridge house and the large deck amidships and I waited for him to pass, listening to a very strange (and loud) engine noise that seemed to imply the ship was pulling a very heavy load or trawl and moving very slowly in so doing.

Yes it was a long night and a long day at that too, and into the next. I did catnap and that seemed to work very well. As some might imagine sailing alone brings its own risks and requirements such as setting a good lookout. My plan as followed was to use the daytime to catnap when I could after scanning the horizon and the AIS for traffic, taking care of the boat in the daylight as needed and reserving the night for more formal sleep if you want to call it that. I again regularly scanned the horizon for lights and the AIS for boat traffic and used a timer when needed

to wake me after 15 minutes. Doing that every hour gave me plenty of rest and having the autopilot (and testing it) the confidence to leave the wheel to my 2<sup>nd</sup> mate. I will say I never laid down but rested upright with my back turned slightly against the cockpit coaming so I would feel more readily any change in the boat that was unusual. It seemed to work.

**Friday 18 July:** I arrived at the Buzzards Bay "entrance" about 0800 and headed north to the Canal entrance to get fuel and find a place to anchor for the night as I reassessed the weather and the next two days of travel. While heading up the bay I actually saw four other catboats (on a weekday at that), something I never saw on the Chesapeake, where I most often saw none at all. It was a long run up the bay and when I finally checked out an anchorage off Monument Beach I then left to find the fuel I'd need the next couple of days and then returned. The trip from Cape May to the Canal took almost exactly 50 hours (~250 NM) and the next run was planned for even less (~190 NM). It had been a very long time since I'd been in the vicinity of Cape Cod (late 1970's). As I passed the Elizabeth Islands (held in Trust (a good thing) to preserve them from development) I almost decided to turn into the Cuttyhunk anchorage for the night - but did not. As I moved up the bay I noticed one huge mansion on the water but noticed another even larger further up the coast. I never checked but the larger and certainly more formidable one surely must be a Forbes mansion overlooking the Islands that lay vacant to its front across the bay.

### **Phase 3 - Cape Cod NJ to Blue Hill ME: ~19-21 July**

**Saturday 19 July:** I felt odd getting such a late start, but I had to wait for a favorable tide to make it through the canal. At 0830 I pulled up the anchor and headed for the canal making it under the railroad bridge after waiting for a large tug and fuel barge to pass. No sooner than you could say "train" (I had heard the horn in the distance) the bridge sounded its horn and the horizontally lifted span quickly lowered from 135' to only 7' above the water, effectively blocking anyone from entering or exiting until it was raised again. A couple of boats heading west (off cycle) with the tide were stuck until it passed and the span was raised again.

The Cape Cod Canal was quite different from the C&D. I had never seen so many runners, walkers, sitters and fishers in that short one-hour run on

the canal. With the current turning in my favor as planned, my over the ground speed was initially 3.7 kn. against the current but quickly rose to 7.3 kn. as I exited into Cape Cod Sound on the north side of the cape. I had vaguely remembered the canal from my last trip on it in 1979 but surely it changed – a lot. On the C&D there is no canal path or even a need for one, since it is not as residential an area as is the cape.

There still was no wind but my 18 hp. Yanmar was working reliably and with no complaints, so I made a course correction and headed direct to Matinicus Rock, over 119 miles away, passing Race Point and Provincetown before exiting the sound into the Gulf of Maine and the open ocean. I was able to raise the sail and motor sail for about 5 hours and then gave up the quest when the wind all but died and it was no longer useful.

All went well that night until about 0300, just before I was going to add more fuel to my tank – a couple hours later than planned. Shortly after 0300 my engine started to sputter and I quickly recognized what I believed was a fuel problem. I immediately shut down the engine to assess the problem “remembering” that I had filled the 12-gallon tank the day before entering the canal – or so I thought. I then grabbed one of my three remaining five-gallon containers to give me some margin and then attempted a restart - which failed. Quickly bleeding and successfully restarting the engine, I added another five-gallon container... and then part of another. I then remembered that I had been distracted when filling the tank by a loud speedboat that was lumbering next to me and then by a high pitched whine from a water hose at the dock as the water ran and was secured by another boater. I now realized the sound I heard of my quickly filling tank was nothing more than air escaping combined with the external noises that distracted me. My mistake and not using my sounding stick was certainly not a smart thing to do!

Despite the shorter run to Maine than to the Cape in the prior phase of the trip, I would - for some period of time - be almost 50 NM offshore in my small 23 ft. catboat, with at least 10 hrs. to a suitable divert location. It was something to think about at least, but I felt I was ready and so was the boat. I did have the tunes sounding in my ears - Rock Lobster (B-52's) – and how fitting. That night and the next day were both very quiet with very little boat traffic, except a very rare commercial fisherman and the occasional sunfish

fin raised on the surface. Quite interesting fish which are slow moving and very docile. I'd seen my first in Cuttyhunk Harbor many years ago. Even the longer ocean swells (8-9 seconds and 2-3 ft. height) were less than I'd seen in the previous days south of the Cape and did not grow much larger. All was as forecast.

I did come upon two separate but related things in the Gulf that bothered me. The first was a yellow rubber balloon and the second a star shaped metallic “balloon” with red, yellow and other colors, both floating from 10-20 miles offshore, north of the Provincetown area. They were party balloons that had floated free (intentionally or not - doesn't matter) and should not have been there. Something to think about if one releases a balloon at a party.



Law of Gross Tonnage - Let them go first!



Cape Cod Canal Railroad Bridge.

**Sunday 20 July:** *Enroute Maine.* My course was made direct across the Gulf of Maine from the Cape to pass Matinicus Rock, which I had not seen before and did so at about 1330. The time was hard to assess since it took so long to pass the rock. At that point I began to reassess my time to Blue Hill and knew I couldn't make my mooring until well after dark so I made a decision based on the tide and decided to make Swan's Island and Mackerel Cove hoping to get there before sunset. I saw no commercial traffic and few pleasure boaters in that part of the coast and only the common seabirds and one whale (a minke I believe), as well as floating seaweed - some in long debris fields caused by the current. I passed through one that seemed to cause my boat speed to drop and I assumed it was nothing more than a change in the current, but dismissed it.

That decision to make for Swan's Island was a good one. Though I had to traverse a minefield of lobster buoys upon entering the Swans Island area. The sheer number of brightly colored and diverse lobster buoys was more than I was used to in Blue Hill and I was certainly glad our home waters on Blue Hill Bay were not that encumbered.

I safely made it to Mackerel Cove and anchored at 1950 in a well-protected anchorage from all directions but the east, with plenty of time and light to still cook dinner and relax a bit before sleep. Internet coverage was poor so I had a great excuse for not updating my web site... I looked due east to Mt. Desert and its beautiful mountains and hills, which was a fitting end to my final full day on the water.



Mackerel Cove anchorage.

**Monday 21 July: Arrive Blue Hill.... and I did!** I got up at about 0600 despite every intent to be lazy and sleep longer, but it was hard to do waking to the sound of work (lobstermen) and feeling the soft

rolling of the boat from their wake(s) as they moved from trap to trap, releasing their load of lobster - or one would hope. I got up and worked my chores in preparation for a planned arrival at Kollegewidgwok Yacht Club (KYC) to unload the boat and get to its new mooring. No more marinas or private slips, and in the fall, the boat's first time out of the water for any period of time since new in 2003. My first task was to empty all the diesel jugs of their valuable fuel and then check it's fill level with my trusty measuring dowel, which clearly showed me I had less than 5 gallons remaining. With the three hour run to Blue Hill I was OK!

Next, cleaning the transom of the exhaust soot and check the prop just for grins - YEP, there it was -the cause of what I had questioned in my slight change in boat speed the day before after passing through a bunch of seaweed and debris brought together by the currents. Pressed down by the seaweed, to a depth close to my prop, had been a nice PINK Poly line (that would normally float at the surface). There it was, caught on the blades of the 2-bladed prop, along with some seaweed to make it blend in better. I got my knife and leaned over my large rudder to cut it free but then thought, why not just try to untwist it... and sure enough, after about 20 left-hand twists of my wrist the line pulled free, and then with some toe tugging of the seaweed, my prop was free as well.

Cleaning the transom, a quick cockpit shower, hot coffee and a breakfast bar, as well as the packing of everything I needed to get off the boat, resulted in my 0940 departure from the cove on a glass calm and beautifully warm (55 degree) sunny morning. 21 lobster boats could easily be counted with the naked eye. With binoculars I counted over 40! That was no surprise with the number of colorful buoys covering the water's surface as far as I could see. My boat speed was back to normal and I made a leisurely run up Blue Hill Bay passing Tinker to port and Long Island to starboard, taking in the clean warm air (I know 55 may not seem warm, but it feels warmer in Maine than Maryland - trust me.), and the bright sunshine.

Before getting to the Blue Hill Harbor I turned into the small cove on which our family house sits, just to check it out at low tide and see if our mooring there was ready. And there two were - not the two dolphin that saw me off at the Cape May jetty, but close enough - two smaller harbor porpoise welcoming me home after the more than 600 NM journey.





Working Boats.



Blue Hill – The Mountain.

**Primary Web Applications Used:**

- Marine Traffic – AIS information
- Windfinder – Wind and Tides
- Navionics – Navigation (FREE Version)
- SailFlow – Weather/Wind Forecast
- Weather Live – Weather

**Log of Our  
40th Anniversary Sail**

*Including Two Catboat Gatherings and a  
Circumnavigation of Cape Cod, 7/30/14 – 8/16/14*

Terry Gips and Ned Hitchcock

As often happens with sailing, weather and schedules interfered with our 2013 plans to sail to Padanaram and Arey’s Pond for catboat gatherings. This year, we planned farther ahead and decided to

make this trip our anniversary present to ourselves. Married in central New York State in 1974, we had no clue that we would become avid catboaters. Not until moving to Cape Cod and answering a local newspaper ad in 2001 for a used, hard-chined Beetlecat knock-off did we start “learning the ropes” of sailing. What follows is compiled from the log, notes, and reflections on our 2014 trip.



Ned at the helm.



Terry at the helm.

**Wednesday, 7/30/14** – Departed Wellfleet Marina, 12:15 pm, full fuel tank. Mostly clear with scattered clouds. Winds W to SW, 6 ½ to 8 knots, gradually diminishing to 0. We arrived at Sandwich Marina at 5:20 having motor sailed much of the way. After docking, we were visited by Scott Wheelhouse of Sydney, Australia, who’d seen us coming in and admired *Cleopatra*, our 19 ft. wooden catboat, and the fact that she was maneuvered through the narrow harbor entrance and into the slip by a helmswoman.

He and his wife, who were sailing their 54 ft. Alden ketch, *Cloud Shadow*, from Maine to Rhode Island, invited us for drinks. We learned that they had been trading their down under winter for summer sailing in New England for years. Later, we had dinner at the Pilot House restaurant adjacent to the marina, and a good night's sleep onboard.

**Thursday, 7/31/14** – Departed Sandwich Marina, 1:00 pm, (ebb tide to begin at 1:28) for our trip through the Cape Cod Canal. For most boats, and particularly sailing vessels, it's important to travel with the tide as it can flow as fast as 6 knots. We were part of a parade of sailboats, most of them considerably larger than *Cleopatra*, as well as powerboats and a large barge in tow. Of particular interest were two wooden gaff-rigged vessels, a cutter and a sloop. The sky was blue with puffy clouds and a wind S and SW, 5 to 10 knots. The mix of an oncoming wind, currents, boat traffic and tidal action made the exit from the Canal into Buzzard's Bay an interesting proposition. The chop was coming on the nose with waves between 3 and 4 ½ feet and quite close together from the end of the canal all the way to Ricketson's Point just outside Padanaram. It was fine for the larger boats, but we got tossed about had lots of water over the bow. Given the chop and shipping traffic around New Bedford, we motor sailed our course in order to make the 7:00 Padanaram Bridge opening. We docked at a very quiet Marshall Marine, cooked dinner onboard and slept well.

**Friday, 8/1/14** –Left *Cleopatra* at the dock and went to stay with Bruce Gratz and Anne Morton Smith in Fairhaven. We've been friends with Bruce for 40 years, sailed with him on *Lottie Cates* several times out of Padanaram and have thoroughly enjoyed getting to know Anne since she came into Bruce's life. In fact, *Lottie Cates* was a key inspiration when we searched for a larger wooden cat to replace the Arey's Pond 14 we had sailed until 2008. We returned to Marshall Marine that evening for the gam and a lovely dinner out where we happened to sit next to an old friend of Jerry Smith who had never met his daughter, Anne. That night, the land-based, queen-sized bed was much appreciated.

**Saturday, 8/2/14** – The Padanaram Catboat Rendezvous: We arrived for the 9:30 Captains' meeting, received sailing instructions and motored out, accompanied by Anne and Bruce, to the bridge for the 11:00 am opening. On clearing the harbor,

we hoisted sail and headed to the line for a 12:00 pm start. The wind was variable from 8 to 15 knots with higher gusts; rain was constant from light to heavy, visibility was poor and the temperature was in the cool low 60s. We started with the Marshall 22s and the start line was crowded and somewhat confused. Tim Fallon in *Kathleen*, the only other wooden boat in the race, sailed up to the start on a starboard tack, luffed and sat there waiting for the gun. As usual, he walked away from the fleet. We had trouble sailing upwind and difficulty rounding the first mark but made up some time and sailed briskly much of the way. We came in second and last in the wooden boat class, and last overall! We were drenched but proud to have finished. The miserable weather caused several boats to drop out.

The barbecue and party in the evening were animated, enabling everyone to dry out and warm up. Geoff Marshall, with grace and humor, delivered awards for the race and several other imaginative categories. The Peterson Boys jug band was a special treat and Ned very much enjoyed joining them on the washtub base. It was the "most fun" he'd had in years.



Jug Band at Padanaram Rendezvous.

**Sunday, 8/3/14** – We spent the next two nights with Bruce and Anne. Sunday we wandered around Fairhaven looking at the marvelous old buildings and visiting the Historical Museum. Later, we charted our trip through Woods Hole to Popponeset Bay where Eric and Dawn Peterson had invited us to tie up for the night at their dock.

**Monday, 8/7/14** – We hitched a ride to Marshall's with Bruce, said our thanks and goodbyes to everyone at the boatyard and made the 8:00 a.m. bridge opening. We hoisted sail off the breakwater and headed southeast. There was little wind, so we motor sailed for a while. It was clear and warm, and soon the wind picked up from the southwest enabling us to sail most of the way to Woods Hole. We arrived there around 11:15 a.m. and lowered the sail since the wind had increased and was gusting. The course through the hole has many turns but it is well marked and our charting proved helpful as did the recommendations of Bill McKay and Eric Peterson. Nantucket Sound was rough as we raised sail again. On reaching marker R 26 we headed due east and coasted along the Falmouth and Mashpee shores. Approaching Popponeset Bay, we didn't spot the first buoys at the mouth of the channel and tried to cut across what looked like open water. We were suddenly aground on the sand. By moving quickly to the bow—thinking we should drop an anchor—Terry was able to shift enough weight so that we could motor off the sandbar and back into deeper water. We then found the proper channel and motored, carefully, into the charming bay and up Popponeset Creek passing fishermen, swimmers, and boaters along the way. We rafted up to *Bear*, the Peterson's beautiful wooden launch, at about 2:30 pm. When the Peterson's got home from work, there were greetings all around and they invited us to share a delicious dinner with them. We contributed a bottle of wine and enjoyed getting to know the Peterson's a bit more. We took a quick look at *Pinkletink* before heading to bed on *Cleopatra*.

**Tuesday, 8/5/14** – Departed Peterson's dock, 8:00 a.m., motored out the channel, and entered the Sound, 8:30. It was somewhat foggy and we raised sail in a light breeze and headed toward Nantucket. We passed R8 SSE of Cotuit at 9:00 a.m. The fog thickened, we hoisted our radar reflector and kept eyes and ears open for oncoming traffic. We arrived at our next waypoint, G21, roughly mid-way across

the Sound, at 11:30. As we turned more easterly, a large commercial fishing boat emerged from the fog about 200 yards from us. The looming presence was a bit frightening. As we came within a few miles of Nantucket Harbor, the fog gradually lifted. We arrived at the public dock around 3:15, fueled up and executed a quick pumpout. We decided to splurge on a slip for the evening and paid the 35-foot minimum charge. It was the cost of a good hotel, but gave us access to the village, showers, etc. We cleaned up, walked around a bit and had an early dinner on shore. While we were at the fuel dock, Jim and Kim O'Connor from the Vineyard arrived in their Marshall 22, *Glimmer*. We'd met them at the Padanaram Rendezvous. Jim is the photographer who does the beautiful catboat calendar every year. He offered advice about sailing in the fog: monitor VHF channel 13 which commercial boats commonly use.

**Wednesday, 8/6/14** – After breakfast onboard and a shower at Straight Wharf, we went to Stop and Shop for groceries and then to the dockmaster's shack to arrange for an anchorage. We asked whether we could stay at the slip past the 11:00 checkout time and were told no because 100 boats were coming in from the Newport Yacht Club. Dockmaster Bassett overheard our discussion and asked if we were *Cleopatra*. He'd noticed her when we arrived the day before. With our affirmative response, he very generously offered us the use of his mooring just across the channel from Straight Wharf in front of the Coast Guard station. We gladly accepted, motored over and found the mooring among a group of vessels that included a fleet of Wianno Juniors, catboats, and small power boats. It was a great site. We took the launch service to the wharf and headed to the Nantucket Whaling Museum, which we hadn't visited since its relocation and renovation. The museum showcases some fabulously beautiful scrimshaw, baskets, paintings and other artifacts, as well as the stories of whaling and the restored candle factory where whale oil was extracted. The roof deck is a treat as it affords a view of the village and the harbor. After a further look around, Terry did some shopping while Ned sipped iced tea in the shade.

We then returned to *Cleopatra* and began dinner on our single burner propane stove which fits nicely on the cockpit seats. A brief shower interrupted us but left a beautiful full rainbow over the sails of the Newport Yacht Club boats, many of them moored



nearby. Jim O'Connor motored over from his anchor to get some shots of *Cleopatra* with the rainbow as backdrop but by then the colors had faded.



Rainbow over Nantucket Harbor.

We chatted and he told us about their trip and how they had another week to sail around Nantucket Sound before heading home to West Tisbury. We enjoyed dinner, wine, and the simple entertainment of boats coming and going, and a setting sun. Sleeping that night was easy since the fog horns that had serenaded us Tuesday night were quiet.

**Thursday, 8/7/14** – Departed Nantucket for Arey's Pond, 6:00 a.m., clear sky, very little wind. We motor sailed all day. We encountered large swells off Monomoy, the remains of Hurricane Bertha, as we headed toward Chatham and tried to find the harbor entrance. We came into view of the entrance and saw boats bouncing over seven foot breakers; this was not inviting. Sailing alongside a small fishing boat, we got advice from a boy of about 12 and his mother who advised us to go north to the cut leading into Pleasant Bay. We watched several boats go in and out and followed one in. We were able to spot

the small channel flags successfully but with some anxiety as waves were breaking around and behind us. Navigating into Pleasant Bay was demanding because of multiple switchbacks and depths that ranged from seven feet to one or two feet in a matter of yards. We arrived at Arey's Pond an hour and a half later where Tony Davis had a mooring waiting for us. We hitched a ride to our home in South Wellfleet with Tony.

**Friday, 8/8/14** – We spent the day at home in South Wellfleet doing laundry, checking the garden, lawn, and our cat after ten days away.

**Saturday, 8/9/14** – The Arey's Pond Catboat Gathering: Joining the parade from the pond out to Little Pleasant Bay around 9:00 a.m., we had ample time for warming up. It was a beautiful day, clear, temperature in the mid-70s and the wind was generally northerly at 6 –10 knots. We had good practice jibing and tacking as we prepped for the start at 11:45. We were just behind the leaders, sailing with the boats over 20 feet, and stayed with them until well past the Narrows when we hit a dead zone. Some boats found wind; many of us didn't until we were many lengths behind. We successfully rounded the first mark with a group of boats. Seconds later, there were some small bumps and pushes among other boats as they crowded the buoy.



The Fleet at Arey's Pond 2014 Gathering.

By this time, many of the smaller boats had caught up creating a closely packed fleet, requiring

skilled maneuvering among all the booms wung out. The upwind sail to the second mark and home was difficult for *Cleopatra*, but the sailing on Pleasant Bay was as it should be: pleasant. We negotiated the return through the Narrows with only a few tacks and finished looking pretty good even though we were in the last third of 80-plus boats participating.

After motoring back to the pond, we drove to the nearby home of friends, freshened up, and returned for the party with Terry's platter of blanched beans, cukes, and cherry tomatoes from her garden. The party was a typical catboater party with good food, plenty of beer, and a much appreciated jazz band—students and recent grads—from Nauset High School, renowned for its music program. We received an award for having sailed the farthest to attend the gathering, and the Carl Richter Award for having the “best looking, smartly sailed boat” in the fleet. We knew about the distance only too well, but were surprised and honored by the Carl Richter Award; maybe we had passed out of the beginners' stage of sailing.

**Sunday, 8/10/14** – We formally celebrated our 40<sup>th</sup> anniversary with a quiet dinner at Winslow's Tavern in Wellfleet. Tony Davis had generously given us the use of the Arey's Pond mooring until weather and tides made the next leg of the trip possible: the 44-mile sail along the backside to Provincetown.

**Wednesday, 8/13/14** – Visited Arey's Pond, checked on the boat, did some small repairs. We sailed around Little Pleasant Bay for a couple of hours, delighting in its beauty and the company of several other catboats.

**Friday, 8/15/14** -- Departed Arey's Pond, 7:15 a.m. heading for Provincetown. A few clouds which cleared quickly, 65 degrees. As we motored out of the pond, Terry counted 50 catboats on moorings or at the docks. We focused on following the channel carefully as the tide was ebbing through Little Pleasant Bay, the Narrows, Pleasant Bay and through the cut to the Atlantic. We had a brief grounding in the last mile having missed a mark which was lost in the shoreline clutter. We got free with some work, and were soon making 8 knots with the tide carrying us out. We reached the cut at 8:25 am. The wind was southerly and not strong.

The decision to go up what we call the “backside” was not made without serious consideration. Many thoughtful sailors won't do it under any circumstances

since there are no harbors of refuge between Nauset Inlet and Provincetown Harbor, a distance of about 40 miles, and the potential for not only changing winds but strong rips around Race Point, 6 to 7 miles from Provincetown Harbor. Others, including some who have sailed smaller boats than ours over that course, say you can do it if you read the weather carefully, time the tides, and have a reliable engine. We are of the latter school and decided to make the attempt.

Coming out of the Pleasant Bay cut into the Atlantic, we ran into large swells and a rather intense cross chop which made our exit quite challenging. It would not be a good place to broach to, but we got the sail up with 10 knot SSW winds as had been predicted for the entire day. We turned north about a mile from shore, arrived at our Nauset Marsh waypoint at 10:15, and continued north for our next waypoint near LeCount Hollow, our usual swimming beach in South Wellfleet. The tall dunes from Nauset Light, past the Marconi site, through Wellfleet to North Truro were an impressive sight from our small boat. Predicted by no forecast we saw, the wind changed to NW, 8 to 10 knots, around 10:30. But we were thrilled with the shift as it was much easier to sail on a close reach than with the wind behind us and the boom swinging up and down as the swells and waves pushed past us. We had a short hour or so of ideal ocean sailing, gently surfing up and down large but nicely spaced swells.

Gradually the wind moved more to the north and increased in strength. We put in a reef which enabled us to keep sailing a little longer. By 12:45 the wind had dropped—contrary to forecasts again—and was on our nose, so we motor sailed. We reached our Highland Light (in Truro) waypoint at 1:40. Checking our smart phone, we saw that NOAA was still reporting SSW winds. So much for predictions and (reporting)! The wind died totally after we passed Highland Light, so we continued motor sailing. We dropped the sail off Race Point since its flapping interfered with progress. There was lots of traffic with whale watchers, fishermen, and others zipping around Race Point. Spouting and surfacing whales appeared off our starboard bow close enough to see them fairly well. As we continued, another whale cruised by between us and the Herring Cove shore about 100 yards off. That was amazing. We arrived in Provincetown Harbor at 5:30 and were escorted to our mooring by Provincetown Marina staff. The sail took 10 ½ hours. We were tired, had a glass of wine and headed into town for dinner at Napi's.

**Saturday, 8/16/14** – Since we had to wait for a fair tide in Wellfleet, we spent the morning in Provincetown having a leisurely breakfast and visiting galleries and the Provincetown Art Association Museum.

Departed Provincetown, 12 noon, with one reef. Wind SW 10 to 13 knots gusting to nearly 20 knots. The sailing demanded attention but was more than enjoyable and we sailed between Jeremy Point and Billingsgate into Wellfleet Harbor at 3:30 p.m. We caught up with the Wellfleet Boat Parade, a local event calling attention to the harbor, around 4:15 p.m., struck the sail and motored to a borrowed slip. It was 3½ hours from Provincetown to Wellfleet. This was the first day of sailing during which we didn't use the engine during the course! After putting *Cleopatra* to bed, we raised a toast to her and ourselves for a successful trip. We headed toward home in our car only to be caught in a monster traffic jam due to an accident on Route 6. What's normally a ten minute trip took two hours!

We learned a number of important things. We planned a trip that was too extensive for our energy.

No, practice doesn't necessarily improve the art of getting a good night's sleep in a tight cabin. Tabouleh is still good and delicious after a week in the icebox. Weather and wind predictions can be totally flukey. As all sailors know, fog changes everything. Our carefully plotted waypoints confirmed that it is possible to sail when you can't see where you're going. It's important to be flexible, have alternatives, and have friends along the way. If we'd not been able to stay at Arey's Pond for several days, the run to Provincetown could have been problematic. Nantucket Sound may be a bit too much water for a boat our size. If you're obliged to make tides or bridge openings, etc, be prepared to motor more than you'd like.

We want to thank all the following for more than their usual help and support: Bruce Gratz and Anne Smith, Geoff and Kristen Marshall, Dawn and Eric Peterson, Charlie Bassett (Nantucket), Tony Davis, Crow and Jaye Grullemans, and the staffs of the Wellfleet Marina, Sandwich Marina, Marshall Marine, the Nantucket Boat Basin and Arey's Pond Boat Yard.



40<sup>th</sup> Anniversary Sail on *Cleopatra*.





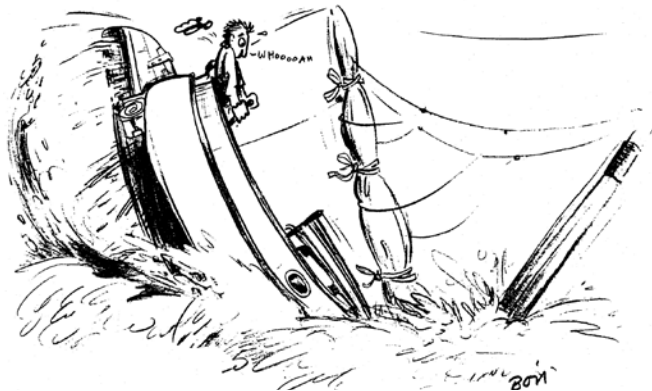
# Boat Building and Maintenance

Bob Reddington, Editor

*Shipmates,*

*Not one, I repeat, not one catboater out of nearly 1800 members could spare the time to write and share their accomplishments and their maintenance tips with the rest of the Catboat Association. It's too hard to believe when I consider the many calls and letters I get asking for information. As always, I go out of my way to supply that information as soon as possible and to the best of my ability. What have you done for me and the CBA lately? Without cooperation from the membership you might just see this part of the Bulletin dry up and blow away in the wind; the wind that makes our catboats simply glide through the water. Get it together catboaters and send in some information for Bulletins #166, #167 and beyond. Don't let this part of the Bulletin blow away. Let's work like a team and send something in. I do have something stashed away for this Bulletin: George Galpin from Edmonds, Washington, Part II of the Building of Murrelet, his 23 ft. strip-planked Bill Garden-designed catboat. A happy man is he. For those of you older catboaters with a big boat and still a bigger sail, Al Parker, from New Bern, NC, who sails Blue Goose, lets us know how he and his wife Pat solved their problem with a power winch that had a foot switch. And a thank you to Frank Camm, Bill Dolan and Edwin Ferris. Some articles do not come to Boatbuilding and Maintenance, but to another Bulletin editor. That's how things get lost, passing from one to another. So to all you members whatever you send in to the Bulletin, send it to the proper editor: Races, Cruising, History, Piloting, Catfood, Book Review, etc. an of course send Boatbuilding and Maintenance articles to Bob Reddington, 235 Lake Ave. Bay Head, NJ 08742. Sorry, no computer. I guess I am just a "has been." I worry about being written off as a prehistoric "know nothing," older than old and clueless about the high-tech world around me.*

*Your sinking shipmate,  
Bob Reddington.*



## **Presto, Fenwick Williams 18**

Frank Camm

Earlier this year I had thought that there was a 50% chance that I would be able to launch my Fenwick Williams 18 during the summer of 2014. While that did not happen, I think that the boat will be essentially complete by the end of 2014 and, if so, it will have taken four years to construct. I decided this summer that I did not want to increase my level of effort just so I could launch it in 2014 since doing so would spoil what has been a very satisfying experience to this point. Doing my best work possible and enjoying the process are most important to me.

I feel that I have made pretty good progress recently with some of the highlights being listed below:



The deck and coachroof have been covered with Dynel and are ready to paint.

The mahogany toerail and rubrail are installed and ready to varnish.

The mast is completed and varnished and ready to have the mast rings installed.



The topsides are painted and the teak transom is varnished.

The rudder is completed and has been installed with the custom made bronze gudgeons and pintles that I designed and had welded locally.

The cabin interior is painted and soon I will finish the cherry trim work.

The sail has been completed, as have the berth cushions (both jobs were contracted out).





The companionway hatch has been completed.



The mast hoops have been steamed and formed and are ready to be glued and finished.



*Presto* is now a registered Canadian vessel as I have completed a rather complex registration process.

The cockpit is my main preoccupation at this point as I am trying to complete it including all epoxy work and paint before the cold weather makes that sort of work more difficult. I think the cockpit is the last big job and is one that can make or break the whole project. It has to be just right if the boat is to look right and function effectively.

Some of the main outstanding tasks that I hope to finish this fall are:

- Paint the combing, coachroof, and deck
- Make the boom including reefing system, sailtrack etc.
- Running rigging including completion of the dozen blocks that I made two years ago



- Wiring and navigation lights
- Varnish brightwork
- Install deck hardware
- Make tiller
- Install engine mount
- Cherry trim in cabin
- Make deadlight trim pieces and install
- Acquisition of ballast
- Boom crutch, compass box and anchor/rode tub

There is a lot left to do but generally the outstanding tasks are relatively small ones. Many can be done inside when the cold weather comes, and they will be quite enjoyable as completion of each one will take me closer to overall completion of my project. This project continues to provide me with a lot of satisfaction and welcome opportunities to do minor design and problem-solving work. But I must admit that I am now starting to spend more time looking forward to actually sailing the boat.



## “Good enough for a fishboat” – the building of *Murrelet Part 2*

By George Galpin

Turnover day came almost exactly a year after starting construction. We jacket the boat up and slid an old dolly Roy had underneath and rolled the boat out into Coastal Transportation’s freight yard. Two of their mobile cranes then picked it up and gently rolled it over in a pair of slings. Nice to have this kind of help so close by! The finished hull is usually about a quarter of the work in building a wood boat – just the beginning.

After removing the molds, I sealed the inside of the hull with epoxy or penetrating epoxy and sealed most subsequent pieces of the boat as I progressed. I don’t know whether this effort will ultimately prove worthwhile, but it is an attractive and easier way than painting to put some kind of finish on things like deck beams, the inside of lockers, or the underside of the deck. And you can see the wood through the finish if anything starts to go wrong in the future. Time will tell.



The hull after sealing the inside of the planking, keel, floor timbers and frames. The partial bulkheads for the front of the head compartment (right) and the stove and galley area on the left were built into the planking jig along with the aft cabin bulkhead in the background. All bulkheads and the molds had the waterlines and centerline marked on both sides to serve as a reference both for the setup process and later for building the interior.



The carlins were bent into place in three pieces using the temporary forms spanning the interior of the boat for a jig. Deck beams were attached to the first layer of the carlin and then the remaining two layers were laminated in place

The interior of the boat came next. It was strongly recommended to me to build and finish as much of the interior as I possibly could before starting on the deck or cabin. I took this to heart, but not as carefully as I should have. As things got closed up, working conditions degraded quickly. I spent more than enough miserable building days all twisted and scrunched up from trying to do things I couldn't see with tools that were almost impossible to use.

The deck beams and deck followed the interior. Then work started on the sides of the house. I angled the sides of the cabin inwards about three degrees, something that is traditional on most wood boats but a detail I found absent on the plans of nearly all the catboats I looked at. I think the reason for this is straight-forward. The angle creates a compound curve that requires more materials and a lot more labor. The cabin sides and cockpit combing were laminated out of six layers of 3mm plywood and epoxy using all the deep-throated clamps I could get my hands on – all of mine and all of Roy's, about 50 in all. I did these jobs by myself, but even being carefully organized the process was essentially a one legged man in a butt kicking contest. But the results were beautiful and seem nearly bulletproof.



The cabin top was laminated in place with three layers of 6mm plywood laid over the temporary jig you can see in the picture. Roy helped with this as there is a lot of careful positioning and bending going on while temporary screws go in to hold the layers together.



The cabin top trimmed and with the hatch cut out. The cut out section was used to build the hatch itself.



Hatch and slides in place with stove pipe fitting and holes cut for the ports. The wood has all been sealed with penetrating epoxy.



Out in the sunshine to have the engine dropped in. Still 15 months away from completion.



I wasn't born with a wrench in my hands and knew almost nothing about engines except how to change the oil, so installing the Yanmar 3YM was a totally new experience. I had to ask many questions and get a little help from the engine folks and more help from Roy, but using the full-sized loftings to build the engine bed and position the engine made the whole process a smooth one. It took only an hour to bring the engine into proper alignment with the propeller shaft and tighten and safety wire the coupling bolts.



Roy Dunbar (right) placing the engine on the engine bed as Coastal Transportation's loading boss directs the crane.

Garden had originally located the engine to the port side of the centerboard trunk, leaving an exposed prop shaft and propeller on that side. I didn't like this arrangement so bought a V-drive for the Yanmar that enabled the shaft to go thru the skeg where the propeller would be better protected. The downside of this change was the cost of the V-drive itself and having the stuffing box under the engine where it is difficult to work on. This arrangement also has the engine taking up more space in the cockpit and for many might mean going to a different design altogether.

With the engine in place the fuel and water tanks went in next, along with thru hulls, plumbing and wiring and miscellaneous other parts. God only remembers how many trips to suppliers this required for things like hoses and fittings and just how frustrating it was trying to connect everything in a cockpit that was growing more and more complicated and cramped to work in! The boat's plumbing and wiring each took me about a month

and the prep, paint and varnish (inside only) seemed almost endless. But now I appreciate just why this kind of thing can add so much to the cost of a boat.



Name on the transom and ready for launching.

The spars and sail were about the easiest part of the entire process. Since *Murrelet* was now almost the same size as a Marshall 22 and the only spar makers I knew in Seattle had recently retired, I put in a call to Geoff Marshall and asked if I could buy the whole rig for a Marshall 22 directly from him, right down to the sail cover. Geoff was very helpful, answered many questions about all kinds of things and soon had everything headed my way by truck. And of course it all works like it should. The sail is maybe 10% smaller than Garden's design so in light airs the boat's performance suffers, but at 66 I'm not in a hurry to go anywhere and I will not have to reef as often.



Into the water!



*Murrelet* was finally finished in July 2011. It seems like it took a long time, but it all went by quite quickly. And who is counting hours anyway? You just make one part and then another and then fit them together and keep on going. If you can do that, you can build a boat. It takes a while because there are a lot of parts and nearly all of them have to be made one at a time. And just when you start to develop some speed and proficiency at something like installing deck beams, that part of the job is finished and it's off to something else. You never really get good or fast at anything because there is always something new to learn and new skills to be acquired. The hours just sort of pile up unnoticed as the boat emerges, piece by piece, from the eye of the mind into the physical world.



At home in Edmonds, WA.

I found it all an exciting process. One of the things I found most fascinating was that somehow the things I believed would be most difficult and worried the most about just sort of resolved themselves when the moment arrived. This happened over and over. So many of the things I lay in bed at night thinking about and trying to visualize would just happen with seemingly very little effort. The solutions became obvious; the worry was a waste of time. That doesn't mean the effort to draw things out or visualize exactly how something will go together isn't essential – it is! But forget the worrying.

I think at this point my boat building disease is at least in remission and might even be cured. It's hard to believe when I stand on the dock looking at *Murrelet* that I even made her. The building is already part of another lifetime or a different world. I miss the sound of my block plane creating beautiful shavings and the smell of different woods, but

seem reasonably content with a stack of photos and good memories. Now at least I can go sailing, and somehow the pocket cruiser features of the catboat seem just about right for the crazy world we seem to be living in. That is what I had hoped when I chose a catboat and started building. Now we'll see...

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## Halyard Windlass Installation for *Blue Goose*, 28 ft Catboat

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Al Parker

There have been questions raised in the past concerning the possibility, and advisability, of the installation of a powered winch or windlass for raising the halyards, particularly on the larger Catboats. *Blue Goose* is 28 ft at the waterline, and hoists over 400 sq. ft. of sail. Captain Harper, the previous owner, usually sailed with several friends aboard, and he used 2 helpers to raise the sail. One person kept the boat headed into the wind, one stood up at the mast hauling, then sweating, the halyards, and another aft, in the cockpit to tail out and cleat them off. My wife, Pat and I always sail together, but only occasionally with guests. Our first concern, before buying the boat was “How are we going to raise the sail? We must have a powered windlass.”



Broad Reach.

I searched the archives and found that the main concern was that the power available could overstress the halyards or any part if things didn't run smoothly. First, the mast hoops might get stuck going up the mast, and get broken. *Blue Goose* has a wooden sail track and bronze slides, not hoops, so that's no concern for us. Second, care must be used when reaching the "full raised" position. Yes, care must be taken. Third, "It's not traditional." Yup, right. *Blue Goose* was built in 1928, we don't know if she had hoops or sail track when new, but do know she's had the track since at least the mid-1950s. But power wouldn't be traditional, either way. Pat and I are only about 15 years younger than *Blue Goose*, we'd "retired" from sailing about 6 years ago, but we missed it and wanted to sail a few more years. We needed power assistance. Captain Harper said, "Well, OK, if the next owner wants to, it's easily reversible." Four months later, when he sailed with us he said, "That's really neat."

It is a relatively easy job to install a powered windlass on the coach roof, back at the cockpit, where the halyards were already led. Powered winches, used for sheets or halyards, are more complicated and more powerful than actually needed, and are quite expensive. One advantage they have is that they are "one way" ratcheting, so the line will not be pulled back when you release your pull. I didn't find a windlass that did that, but leading the halyards thru cam cleats is a good solution.



Fair Leads and Cam Cleats.



Windlass and Halyards Location.

Vetus-Maxwell's "Anchormax Vertical Capstan" has been the solution for us. It has a maximum pull of over 800 lb, much more than needed, will draw 500 watts at full load (~40 amps at 12 volts), and extends less than 6 inches below deck. It's only single speed, not a problem. And it's reasonably priced. With a foot switch and circuit breaker it's safe and easy to use. I was able to keep the wiring run to a minimum, and used #6 cable. The "Anchormax" manual is very instructive, mounting templates and wiring instructions are good, details need not be given here.

For physical installation, making the 4 inch hole thru the coach roof is the biggest job. Be sure you have sufficient clearance under the coach roof to allow a little wiggle room for wrenches and the cable connections. I mounted the windlass on a mahogany base to raise it a bit from the deck, and allow the halyards to ride up in the fairleads over the cam cleats while hauling. When pausing, I just hold the line down with my hand to draw it into the cleat. Our throat halyard has a 3 to 1 advantage, the peak halyard a 5 to 1, so they must normally be hauled one at a time, switching back and forth. There is just



enough room on the drum to haul both, with two wraps each, for a start, if desired.

A note for woodworkers, a 1 in. wide saw blade on an oscillating tool is great for making rectangular plunge cuts for switch installations, etc. No drill needed.

Just for some additional help I have installed a small Lewmar sheet winch for the topping lift, mounted similarly on the port side of the coach roof. The line was already led to that point, but it required 2 strong men to operate it. This also is easily reversible if desired.



Windlass and Halyards close-up.

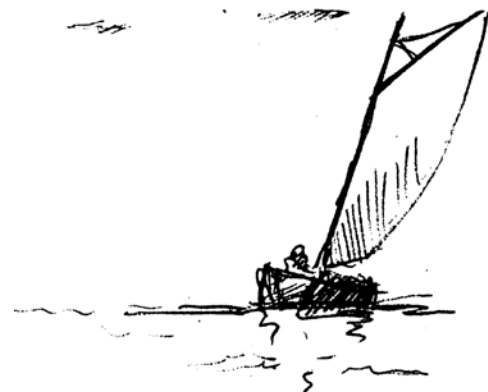
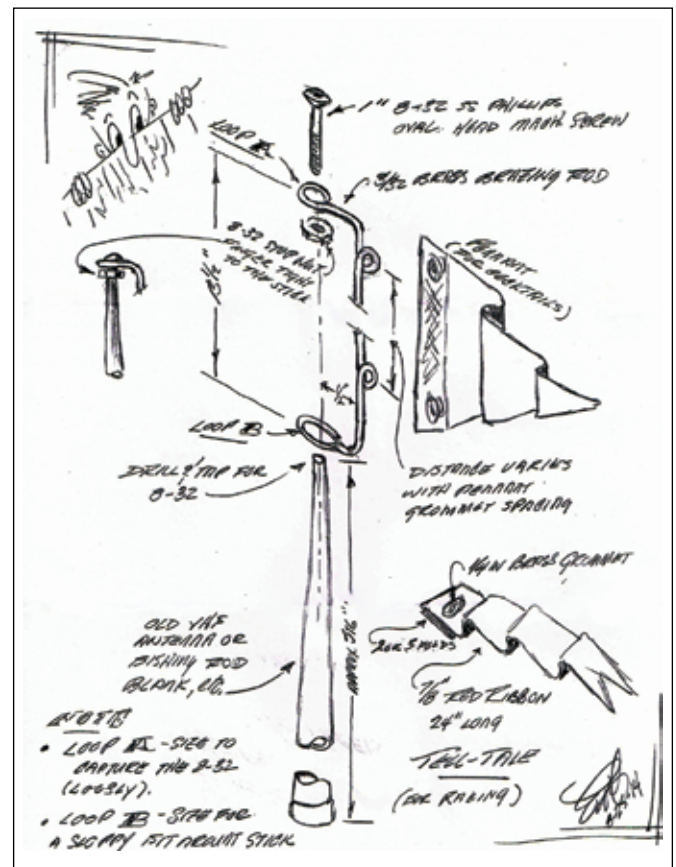
## How to make a Pig Stick

Edwin Ferris

Old, used, or new, fiberglass fishing rod blanks and also discarded VHF antennae make great pig sticks. Tap the top of the stick for a small SS machine screw. This will be screwed into the stick with a stop nut to lock it in place. The screw will be used to support the upper portion of pennant hinge made from appropriately fashioned bronze welding rod readily available at most hardware stores. This top of this rod must be bent in a loop and bent at right angle. This loop must be just the right size to be captured by the top screw loosely. The bottom of the bronze rod will also need to be bent in a loop and bent at right angles. This bottom loop must be sized to fit loosely around the stick. The pennant hinge will now attach quite nicely to the stick, BUT you must form two 360 degree small loops one at the top and one near the bottom at

the appropriate distance apart to match the pennant grommets. Put these two pennant loops in before you form the bottom loop that goes around the stick. Use the welding rod that is approx. 1/8 in diameter. Use the smaller diameter rod until you get the gist of what you need to do to get the right dimensions. When you are done attach the pig stick to your flag halyard with two clove hitches approx. 18 in. apart. This sounds complicated but it really isn't. You'll screw up the first attempts but keep going and you will have a great pig stick. I've used mine on my M22 for years. See the diagram below for a visual description.

Edwin Ferris <saltydawg@embarqmail.com





**Editor's Note:** *Bill acquired his first catboat when he was 13. It was built by his grandfather who was a shipwright building Sea Bright Skiffs on the Navesink River of coastal, NJ.*

*He acquired his first Sanderling in 1977 and his second hull in 1996. He doesn't want to count how many years he has owned a Sanderling! Bill said it has always been the perfect boat. When he was racing at the Shrewsbury Sailing & Yacht Club in Ocean port, NJ – who by the way have some fifty Sanderlings registered in the Fleet – it was a fun race boat. Now in retirement in southwest Florida, he made it into a shallow water cruiser. It's still the perfect boat that can be easily managed by one man. One 'old' man that is..... But you recall the saying; 'You are never out of work if you own a boat'. Bill still owns the Beetle Cat he fully restored several years ago and of course, his Sanderling.*

## Keeping The Sun Off

Bill Dolan

Here are some catboat 'winter projects' that were developed after my dermatologist said, "Stay out of the sun!"

For all the Sanderling sailors who have an interest in staying out of the sun by adding a bimini to their boat, I am sending along the construction details on how I fitted mine. Your dermatologist might approve of this idea! The approximate cost is less than \$250 for parts and the few hours of labor you will put into it.

**First**, you have to decide whether you want the bimini frame on the inside of the cockpit as I have done OR on the outside like Roland Barth's - as that will make a difference as to what bimini frame and shade size is ordered. Decide on color too. Take a look on EBay and search for "bimini." Most of us have found that the lighter fabric material works a bit better for this application as it folds better.

Thoughts on the design:

I mentioned, **MY** concern was that frame poles would get in my way while furling the sail. This is still my concern and the reason why mine are still on the inside of the cockpit. It's however, a bit uncomfortable when sitting in the cockpit since you have to move around the framing but I am sure an argument could be made either way. When you have the bimini frame mounted externally on the catwalk,

my opinion is that the frame presents a safety hazard when attempting to furl the sail. That's the decision that must be made first – which type of mounting.

If the frames are located on the outside of the cockpit – you will have to mount the bimini frame base on to the catwalk. If the frames are located inside of the cockpit - they will be mounted in to the seat.

Here is a picture of the frame mounted inside the cockpit. Note the entire frame is mounted to the seats. (No holes in the deck of the boat and the frame is out of the way of the catwalk – my preference)



Frame mounted inside cockpit.

Since I occasionally use my boat as a camper, I have built optional sides to the bimini. A two inch Velcro strip was sewn to the outer port & starboard edges of the bimini shade. A second piece of material is then used attached from the shade to the rail.

Note too that it is possible to stand forward of the bimini to access and operate the halyards. Another important point, there is occasionally the need to stand up and stretch.



Optional sides as a camper.

Here is a picture of the bimini frames mounted outside of the cockpit on Roland Barth's Sanderling in the Florida Keys.



Frame mounted outside cockpit.



Frame outside on *Ibis*.

An alternate mounting on the outside.



Note main sheet rigging.

### Operation:

In order to get the bimini up or down - using the design described here, it may be necessary to move the boom all the way over to the port side of the boat. The arc that the bimini will make to reach its correct position will be higher than the boom. The bimini can be put up or down while the boat is under sail but the boat must be put on a 'run' to facilitate this action. Like a reef, it's probably better to decide whether you'll want the bimini before leaving the dock. One plus is that, after installation, the bimini can easily be removed or installed on the boat using just to thumb screws.

### Assembling the Bimini for my Sanderling:

1. Go to Home Depot and buy five feet of 1 in. X 4 in. red oak. It might cost you \$1.50 a foot. This is for your new boom crutch and should be done first since measurements of the bimini frame will be made with the boom in its elevated position.

2. Order the following hardware from the Internet on EBay. One each:

[www.ebay.com/itm/Spinnaker-Whisker-Pole-Eye-Plate-Horizontal-/331113195337?pt=Boat\\_Parts\\_Accessories\\_Gear&hash=item4d17e26749&vxp=mtr](http://www.ebay.com/itm/Spinnaker-Whisker-Pole-Eye-Plate-Horizontal-/331113195337?pt=Boat_Parts_Accessories_Gear&hash=item4d17e26749&vxp=mtr)

3. Four total eye straps: I like bronze but plastic is available and less expensive:

[www.ebay.com/itm/Bimini-Top-Boat-Shade-Cover-Bayliner-Bronze-Pad-Eye-Strap-/390650599605?pt=Boat\\_Parts\\_Accessories\\_Gear&hash=item5af49718b5&vxp=mtr](http://www.ebay.com/itm/Bimini-Top-Boat-Shade-Cover-Bayliner-Bronze-Pad-Eye-Strap-/390650599605?pt=Boat_Parts_Accessories_Gear&hash=item5af49718b5&vxp=mtr)

4. When you decide where you want the bimini frames, in or out - you can order the bimini.

5. Stainless steel sheet metal screws. Eight for the bronze eyes. Four for mounting the frame support. Four for mounting the Eye Plate on to the boom. That's about it for parts.

6. Tools required are a power drill with appropriate bits, tape measure and a small tubing cutter capable of cutting one inch pipe. Add whatever you will need to cut and sand the boom crutch.

### Construction details: New Boom Crutch

Cut the boom crutch so there is a V at the top. You might want to drill a small hole at the bottom of the V to keep it from splitting. Make this boom crutch 45 inches long. Once you cut the 'V' the boom will be 44 inches off the deck. Sand the bottom end so it fits in to the boom crutch holder. Round off the edges and stain and varnish (or Cetol) to your liking.



Use several coats. Be sure to do this step because (unlike teak) oak will absorb water and we don't want the dimensions changing or the wood warping.



Boom crutch.

### Boom Attachment

It will soon become obvious that the mainsheet's connection to the boom will have to move aft so that the main sheet can clear the rear of the straps holding the rear of the bimini. This is what item #2 is used for. Mount the 'Eye Plate' as the existing 'Eyes' are mounted underneath the boom using heavier sheet metal screws. Mount the eye about two inches from the most aft portion of the boom. Then, using the existing main sheet, reconfigure the sheet so that it is mounted on the two most aft boom connections. See the pictures below.



Mainsheet leads aft.

Mainsheet lines lead aft. A double sheaved block could be used aft as well but I used the original mainsheet assembly.

An alternative method of running the main sheet. (As used on Glenn McCloud's M-22)



M-22 mainsheet leads aft.

Fitting the bimini frame to the boat will require careful measuring and cutting. Whether you place the bimini frame inside the cockpit or outside the coaming will determine the standard bimini frame width you will need. A standard bimini frame width of 67 inches was used with success on the INSIDE model.

A width of approximately 86 in. will be needed for fitting the OUTSIDE model. But with any of these solutions, be ready to trim the pipe size to the exact size of your boat.

### Bimini, for inside fitting:

[www.ebay.com/itm/Beige-3-Bow-Frame-BIMINI-TOP-Cover-Boat-6L-x-46-H-x-67-72-Wide-1-Frame-Boot-/380628730210?pt=Boat\\_Parts\\_Accessories\\_Gear&hash=item589f3d8162&vxp=mtr](http://www.ebay.com/itm/Beige-3-Bow-Frame-BIMINI-TOP-Cover-Boat-6L-x-46-H-x-67-72-Wide-1-Frame-Boot-/380628730210?pt=Boat_Parts_Accessories_Gear&hash=item589f3d8162&vxp=mtr)

For outside fitting; you need at least 86 inches of width to obtain a frame wide enough to fit on the outside of the coaming.

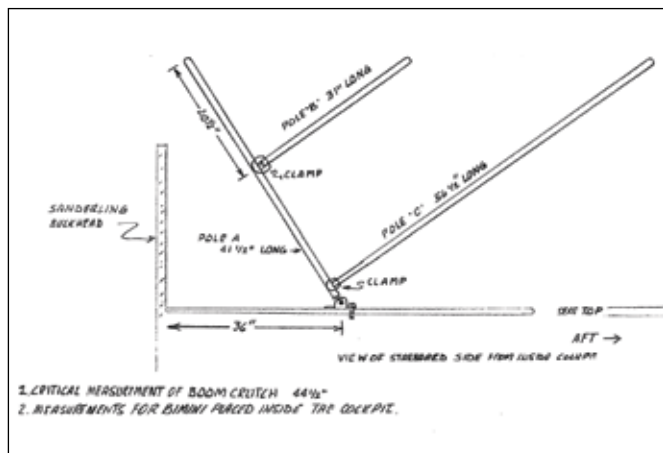
[www.ebay.com/itm/3-Bow-Bimini-Top-Boat-Cover-91-96-Beam-Gray-6ft-for-Bayliner-Boats-/111315831745?pt=Boat\\_Parts\\_Accessories\\_Gear&hash=item19eaf0cbcl&vxp=mtr](http://www.ebay.com/itm/3-Bow-Bimini-Top-Boat-Cover-91-96-Beam-Gray-6ft-for-Bayliner-Boats-/111315831745?pt=Boat_Parts_Accessories_Gear&hash=item19eaf0cbcl&vxp=mtr)



Bimini frame starboard side.



Note that this is what the bimini frame would look like as viewed from the starboard side with the Sanderling bulkhead being at the right side of this picture.



Bimini frame diagram.

At this point in time, I can only offer frame measurement suggestions for the INSIDE models. It would be a bit wider for the OUTSIDE the cockpit configuration, although - the height dimensions would be roughly about the same.

Forward support frame closest to the bulkhead is 42 in. high (Right side of picture)

Aft support frame is 57 in. high (Left side of picture)

Center support frame is 31in. high. (Center of picture)

The center support frame is joined (clamped) to the forward support frame 20 1/2 in. from the top. I placed my frame supports at 36 in. aft of the bulkhead and screwed them into the seats. A hole with a small window is cut in the top bimini so that you can see the sail shape when sailing.

### The Basic Disclaimer

The bimini measurements that I have described in this letter are approximate and may vary with your bimini. The above measurements work on my Sanderling. You will be required to measure, cut and fit as your requirements and preferences dictate.

Fair winds,  
 Bill Dolan, SSYC, CBA  
[bill.dolan@comcast.net](mailto:bill.dolan@comcast.net)  
 cell 941-661-1047

## Issues from the Online Discussion Group

**Q:** *I'd like to know more about how you put in a new centerboard pennant with the boat sitting on its trailer.*

### Answers Summary:

There were some suggestions, but all noted it depended on the trailer and whether or not the centerboard area was (or could be) open to drop the board. Digging a hole under the board might work if you dug the hole first and then maneuvered the boat over the hole. Jacking the boat up to give room was also suggested. Then there was the respondent who simply made the stern fast to a tree with a bridle, loosed a foot or so of the winch line, then eased the trailer forward so that the board would drop, exposing the pennant hole. After changing out the pennant line, he released the line around the tree and winched the boat back up the trailer.

**Q:** *After seven years of trailer sailing, we got a slip in Dennis on the Cape! We have a 14 foot Picnic Cat. How do you all bottom paint a boat that lives on a trailer or in the water. Is is legal to careen her?*

### Answers Summary:

Depending on the trailer, it is usually reasonably easy to get under her and paint most places. When dry just ease her back 6 in. and paint the spots you missed. One suggestion was to block the stern and pull the trailer from under about half way - at least past the centerboard slot. You then can easily do 2/3 of the boat, including the centerboard as far down as you can drop her (Digging a hole will give you even more room to let her down). Then back on the trailer, the bow is usually pretty open to paint.

Another approach was to lower the tongue all the way down, block the stern, and then raise the tongue jack all the way. The boat should be off the bunks and most of the mid to aft rollers. Once you've painted all you can access, reverse the procedure. Then slide her back on the trailer a bit or jack up the bow, if you have a suitable jack and blocking, to lift her off the forward rollers and paint there.

Careening was not recommended.

**Q:** *I seem to remember something about a member who had come up with a tool that made lowering the mast with the hinge easier. Geoff Marshall referred me to the*

*video of raising and lowering the mast, but lowering it required raising the whole mast a couple of inches which looked like quite a strain on the back. Can anyone provide any information on this?*

**Answers Summary:**

Three respondents used three approaches to solve the problem.

One suggested using a length of 2x4 roughly the same height as the open slot is above the deck (approx. 14 - 16"?). He padded one end with carpet (so as not to scratch the deck), and put a groove in the other end. This groove acts as a fulcrum where he uses a lever (made from a metal bar, also padded with something so as not to scratch or damage the inside of the hinge slot) to lift the mast. He can then carefully walk the mast down to the crutch. The ball & socket joint of the hinge can really get tight, so lifting it by hand is usually tough. You often end up lifting the entire mast out of the mast step. This lever system works beautifully and was described (with pictures) in an issue of the CBA Bulletin a few years ago.

The second respondent used roughly the similar method. He also noted that one thing he does religiously, when setting up the mast for the sailing season, is to liberally spray the socket, pin, and hinge with dry silicone lubricant to prevent it sticking, when it's time to put it to bed. This makes all the difference.

The third uses a screwdriver and a flat pry bar and a 2x4 gin pole type of rig, so it is just a matter of

inserting a screwdriver to give a little space and then sticking the pry bar in there for some more leverage.

**Q:** *While restoring a Charles Crosby Catboat, I realized water not moving to garboard drain. It's getting blocked by each rib. I did some research and found that the proper technique is to make kerf cuts in the garboard strake. Boy, this was hard to find and typically not mentioned in the "how to" carvel plank. The garboard strake runs the entire length and would really be a setback to pull both of them. I suppose, I could cut out the middle third of each and butt-block them back together. Other suggestions would be appreciated*

**Answers Summary:**

The way to get water moving to the low point is via limber holes in the ribs. It was noted that you never will get all the water down to one low spot to pump out. There always will be little spaces for it to hide. Don't let fresh water sit in there for long or eventually you will have rot. As long as you make sure it is salty, it is good for the wood. So, if there is a cupful of water in between each frame, when you sail, it will slosh up into the dryer wood and be good for it. One respondent pours three or four 5 gallons of SALT water into the boat and let it swill around as he sails.

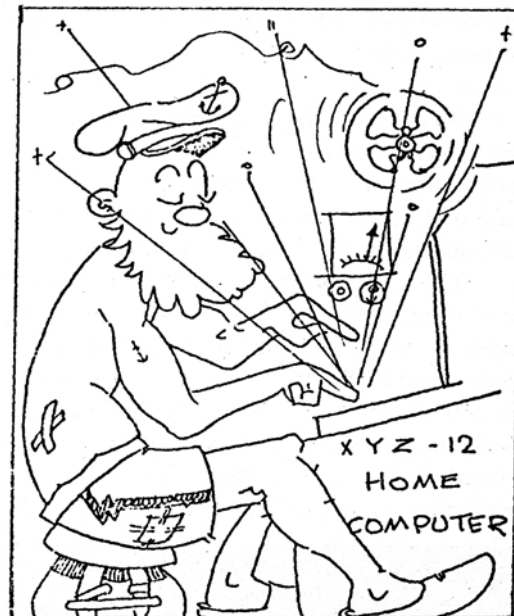
Also noted, was that you can create limber holes for each rib with a drill or do some careful cutting and put a sister rib over the now open part of the rib. Not noted by most respondents is that the limber holes clog and need to be cleaned from time to time.



# CBA Discussion Group

C. Henry Depew, Editor

**Editor's Note:** The catboat discussion group is accessed by joining the *LISTSERV* from the Catboat Association's web page [www.catboats.org](http://www.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:** *I often sail in an area with lots of power boat wake and the severe rolling causes the gaff to go up and forward when sailing downwind. This problem has knocked off two prior Windex units. I am interested in how my fellow sailors deal with mounting these devices, as this is getting expensive.*

**Answers Summary:**

Suggestions ranged from using a pigstick to mounting a 4 ft. long stainless tube for the burgee and Windex on top. Then there were those who used a fabric wind indicator.

**Q:** *I'm thinking of a bigger catboat, one with a bathroom door. Both the Atlantic City 21 and 24 have a bathroom, but I don't want to get into another big project. Does anyone know if they have cores in their construction or are they solid fiberglass?*

**Answers Summary:**

A respondent reported that Mark-O Custom Boats states concerning construction of the AC 24. Hull - 3 layers - 24 oz, Fabmat. 2 extra plies from waterline to keel, Cabin top - 11/16 balsa core with 24 oz. Fabmat for thermal and acoustical insulation. The consensus is: solid fiberglass hull, but one person said "plywood in the stern". I assume that means the plywood core in the transom. Several other respondents thought there was balsa core in cabin top.

**Q:** *Can anyone suggest a safe method to wash the halyards and sheets? I use braided lines.*

**Answers Summary:**

Soaking with a variety of detergents for a couple of days and then brushing was suggested with each

respondent recommending a different detergent. The pressure washer method was suggested with soap first and forgetting the brush.

**Q:** *I have a Charles Crosby catboat, Valiant circa 1915, undergoing restoration. I greatly need detail photos of bronze housings for all navigation lights. If these are available as re-productions, let me know.*

**Answer Summary:**

A number of on-line suppliers and magazine advertisers were suggested by the respondents to this question.

**Q:** *I need a measurement from someone who has easy access to their Herreshoff America. Specifically, the distance from the top edge of the motor mounting bulkhead in the motor well to the top of the metal shoe extension that extends from the skeg to the lower rudder pintle. The objective is to determine the maximum acceptable length of an outboard shaft as measured from the inside top of the motor's mounting jaw to the tip of the its skeg. (The boat is in a barn 50 miles away and I can't get to her until later in the spring).*

**Answer Summary:**

My HA18 just happens to be in my backyard, so I went out and measured. From the top of my motor bulkhead to the top of the metal shoe is 27-inches. I use a standard shaft Nissan 5 HP motor and the tip of the lower unit just reaches the top of the shoe. Remember, the shoe is "U" shaped, so the tip could go inside.. My motor bulkhead appears to be a something like a 2X6 attached to the fiberglass motor mount bulkhead and it sticks up about 1 inch.



**Q:** *Does anyone know of shop local to MA/RI that can make an HA-18 centerboard?*

**Answer Summary:**

My friend just made one and we are installing it this weekend. We'll have plenty of photos and specs after that. Perhaps he'll make you one??? Or at least supply the plans to a boatyard to help you out.

**Q:** *I recently purchased a Hereshoff America 18 and would like to know if I want to have a tent cover to stop the rain from coming into the boat.*

**Answers Summary:**

Some respondents noted that most do not use covers. Rain that gets in the cockpit drains out near the front of the cockpit. It was noted that you need to make sure that the drains do not get clogged. One suggestion was to use hardware cloth to make screens to prevent debris from stopping excess water from draining. One respondent had a cover custom made to protect the teak seats & cushions.

**Q:** *Curious about what everyone else has for lightning protection on their boats. We have the mast grounded to a sintered bronze plate - the arrangement that came with the boat when we bought her. I've since added a lightning arrestor in the coax between the antenna and VHF, but have made no other changes.*

**Answers Summary:**

One respondent noted that sintered bronze is not recommended as a lightning ground. Some use a length of heavy copper strapping. One problem noted is that making a hole in the hull for the copper cable/strapping/etc. provides a hole for the water to come back in, if the lightning burns through the system. Some simply trail a cable from the mast (or forestay) over the side.

**Q:** *I have a 1973 HA-18 and some of the plastic mast hoops appear pretty rough. I want to purchase more of these hoops. Does anyone know where you can buy them? PS - I am only aware of wood ones.*

**Answer Summary:**

Use Schedule 40 PVC pipe of the proper diameter was the consensus of the suggestions if you do not want to use wood. You cut the pipe 1-1/2" high and secure a stainless steel shackle to it. The results are reported to work well and look great.

**Q:** *I am purchasing a Picnic Cat. What size outboard motor would be the best as auxiliary power?*

**Answers Summary:**

As with most catboat questions, the suggestions varied with the experiences of the respondents. Suggested motors included the long shaft Honda 2, water cooled Johnson 2 hp, or a 3.5 hp 4 stroke Merc long shaft. Then there was the question of water cooled (quieter) or air cooled, manual or electric start, etc.

An important point was the weight of the outboard and your ability to pick it up when necessary.

As an aside to the general discussion, it was noted that you should never jibe the Picnic Cat with the centerboard down. The centerboard should be fully up and the Picnic Cat will jibe softly in any wind that you can sail her to weather in. Centerboard down, she will trip and broach.

**Q:** *I am relatively new to catboat sailing. Most of the reading I have done suggests that scandalizing is to be avoided, but I saw an article from 1985 touting its benefits. So I pose the question, to scandalize or not to scandalize. If so, when and how?*

**Answers Summary:**

Respondents noted that scandalizing (reducing sail area by dropping the peak of the gaff) is better than being blown down, but noted that pinching up or luffing can accomplish that as well as letting go of the main sheet in a heavy puff. Also noted was, "The rule is break all rules to avoid total disaster". However, when the sail is scandalized the support of the boom by the leach of the sail (strung from the gaff) goes away and the boom drops. Be sure to tighten your topping lift before you scandalize. If you're scandalizing in a blow, you're probably rolling a bit, and you want to keep the boom out of the sea. Remember, it is a temporary measure best used when caught in unanticipated heavy weather.

**Q:** *I need some information on ramp launching and retrieving a Marshall 18/Sanderling. My trailer has keel rollers and bunks. Does anybody have any ideas or tips to share? Do most folks just float the boat off the trailer?*

**Answers Summary:**

Most respondents float the boat off the trailer, although some have extra rollers to help with the process. To keep the vehicle out of the water you can use a "trailer tongue extender" or a length of chain, a strong dolly wheel, and some blocking.

**Q:** *The varnished hoops stick to the gelcoat painted mast when raising or lowering the sail. Any suggestions?*

**Answers Summary:**

Try Elmer's E450 Slide-All Dry Spray Lubricant 4-Ounce. Spray hoops & throat at the start of the sailing season. Don't use WD40 for this job.

One respondent presented detailed instructions:

Hang a thin line between the hoops to keep them horizontal. I use tarred nylon twine because it holds a knot well.

1. Measure the distance (which I'll call "L") between the grommets that connect the sail to your hoops.

2. Tie the free end of the line onto the bottom hoop, using a clove hitch, on the side opposite to the sail.

3. Measure out L more inches of line, and tie a clove hitch to the next hoop up. Repeat for all hoops

4. Raise the throat slightly so that the top hoop is no longer resting on the ones below.

5. Tie the line from the top hoop to the bail on the throat (the wire that some boats have parrels on) such that the top hoop is horizontal.

6. When you raise the sail, the throat pulls each hoop up from both sail side and the string side.

7. If a few are uneven (and they always are), it is easy to loosen/move the clove hitch for an individual hoop the next time it comes down.

The hoops don't stick as much when they are nearly horizontal. And I've had no problems with them getting tangled.

There's also the balance line for mast hoops solution. Patented in 1880, I've seen it also in the "Gaff Rigged Handbook". The information on the patent can be found at: <http://www.google.com/patents/US231928>

You can click on the image in the webpage to make it bigger.

If the mast hoops are newly varnished they will get better, once they have fully cured and hardened.

One respondent always cleans, polishes and then waxes the painted aluminum spars and mast as it makes a big difference.

**Q:** *What horsepower is sufficient for most all conditions for a Marshall 18? Is a extra long shaft necessary?*

**Answers Summary:**

Respondents recommended 6 to 8 hp, long shaft outboard motor. The smaller motors really aren't made to push a catboat in the 2500-2800 pound range. The shaft length depends on what sort of mount you have and how high it is mounted from the water line. It was noted that the longer the shaft, the less chance

of the prop coming out of the water in a seaway.

**Q:** *Any experience out there with dodgers? I'm considering one from Marshall Marine or a custom one from my local shop. How about side windows? I see most don't have them. How about windows that zip open?*

**Answers Summary:**

Respondents recommended clear panels to give visibility on all sides and forward. The front clear panel should unzip, so it can be rolled up. If you use a stand-alone frame for the dodger, it should fold forward out of the way when not needed to improve forward visibility.

Most respondents recommended a Bimini high enough to enjoy and get around under although you may have to shorten the sail to allow for the Bimini. Then there was the respondent who uses a large golf umbrella to keep the sun and wind off - works fine unless there is too much wind.

**Q:** *Can anyone suggest a brand or set-up to trailer an M22?*

**Answers Summary:**

I can't offer any recommendations, but it is worth noting that the 22's beam of 10'6" exceeds what is allowed without a permit. Before you explore trailering a 22, you might want to determine the limitations.

**Q:** *I need to put my Edson worm steering system back together. Any suggestions as to a source of illustrations?*

**Answers Summary:**

Respondents noted that according to the manufacturer, there was a fire that destroyed the early drawings, etc. The Edson customer service people were recommended as being very helpful. Also suggested was finding another boat with the same steering system and taking pictures and measurements.

**Q:** *Can anyone advise me where to purchase a good pig stick?*

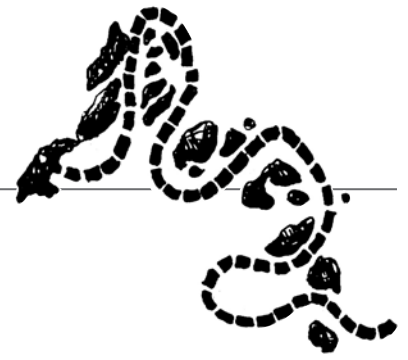
**Answers Summary:**

Respondents suggested you should use an ash or mahogany dowel of the proper size, otherwise it will twist and warp.

*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.*



# Short Tacks



## War of 1812 – French Catboat Assistance!

Steve Flesner

The French Catboat Navy assisted the Chesapeake Flotilla during the reenactment of Maryland's largest Naval engagement of the War of 1812 which took place on the Patuxent River off the entrance to St. Leonard Creek and the shore of Jefferson Patterson Park. Monique Milhollin, who hails from France, and her crew sailed *Alouette*, a Marshall 15, as close to the battle as the Coast Guard would allow probably drawing the attention of the British flagged tall ship between volleys.



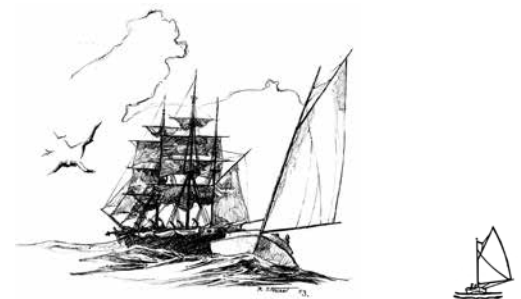
*Alouette* offers assistance.

It was a wise decision to stay outside the exclusion zone given the cannon fire exchanges between the dueling vessels... also, it may have saved *Alouette's* sail from being shredded by grape shot! The tall ships that participated in the reenactment were the *Pride of Baltimore II*, *Dove*, *Sultana* and the *Kalmar Nyckel*.



*Kalmar Nyckel* lets loose!

Monique said it was an honor to fight the British once again! I reminded her that the French had also fought the Americans at one time...thankfully we are all now allies! Vive la France, England and the USA! Oh, and the outcome of the two battles of St. Leonard Creek (June 8-10 and June 26, 1814); they ended in a stalemate. The Flotilla was blockaded and some gunboats were scuttled in the creek a short distance from my house while others were scuttled further up the Patuxent River above Benedict. The Royal Navy took a pounding and learned a lesson about American resolve and their tenacity and willingness to fight. In August, the British marched on Washington and burned the White House before calling it quits in December, 1814.





# CATFOOD

Jane Walsh, Editor

## Healthy Gluten Free Quinoa Salads

Ahoy!

Here's a piece of trivia for you. Did you know that the Andean regions in South America grow over 500 varieties of quinoa (pronounced "keen-wah")? And, I have thought all along there were only three varieties: white, red and black quinoa. Who knew? This power packed grain is full of protein and is gluten free.

As always, the Padanaram rendezvous was memorable this year. Marshall Marine offers a wonderful open, dry, and spacious function area with plenty of seating amongst new and restored catboats - so welcoming on a rainy day. It was at this event that Kim and Jim O'Connor (*Glimmer*) introduced their Quinoa Summer Salad to the attendees. Many approached the Catfood editor to publish this recipe. So, without further ado... here it is, plus one more!



Kim and Jim O'Connor with Marshall on *GLIMMER*.

### Quinoa Summer Salad

- 1 cup of Quinoa
- 2 cups water
- Handful of yellow raisins
- 1 can of chick peas (drained)
- Sliced scallions
- Some chopped garlic to taste



- 1 chopped mango
- 1 chopped jalapeno
- 1 chopped red pepper
- ¼ cup freshly squeezed lime juice
- 2 T olive oil
- Salt and pepper to taste

Cook the quinoa in the water for 15 minutes or until all of the water is absorbed. Then, Kim adds all of the other ingredients and allows plenty of time for the flavors to meld.

### Edamame Quinoa Salad

Start to finish: 30 minutes

- ½ Cup quinoa, rinsed and drained
- 1 Cup frozen shelled edamame, thawed (immature soybeans in the pod)
- 1 Cup fresh or frozen whole kernel corn, thaw if frozen
- ½ Cup cherry tomatoes, halved or quartered
- ½ Cup chopped fresh cilantro
- ¼ Cup lime juice
- 2 T Extra virgin olive oil

In a small saucepan, combine quinoa and 1 cup of water. Bring to boiling; reduce heat. Cover; simmer 15 minutes until water is absorbed. Remove from heat and set aside.

Meanwhile, in a large bowl combine edamame, corn, tomatoes, and cilantro. Add quinoa; toss to combine. Add lime juice and olive oil; toss to coat. Season to taste.

Both of these salads are great served as a light summer entrée or paired with grilled chicken, fish or pork.

I look forward to seeing you all in Mystic, March 2015! New date this year!

"Boat" Appetite!  
Jane





It is like a car excursion, but on the water; with multiple stops, different places to stay. There are games to play, stories to tell and songs to sing, to keep away waterway boredom.

Taking children out for a sail, on an excursion, on a trip that involves multiple destinations and different harbors and anchorages isn't a topic in many books.

John E. Conway, has taken his family sailing many times and this, his second book "*Buckrammer's Tales*," is a window for anyone who wonders what sailing would be like for a captain who takes his family along. His first book, "*Catboat Summers*," was published in 2003 and this new book follows as a sequel.

Mr. Conway sails a 24-foot 1908 Charles Crosby wooden catboat called *Buckrammer* out of Westport Point. Catboats are perfect for sailing these waters. With a shallow draft and an adjustable centerboard, the boat can get to a lot of special places a keel bottom sailboat would have to avoid.

"*Buckrammer's Tales*" is a collection of memories, a compilation of sailing adventures that ran from 2003 to 2011, a time when his kids were growing up. These are Mr. Conway's stories, or tales to be more precise.

Within the book there are two ghost stories, one that involves the Sakonnet Light, and a second involves a small island near the Westport River.

The book is full of small mishaps: groundings, near groundings, engine trouble and a host of other surprises. Mr. Conway has a great way of unfolding the elements of a predicament, which represents much of the storytelling in the book. He is a storyteller. These are all short stories and every story ends happily.

The author's big contribution is his knack for writing about these journeys and including the voices of his three children: Abigail, Ned and Caroline. Today, they are all grown up.

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

Caroline was four, Abby 10 and Ned eight years old. "In studying the charts of the Westport River we identified a sail to Judy Island as the ideal day trip (Of course we renamed the place Pirate Island for the occasion)."

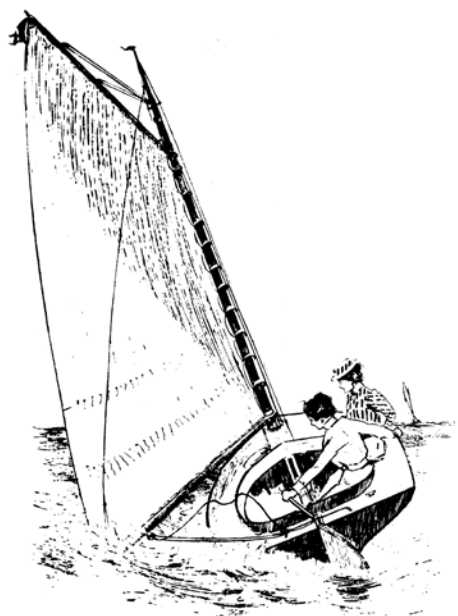
Now the captain enjoys the pleasure of grandchildren.

Perhaps the greatest treasure within the pages of this book is a chapter at the end devoted just to "Tips on Sailing with Kids..." offering 12 pages of insightful advice on how to make sailing a wonderful adventure for the young and their parents. Some of it is obvious, but attitude is a good part of it; plus, sprinkle the journey with mystery. Did anyone say "pirate treasure?"

Mr. Conway, paid tribute to his own father for his own love for boating. "Keep the trips short and the fun long: ....My dad was a master at gauging the 'boredom time-factor' of boating adventures. Our early sailing trips (in rented or borrowed Beetle Cats or flat-bottomed skiffs) lasted just long enough for my brothers and I to constantly yearn for more." He said a boating adventure normally was from three to four hours long.

Of course it is easy to think of this book as written for only those who love their catboat: a single sail, wide beam sailing craft with great history tied to this region. The author's expertise and love of the boat is evident throughout. But, having said that, one must add that this is also a book capable of a wider audience, one that can bring enjoyment to any sailor who likes to venture out for a day of sailing with friends and family.

**Note:** A version of this review appeared in the *Vineyard Gazette*.





# New Members

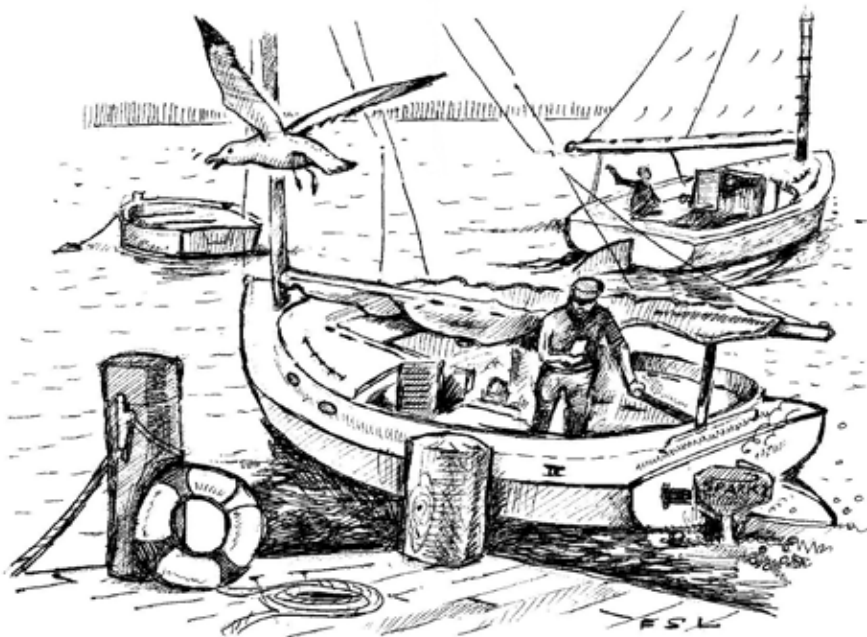
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Dave Calder, Membership Secretary

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

Adair, Barry & Patricia  
Alderink, Erik & Susan Gillis  
Ashworth, Dave & Kathy  
Athanassiou, Nick & Jeanne McNett  
Baeza- Server, Carles  
Barker, Ben & Meg  
Battois, Fabio & Eli  
Bivins, David & Carol  
Broderick, Stephen & Celeste  
Broege, Eric & Carolyn Kemp  
Burdett, Bruce & Jeanne  
Costello, Charlie & Joan  
Crawford, Roberta Ann & (Dad) James  
Davis, Paul & Sharon  
Divon, Mike  
Frank, Barry & Mandy  
Gillette, Blair & Laurie

Huthcinson, Donna & Kitty Cook  
King, Papa-Jim & Seaweed  
Lebherz, Joseph  
Livingston, Bob & Linda  
Olson, Dave & Betsy  
Perry, Marc & Mary  
Polleys, Bill & Nancy  
Samuelsen, Victor & Jannet Gurian  
Sarazen, Scott & Sue  
Scleckser, Mark & Carmel  
Schwartz, Steven  
Smith, Russ & Jean  
Stillwell, Newk & Trina  
Van Loveren, Gus & Rineke  
Weglarz, Scott  
Zusi, Tom & Nancy  
Zylinski, Bill & Audrey



# 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](mailto:cats4sale@catboats.org)*

165-6. For Sale: 1973 Herreshoff America 18' Catboat "Annie" in great condition. Inboard Yanmar 1GM diesel, Head with holding tank, a true little pocket ship. Tabernacle makes raising the mast easy. Flag sail in good condition (second spare sail), 2 sets of reef points, lazy jacks, jiffy reefing, new running rigging in 2009. Blue (Sunbrella) sail and cushion covers. Sleeps two, blue berth cushions, interior lights, cabin has countertop with sink, flexible water tank. 5 brass portholes (1 opening). Teak seats with cushions in cockpit. Swim ladder, fire extinguisher, dock lines, fenders, compass, running and anchor lights. Fiberglass in excellent condition, teak is being brought back to natural. New epoxied centerboard in 2012. New rudder skeg in 2013. Danforth type anchor with chain and rode. Single axle trailer is in very good condition (recent trip to Nova Scotia and back) and can be used to launch the boat. Price: \$8,500 OBO. Contact Chuck Benton at [cbenton01@gmail.com](mailto:cbenton01@gmail.com) or 207-350-0460.



ported out of the water on a lift on Dauphin Island off the Alabama Gulf Coast. PRICE REDUCED FOR QUICK SALE - \$22,000. Price includes assistance with delivery to a new home port. Ready to sail now! I love her but my age and health have caught up with me. Need to sell quickly. More pictures, detailed boat and engine information are available from Joe Buzhardt [joebuz@hughes.net](mailto:joebuz@hughes.net). To see Nantucket, contact Dick Durgin 601.942.8180.

165-10. For Sale: 1935 22' Catboat "Teaser" built in Beverly, Mass. Completely restored. Winner Best Restoration Boston Antique and Classic Boat Show. Gaff rig with sails included. Atomic 4, centerboard, ready to sail. One owner for 28 years. Loved dearly and needs new caretaker. Additional photos available at <http://catboatforsale.blogspot.com> \$24,900. Call Dana Marcorelle at 978-621-5452 or email [bmarcorelle@verizon.net](mailto:bmarcorelle@verizon.net) and come see her. Worth the ride.



165-8. For Sale: 1982 Atlantic City 24' Catboat #138 - Great cruiser. Sleeps four-six, 6' 2" headroom, Westerbeke 27 HP 3 Cylinder Diesel Engine circa 2002 with only 634 engine hours, Marine Air Systems reverse cycle 9000 BTU marine air conditioner for heating and cooling, mahogany and ash interior, dual batteries, new 12 volt battery panel, 110V shore power, 2 speed-self tailing Lewmar cabin top winch for halyards, lazy jacks, anchoring system with teak bow sprit, mast-head anchor light, teak boom gallows, interior hand rails, two automatic bilge pumps, forward head with shower, bookshelf, shelf above quarterberth, opening ports, screens for companionway/forward hatch/ports, cockpit table, cockpit flotation cushions, two-burner alcohol stove, Newport solid fuel cabin heater, rebuilt Danforth compass, sail cover, bimini. New Trinidad bottom paint applied July 2014. Nantucket is home



165-12. FOR SALE: 1985 Landing School 18'7" Carter Catboat. Light use in excellent condition. Deep hull and large cabin for her size. Sleeps 2 with new cabin cushions. She is mahogany planked on white oak with oak rails and cap. All fastenings and hardware bronze. Sitka spars. All wood finished with Epifanes. Masthead running lights. 2 new batteries. Auto bilge pump. New Yanmar IGM. Cabin and cockpit finished in mahogany with bronze spigot on sink. Shipmate "Skipper" cast iron stove with bronze stack. Edson wheel steering. New Pert Lowell mast hoops. Manchester sails in excellent condition. Sail cover. Bowsprit allows for easy anchoring and jib (included). Anchor rode, chain, bumpers, PFD's,



dock lines .Roadworthy heavy duty aluminum dual axle trailer included. Boat located in Hamburg Cove, CT. Offered at \$ 18,500. Contact John Dexheimer at 860-916-9146 or Email [armdex@aol.com](mailto:armdex@aol.com)

165-13. Wanted - Boom tent / sailcover combo for BeetleCat , in any reasonable condition. Contact Mark at 978-371-2088 or email [domihs@netzero.net](mailto:domihs@netzero.net)

165-14. For Sale: 1971 CAPE DORY 14' HANDYCAT. Hull # 22 Good condition with 3.5 hp motor/trailer and full sail/cockpit cover St. Augustine, FL 860-306-5055 Asking \$7,500. Chris and Beth Pitt - [bethpitt1@comcast.net](mailto:bethpitt1@comcast.net) 860-306-5055



165-19. For Sale: 1985 Marshall 22' catboat green hull and tanbark sails in very good condition Yanmar 3gmd 22hp low hours. Garmin GPS and sounder. Bunk extenders, all cushions inside and out like new. Located in Key West FL. Bob at 203 613 7844 or [grahambobinc@gmail.com](mailto:grahambobinc@gmail.com)



165-21. For Sale: 1996 Marshall 22 Sloop. Hull #239. Very nice, well maintained vessel. All new rigging 2008. New custom 70 sq. ft. jib (for high wind) 2009. New mainsail 2011. Spare original mainsail included. Custom sea chest on foredeck for anchor rode (nice seat when underway). Teak bulkhead in cockpit. Yanmar 2GM diesel approx. 675 hours (captain maintained, clean). New cutlass bearing 2011. Bronze helm with varnished wood spokes. Holding tank w/ macerator. Hard fiberglass dinghy (7'6") with varnished ash oars included. New brass hand pump at galley sink 2013. New cowl vents 2014. Asking \$30,000. Located Marathon Key, FL. Contact phone: 281.508.7174. [mantlelee21@gmail.com](mailto:mantlelee21@gmail.com)



165-22. 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 in southwestern Michigan on Gull Lake. Asking \$25,500. Call (269) 370-6404 or email [dave@nancyanddave.com](mailto:dave@nancyanddave.com)

165-26. For Sale: 1973 Herreshoff America 18' catboat , 8 HP Yamaha 2008 outboard, flag sail, sail cover, galvanized trailer with LED lights, new centerboard pennant, good condition, could use some cleaning up, but very functional, asking \$3750 OBO, 631-563-4856, [spudsailor@aol.com](mailto:spudsailor@aol.com)



165-27. For Sale: 1908 Phinney 27' Catboat "Matchless" – Need new owner to leave this historic craft in good hands for the next century. Some will remember that Matchless has been in the care of current owner for the last 25 years. Due to age and health issues, it is time to pass her on. She is still in great shape. Buyer must have commitment to antique wooden boats to become the new owner of Matchless. In Stan Grayson's book CATBOATS (2nd edition, p.124), he describes the boat's framing and condition at time purchase from previous owners (the Moores): [paraphrased quote] "The frames were 1 7/8-inch by 2-inch hard pine on 10-inch centers; the planks were 1 1/8" cedar fastened with wrought-iron nails. Before Matchless was offered for sale to the Moores, many of the frames had been strengthened with doublers. Deck beams and stem made of oak. Current Douglas fir mast, brightly varnished, was fashioned from spinnaker boom of the J boat Resolute, which had successfully defended the America's Cup against Shamrock IV in 1920." Located Cape Cod, MA. Asking price \$35,000, can finance, make offer. Peter Haney [phaney160@gmail.com](mailto:phaney160@gmail.com) 508/759-9613



165-28. For Sale: 1965 Cosy Cat carries a Beetle cat rig, is about 13' long, has a tabernacle mast set-up, and was designed with a hard chine and a big cockpit that holds two adults and two small children. She has a usable cuddy (dry vs. a Beetle), is constructed of marine plywood that was fiberglassed a few years ago, and has authentic heavy duty bronze fittings and blocks. Sobstad mainsail is in fine shape as is standing and running rigging. Everything about the boat is in good shape other than interior which could use paint - but maybe a scrubbing will satisfy its next owner for a few years. Rebuilt over the years, she sits in her boathouse except for the month of August each year so there has been little need for much maintenance lately. She was a few years old when we bought her in 1968 and does not leak a drop. I take her out about 4 or 5 times a summer. My wife is into golf, so my only companion was my loyal Springer Spaniel, Jasper - until he passed on this past winter. Cosy Cat deserves a new owner willing to continue my stewardship. She is ready to be launched for the season. \$2,000. Nick Hurd, Southport, Maine 207/633-3733 772/538-6804 [nickhurd42@gmail.com](mailto:nickhurd42@gmail.com)





165-29. For Sale: 1972 Herreshoff America Catboat - Like NEW Condition New trailer (June 2014) included with purchase This sailboat is a must see! Owner has invested \$42,000 in this vessel Great Lakes sail boat Sail Inventory- American Flag Sail in Like New condition. Asking \$27,900. Tim La Riviere larivie77@gmail.com



165-30. For Sale: Trailer for Herreshoff America 18. It fits a Herreshoff America perfectly. I sold the boat, but the buyer didn't want it. There is nothing wrong with it. The lights are new, professionally installed. The jack is new. The tires are good. The rollers are good. The bunks are solid. The bearings are greased. The coupler is good. It has a four pin light connector. The trailer is registered in New Hampshire where no title is required. This trailer is ready for a Herreshoff America for \$850!! . Contact Tom Newton at tnewton8800@aol.com



165-31. For Sale: 1971 Marshall 22 "Esmeralda" . good condition. Two suits of sails, Palmer P 60 engine ,FWC professionally maintained, Porta Potty head, stove, Danforth, Plow and yachtsman anchor and rode. Bottom soda blasted 2013. Nice boat for the money . \$16,750. catboatom@gmail.com . See pages 43 of the winter 2014 Catboat assn. bulletin. Issue # 163. There is a story of the restoration of Esmeralda. Also Capri 14-2 sloop. Steel trailer \$1,500. Tom Hyland , Staten Island, NY 718/356-3955



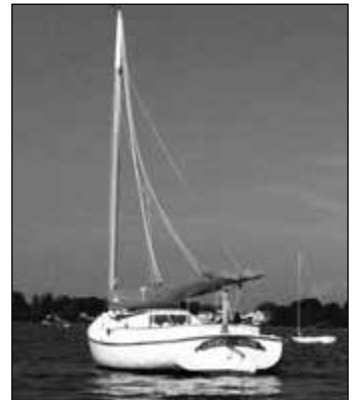
165-33. For Sale: Marshall Sandpiper ~ 15'6" Catboat In Excellent Condition Hull # 45, 1975 Looks fantastic. new paint in and out, Oak Coaming and Rub Rail fresh varnish, Bronze fittings, 2 main sails 1 in good shape, one new Main with draft stripes and tell tales(never used) from North Loft near Useppa Island, New Marshall Marine installed Mast Hinge, New Mast Boot, Lazy Jacks, Topping lift, New Oak boom crutch, Oak Name Board, New Harken Hexaratchet Swivel Base mainsheet controls with cam cleat on custom fitting. New Forespar Hiking Stick, New Sunbrella Sail Cover, Loadright galvanized trailer with new rollers and new spare holder and spare, Books: The Catboat and how to Sail Her; The Gaff Rig; Competitive Cat. Tohatsu 3.5 HP 4 Stroke perfect condition. Will sell for the \$13,517. out of pocket that we have invested. Our labor is our gift to you! Located near Ft. Worth Texas. Call Jim at 214-621-2609 for details or pictures.



165-34. 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 \$9,750. 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.



165-35. For Sale: 1974 Marshall 18' Sanderling catboat, hull #315. One owner. Hull in good condition Three years ago Marshall Marine replaced the main bulkhead, cabin sole, port lights, centerboard pin, gudgeons and pintles. Sail is three years old. Bottom stripped and painted with Micron this year. Many options--opening port, quarter cleats, teak trim on hatch slide. Also many extras--Danforth lunch hook, CQR storm anchor, porta potty, Coleman camp stove, sail cover, new Harken blocks and running rigging. More information and pictures on request. Asking \$12,000 OBO. Contact Jim Bradley at (401) 783-7460, or email jimbo@uriacc.uri.edu



165-36. For Sale: 1980 Sanderling 18' catboat, 2 sails, 2006 8HP Honda 4-stroke outboard, and 1981 Shoreline EZ-roller trailer. Trailer OK for local; may need work for highway. In water Fair Haven NJ. Contact ppfautz@comcast.net or Penn Pfautz at 732-673-0342. Asking \$11,000.



165-37. For Sale: Two Sitka Spruce Masts for 14' Catboat One solid Sitka Spruce 17 foot, Octagonal base mast, 2002 vintage includes forestay, screwed in bronze gooseneck and bronze eyebolts. The base is 2 1/4 x 2 3/4 x 1. it is in excellent condition with no cracks. asking \$1250. Second mast is also a 17 foot solid Sitka Spruce Octagonal base mast for a 2001 catboat. base measures 2 1/4 x 2 3/4 x 1. Second mast does not include gooseneck or forestay. Also in excellent condition with no cracks Asking \$850. jpappala@gmail.com



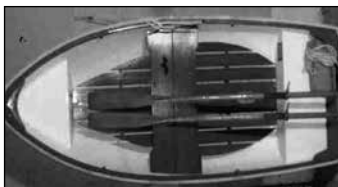
165-38. FOR SALE: 1972 HERRESHOFF AMERICA 18, in good condition. 2000 6-hp Johnson O.B. Original Thurston flag sail in fair condition, 2000 quantum Thurston sail, white, in good condition with three reefs. Included: brass kerosene running lights, 12 V masthead and running lights, stove, Porta-A-Potti, Raytheon VHF/FM radio, Lowrance Eagle depth sounder, fish finder with speed log and temperature sensor, bulkhead mounted compass, clock, fire extinguisher, flares and launcher, bilge pump, swim ladder, spare rudder, mast head wind vane, two 6-gallon gas tanks, Danforth type anchor with 4 ft. of chain and 100 ft. rode, new never used cabin bunk cushions, stainless steel solar vent installed 2013, tabernacle mast, 1972 dual axle trailer, sanded and painted 2013. Asking \$12,000 OBO. [haverlanddesign@msn.com](mailto:haverlanddesign@msn.com)



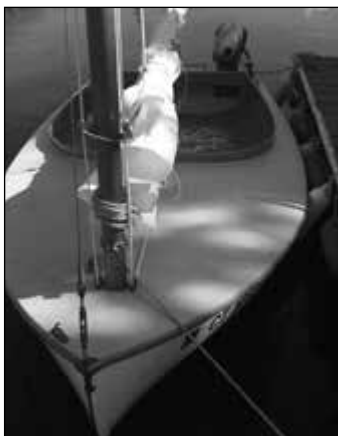
165-39. For Sale: 2004 SunCat by Com-Pac Yachts Great trailerable daysailer or overnighter, perfect for coastal waters or back bays with its shoal draft. Upgrades include: Rudder Craft performance foil rudder, Mastender system (raise mast in seconds - 1 man), factory optional teak package includes cabin sole & trim (in & out), cockpit grate and seat trim - all refinished, full electrical package with deep draw battery, SS transom swim ladder, fabric berth cushions, sail & tiller covers, full boat cover, folding Bimini top, portapotty, anchor roller with hinged deck pipe, compass, SS retractable motor bracket, Johnson long shaft 6 hp motor, Performance trailer with spare tire and LED lights. LOA: 17'-4", Beam: 7'3", Draft: 14"/54". \$12,750. Oceanport, NJ. Contact: Frank at [PPS\\_NJ@YAHOO.COM](mailto:PPS_NJ@YAHOO.COM)



165-43. For Sale: Trinka Yacht Tender - 8 Ft Trinka Rowing model, fully equipped; Teak Floorboards, Extra towing eye, stainless transom molding for engine, boat cover, and 6 ft ash oars. Replacement cost \$3600, a steal at \$900. call Dave Park 302 684 3647



165-44. FOR SALE: 2010 Barnstable Catboat. Hull No. 149, Catkins II. 12 ft. 4 in. long, fiberglass hull in white with red bootstripe, tan deck, and cedar cockpit. The boat is in excellent condition with freshly done bright work. Dacron sail in excellent condition. Tan sail cover and two cockpit tents. Outboard motor bracket. Bottom painted and ready to sail. Includes standard equipment: wind indicator, mainsheet block assembly, cam-cleat on centerboard trunk, paddle, and anchor with chain and line. Loadrite galvanized trailer is custom fitted to boat. Boat is registered in Connecticut, located in Fairfield, CT. \$12,500. [Taylorc@sacredheart.edu](mailto:Taylorc@sacredheart.edu) - (203) 257-1484.



165-45. For Sale: 1993 Helton, Solo 11, 17ft contemporary Catboat. It is in excellent condition and was only used in fresh water. The beam is 7ft. 4 inches, displacement 1100 lbs. and the sail area is 150 Sq.ft. Marconi rig with one rotating mast and fully battened sail with lazy jacks that makes it easy to rig. It has a shallow winged keel that draws only 1 ft. 9 inches. The cockpit is over 6ft long and has two lockers, cushions and is self bailing. It also has a new bimini top. The cabin has plenty of headroom with a large V-berth, screened ports and a sink. Comes with 2001 Honda 2hp 4-stroke motor and original Hustler trailer, both of which are in excellent condition. Other options included are a marine stereo, VHF radio, Ritchie compass, life lines and stanchions. \$3,800. Call Bob at 413-786-7243 or (cell) 413-478-9415. Email [bobhager4@netzero.net](mailto:bobhager4@netzero.net)



165-46. 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 \$8,000 OBO. Call: 978.462.2492 or email: [franrw1@verizon.net](mailto:franrw1@verizon.net)



165-47. For Sale: 1985 Atlantic City Cat 24'. Well maintained and equipped with Garmin GPS, Datamarine wind speed and direction indicator, depth meter. Upgraded interior includes mahogany bead board headliner in cabin and head, cabin heater, new Raritan head, new dodger, Yanmar 2GM diesel, new compass. Yard maintained and stored for last 5 years, records available. With 6ft.2 in. headroom and 11 ft. beam. Spray is a very comfortable and spacious vessel ideal for cruising with family. Located in South Portland, Maine. Asking 27,900. Call Cynthia 207-650-0073 [csortwel@maine.rr.com](mailto:csortwel@maine.rr.com)



165-49. For Sale: 1983 Fenwick Williams 25' Catboat. Looking for good home...Newly restored (2014) (outer hull, decks, housetop, gunnels, skylight, rudder, etc.). The "Paula" was built in Amesbury, MA, by Tony Noon, Jr. and Myron Cowden, professional boat builders. Cedar on oak frames, 30 in. centers with 2 standard ribs between each frame, bronze fastened. Thirty-two ft. hand-shaved, wooden mast, bridge deck, handmade black cherry steering wheel, all surfaces painted traditional, 2 quarter berths, each 6 ft.- 6 in. long and 2 forward bunks, curved seating with folding dinette, small "Sardine" wood stove, small galley, space for





a Porta-Potty (not included), ample storage space, anchor, lines, brass gimbal lamps, etc. Upgrade of housetop and catwalks (fiberglassed) by Paul Rollins of York, ME, wood restoration by Nate Greeley of York, ME. Outer boat completely sanded, primed and repainted. Inside, boom and mast still need some work. Jack stands included. I am told the engine (4 cyl. Grey marine) needs to be replaced. Sail needs to be repaired or replaced. Several letters between Fenwick Williams and Tony Noon concerning building of boat are available as part of package. Great family boat! \$20,000 or best reasonable offer. Please contact Paula at pnoon47@yahoo.com or 603 382-6869 for more information or to see the boat located in Kensington, NH.

165-50. FOR SALE: 1999 Menger 19' Catboat in excellent little used condition. Original owner. Winter-stored indoors w/ custom winter cover. Yanmar engine professionally maintained. Original cabin cushions in great shape w/newer sail cover. White custom waterproof cockpit cushions. Tabernacle mast, lazy jacks, Danforth anchor in chocks on deck w/rope locker below. Cabin hatch w/screen, porta-potty. Storage lockers under bunks and 2 lockable hatches in cockpit. Electric bilge pump. Cetol on all teak. Bronze steps on transom and rudder. Varnished ash dropleaf table in cabin, wainscott on cabin sides Never damaged. Asking \$22,000 Phone John at 631 475-4263.



165-51. For Sale: 1992 Joel White 15' Marsh Cat, FRANKFORD YELLOW JACKET, ex-CATNIP. Professionally built in lapstrake ply by Great Lakes Boatbuilding, Michigan, with extra beam 7'7" (original 6'11"); bright-finished sassafras coamings and transom. Extensive 2010-2011 overhauls by Philly Seaport's Workshop on the Water: hollow birdsmouth Sitka mast with solid Sitka spars; custom SS mast joint; new CB and rudder blade; SS standing rigging and bronze Edson motor mount. New lines and paint, inside and out. Two sails plus canvas cover. 2009 Venture trailer with fitted bunks. Stored indoors in southeastern PA. Nearly \$30,000 invested; asking \$20,000. Honda 2hp 4-stroke available for additional \$900. Ned Asplundh, nasplundh@yahoo.com or text/leave message on my cell 215-593-0409.



165-52. For Sale: 7/8 inch bimini frame for Marshall 22. Good condition with mounting hardware, straps and clips. There is no canvas available. The owner told me it was used for motoring, not for sailing, on a 2000 Marshall 22. Located Norwalk, CT. For pick-up only. \$400 or best offer. Rob Everich (917) 209-4523



165-53. For sale \$13,000- 18 foot Marshall Sanderling with Yanmar 1GM10 inboard diesel, and tabernacle mast - 10 HP diesel rebuilt 2012- runs well - hinge in mast installed by Marshall Marine 2011 - rest of rig including spars, sail, running and standing rigging and sail cover in very good condition - equipped with cabin bunk cushions, porta potty, compass, hand held VHF radio, pair of auto inflatable life preservers, 2 Danforth anchors w/ rode, paddle, boat hook, engine manual - EZ Loader trailer in operating condition- 2011 new tires, bearings and lights. Washington, CT - please contact Phil Markert at 860 868 5069 or pmarkert228@earthlink.net



165-54. For sale \$1,100- TRINKA 8ft sailing dinghy/yacht tender- built Nov 1992. Rainbow sail, spars and rigging in great shape. Also oars bronze oar locks, teak floor boards, boat cover, and hard wood chocks for storage on board as tender. Please go to Johannsen Boat Works or Trinkacom for more information on this exceptional little boat designed by Bruce Bingham. Washington, CT. -please contact Phil Markert at 860 868 5069 or pmarkert228@earthlink.net

165-56. For Sale: 1977 Herreshoff America 18', w/Nissan 5Hp, HA384 by Squadron Yachts, anchor, rode, lots of gear, aluminum mast - boom - gaff, oak mast hoops, all running rigging, lazy jacks, original bronze hardware, bronze transom & rudder steps, dock lines, 4 PFD's, berth cushions, flag sail, could use better trailer, asking \$4,000 obo. In Orient, NY. Rick Constant 631-323-8211, arcon929@aol.com



165-57. For Sale: "Eramare" 1991 Marshall 22' Sloop: fully loaded pocket cruiser, with everything you need for a peaceful afternoon drifter, a race around the buoys or a comfortable cruise down the coast. Rigged for single-handed sailing with Raymarine Wheel Pilot autohelm and Icom M504 DCS VHF with cockpit remote CommandMic, pre-wired for coupling with your GPS, ProSport 12 on-board battery charger, lazy jacks. Thurston Quantum canvas, custom dodger and sail covers, ash wood mast hoops, Sunbrella exterior seat cushions with closed-cell pads, Flag Blue Awlgrip topsides, running rigging with Sta-Set X Halyards, all refreshed 2002. Comfortable pull-out double berth and fore-peak cabin with hanging closet and plenty of storage are perfect for cozy overnights and weekends. Reliable Yanmar 2GM diesel with powerful 3-blade prop. Bulkhead mounted compass and depth sounder. Automatic bilge pump, two sets of ground tackle (heavy and light), full compliment of fenders, dock lines and PFDs, including two automatic inflatables. 9' West inflatable tender with 2hp outboard. CNG stovetop, fresh water tank, built-in icebox, head with holding tank and Y valve. Bronze rudder & transom steps. Currently located in the beautiful Apostle Islands on Lake Superior. Asking \$36,000. (651) 808-0645 or email cnorth3@mac.com



165-59. For Sale: Beautifully restored 1972 Marshall 18' Sanderling. New paint inside and out. All britework done in 4 coats of Dupont Clear Coat. Sail is 5 years old. New Suzuki 6 hp motor on motor bracket. Gas tank. Porta Potty. Bulkheads repaired during restoration. Danforth anchor with chain and 100' of rode. Sail cover. Trailer with new tires and wiring. Cockpit and interior cushions. Stored on lift since restoration. Boat is located in Stuart FL. and can be delivered north for a fee. \$11,500 Charles de Garmo captcdreg@bellsouth.net



165-60. 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. In Guilford, CT. Asking \$9,000 OBO. Additional photos on request. Leicadave@gmail.com , 646.783.9098

165-61. For Sale 1972 Marshall 22 with tandem four wheel trailer. New bottom job and gelcoat. Palmer 22hp engine. Interior layout open. Good sail and cover. All gear goes. Asking \$17,000. Heath, Texas. Contact Tony Seely 972-771-6779 or giniseely06@gmail.com



165-62. For Sale: 1980 15' Marshall Catboat (Sandpiper). Hull and sail in good shape. Boat trailer. Metal mast, relatively new. New lines. 4 hp Johnson outboard. Great boat. Easy to sail. Very safe. \$8500, or best offer. 401 487 7853 or 401 683 0298.



165-63. For Sale: 1973 Marshall 18' Sanderling Catboat in very good condition. 1988 Thurston sail is in excellent condition; plus older sail. 1997 Load-Rite two-wheel trailer in excellent condition. Small outboard engine included. This boat has barely been used for about a decade. All sold as-is. The package is a great value. Located near Charleston, S.C. Asking price: \$8,500. Please contact John Reaves at john@lawreaves.com or (619) 525-0035. Somebody is on site to show the boat.



165-65. For Sale: 1974 Cape Cod Cat, (17') manufactured by Cape Cod Shipbuilding. White hull, buff deck, blue bottom. Centerboard, aluminum spars. Harding sail purchased 2007, with blue sail cover, Yanmar one-cylinder diesel 1GM 10, purchased 2010, very low hours. Needs new cabin cushions. Two batteries, tool kit, Danforth, compass, lines, fenders, life jackets, fire extinguisher, etc. Westport Harbor, MA. No trailer. \$5000, or trade for smaller catboat. Call Tom, 508-636-3783 or email tbbjansen@gmail.com



165-67. For Sale: 1988 Marshall 18' Sanderling Catboat, Boat in overall good condition, has not been used this season. Boat is equipped with Marshall installed tabernacle mast and new rigging (2yrs. old) Boat has all Marshall options including tables, shelves, interior cushions, new porta potty, running lights, battery with fuse panel, midship cleats, McGiver stick, pig stick, like new dodger, new sail cover and other extras. Boat sitting on mid 80's EZ Loader trailer which is in average



condition and may need new tires because of age for a long haul. Boat is powered with a like new late model 5hp. 4stroke Honda on Marshall installed bracket/mount. Mast & spars need painting but in excellent condition. Boat is located in Norfolk, VA. and in overall good condition. Asking \$12,500. OBRO, 757.754.5404 Bob or e/mail babbldt@gmail.com  
165-68. For Sale: 2008 "RIFF" lug-rigged 12' day sailer. 12'3" Cedar-strip with West System Epoxy. Paul Gartside design. 80 sq.ft. sail. With trailer. \$1100. 2013 long shaft Yamaha outboard used very little. \$650. Located Williamsport, PA. Daniel Fry. 570-3261339 ffry1305@comcast.net.

165-69. For Sale: 15 ft. Cape Cod catboat. Fiberglass over plywood, aluminum mast, Marconi rigged. Decks need repair. Boat trailer very good, 3 wheels in good condition. \$500. OBO. 715 271 3838, Ralph Carlson, ralphcarlson81@gmail.com



165-70. FOR SALE: HARKEN SINGLE LINE MAINSAIL REEFING KIT, BRAND NEW IN BOX, LIST FOR \$319 AT WEST MARINE, SELLING FOR \$200. CONTACT JOHN ORLANDO, johno628@aol.com OR HOME 1 631 286 1470

165-71. For Sale: 2005 Stur-dee Cat. 14'4" In beautiful condition with mahogany seats & oak trim; many accessories with 2010 2hp Honda 4-stroke Outboard and Karavan Trailer. Accessories include: Boom Tent, Tabernacle Mast Hinge, Automatic Bilge Pump, 2013 Raymarine i40 Depth Gauge and Gel-Cell Battery in bow with Solar Trickle Charger. Custom rig to step mast. Asking: \$11,000 or BO. Located in CT. Contact Bob at harrit@snet.net



165-72. For Sale: lightly used 2010 Fisher Cat 14' Complete with standing and running rigging, HONDA 2HP 4 cycle Out Board, trailer, cushions, bilge pump, Cockpit Cover along with the Hull, all in pristine condition. Boat stored indoors when not in use. \$19,500. Located Cape Cod, MA. Please contact Douglas Fields at douglas.fields1@gmail.com , or call 508-348-9628



165-73. For Sale: 1988 Mower 22' Classic Catboat. A classic 22' Mower designed catboat ready to sail. "CHIEF" was built in 1988 by renowned boat builder George Luzier in Sarasota, FL. She has a strip-planked hull and Dynell over plywood deck. Spars have been recently wooded and varnished. Universal 25 HP diesel, recently serviced, and ready to cruise. Edson rack-and-pinion steering and a Benmar autopilot. Sarasota, FL. \$35,000. S. Pore: 941-921-5674 or spore3@comcast.net



165-74. FOR SALE: 1973 Herreshoff America 18: located in Dartmouth, MA. White hull with beige decks. Sail is in decent condition with a pacific blue sail cover. Rudder step, compass on bulkhead, running lights with new battery, battery switch, electric bilge pump, manual bilge pump, wheel steering with traditional bronze spoked wheel, Cetol finish on teak, Pacific blue berth cushions, cabin light, wired for VHF, opening port on forward end of cabin, Danforth anchor with chain and rode, 2 fenders, boat hook. She has a Yanmar diesel engine that does not run, 3 blade prop and a teak engine box cover. New centerboard but needs to be installed. Priced to sell at \$3,900. For any question please contact Geoff at (508) 961-7740 or [geoff@marshallcat.com](mailto:geoff@marshallcat.com)



165-75. FOR SALE: 1969 Marshall 22. In 2010-11 received new main, running rigging, rubrail, eyebrow, & coaming, interior & exterior paint, galley and galley pump rebuilt, cockpit icebox removed and Yeti installed in cabin, forward berth lowered, head removed and Porta-potti installed, interior varnished, port lights lowered with new plexiglas, new rudder/transom step, new Ritchie bulkhead compass, 2 AGM 79 amp batteries, new elec. system w/ panel, running lights and exist. cabin lights rebuilt. Rebuilt Yanmar 2GM16 & stuffing box resealed and packed. 13 # & 18 # Danforth, 35 # Luke all with chain and rode. New steering gear and arm. 4 stands. Boat was on hard at Marshall for 19 years. \$18,500. Phone 508.385.5640



165-76. 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](mailto:jroyer@nowallied.com) or (201) 739-6303.



165-78. For Sale: Compac Yacht Suncat 2002, 17 ft. fiberglass Catboat gaff rigged. Cuddy cabin sleeps two. Lights and electronics, depth finder, radio. Lightly used. 5 hp Mercury outboard and trailer included. Two years stored inside and every winter out of the water. Located NW CT. \$13,000 OBO. Contact: [WLPHopkins@charter.net](mailto:WLPHopkins@charter.net) 860.868.9092



165-79. For Sale: 1998 Alerion Express 19' cat boat, this high quality constructed cat boat designed by Gary Hoyt of Providence Rhode Island featuring the Hoyt carbon fiber footless boom has a freestanding carbon fiber furling mast (allows for ease of opening, rather than raising sail as well as reefing sail), high aspect ratio rudder that lowers to reduce



pressure on rotor when sailing upwind and foil shaped center board with minimum draft of 1' 2" allowing for sailing in shallow waters and ease of launching this boat sails magnificently to all points of sail. Includes: 8 hp 4-stroke Yamaha electric start and self raising engine with in cockpit throttle and raising controls, generator in engine, lighting for night sailing, stereo sound system, electric horn, swim ladder, compass, depth finder/knot meter, battery and trickle charge attachment, auto bilge and many other at extras. \$17,900. photos by e-mail available on request. Call 631-324-2657 or 917-842-3431 or e-mail [lenbal@aol.com](mailto:lenbal@aol.com)

165-80. For Sale: 1974 Marshall 18' Sanderling. White hull with off-white deck, cabin top and cockpit with red anti-fouling bottom and dark blue boot stripe. Mast is a Marshall Marine hinged/tabernacle rig set up for racing. Standard teak trim on rails, around cabin top, cockpit and companion way doors, and opening porthole forward in cabin. Painted white below decks. Halyards, topping lift lead to cabin top and the halyards are set up for racing with cam action jam cleats. Mainsheet (over sized – easy on hands) leads to top of centerboard trunk for ease of handling sail. Danforth anchor, anchor line, bilge pump, dock lines, tan sail cover, masthead flag halyards, running lights (not in use), outboard bracket (no engine) teak shelves below, life jackets and fenders included. Two sails, one is a regular weight and the other is a heavy duty racing sail (Van Zandt) set up for easy reefing. Boom set up for quick reefing. Full size tan cockpit cushions and green bunk cushions. Boat comes with a single-axle boat trailer. Boat stored inside during winters and sailed in fresh water on the St. Lawrence River for the last 30 years. Boat recently moved to southeaster Connecticut and ready to launch and sail. US \$12,500. Contact Zell Steever at 860-536-8666 [zsteever@aol.com](mailto:zsteever@aol.com)



165-81. For Sale: 1971 Marshall Sanderling 18 foot catboat - Currently in water in Sayville, on south shore of Long Island. Sailed and raced every year. Beautiful, classic boat turns heads everywhere. She's featured on the cover of this year's Bayport-Blue Point school calendar! We just raced in this year's Great South Bay Catboat Rendezvous with 4 adults and 5 kids on board. Had a great time and took second place overall in a competitive fleet. Fast, strong boat! Also took first place and second place in the previous 2 Great South Bay Catboat Rendezvous races, as well as third in this year's Leukemia Cup handicap division. 3 sets of sails: Racing sail, everyday sail, older sail. Sail cover and older, but functional, cockpit cover. Trailer professionally reconditioned in 2011. Not currently registered. Very reliable yard-maintained 8 hp 2-stroke Johnson Cockpit cushions and new interior cushions, along with typical accessories, such as lines, fire extinguisher, life jackets, etc. Asking \$8,500 Please e-mail Dan at [18catboat@gmail.com](mailto:18catboat@gmail.com) for more photos and information.



165-82. For Sale: 1974 Marshall Sandpiper 15' catboat. Kittywake is the cuddly-cabin version of this stable fiberglass classic, and she's the prettiest girl at the dance. Drawing only 18" with her centerboard up, she easily seats four adults in her dry, commodious cockpit, making her perfect for thin-water sailing. I lovingly stripped and repainted her mast, gaff and boom, re-sanded and repainted her deck and topsides, applied many coats of Cetol to her teak, varnished her ash tiller, buffed her hull, repainted her boot stripe a vivid red, and applied two coats of blue Trinidad to her fair bottom. Her running rigging and Harken/Ronstan





blocks are like new; she even has lazy jacks, jiffy reefing and a pig-stick atop her two-tone mast. Her sail is in excellent condition, and with both fixed and tilt-up motor mounts, float cushions, fenders, dock lines, bilge pumps, horn, paddle/boat hook and a small Bruce anchor with chain, she is ready to sail off her storage trailer and on toward new adventures. Sadly, arthritic knees and a mending hip have taken sailing off my agenda. Kittywake is garage stored in Oriental, the sailing capital of N.C., and you can take her home for \$6,900, which is far less than half the price of a new boat. Call Judith at (252) 249-1657 or email [WanderinJudith2@yahoo.com](mailto:WanderinJudith2@yahoo.com) for more info and photos.

165-83. For Sale: 1984 Menger 17' catboat. Tabernacle mast, tan bark sail with lazy jacks and cover. 5HP Tohatsu and Northern trailer. Cabin with teak & holly sole, ash wainscoating, brass lamps, custom cruising storage and new Porta Potti. Standard Horizon VHF, Garmin GPS 76, Ritchie compasses, tide clock and barometer. Navigation lights, electric bilge pump, new cockpit tent, fenders, lines, life jackets and 15 lb Danforth with 100ft rode. Located Portsmouth NH - \$12,700. Additional pictures: Charles Lassen, [charleslassen@gmail.com](mailto:charleslassen@gmail.com) 603 433 2075



165-84. For Sale: 2003 Hutchins 17' Compac SunCat sailboat in excellent condition with sail cover, galvanized trailer, adjustable motor mount and tabernacle masthead (folding for easy trailering and raising). Two bunk sleeping. No centerboard trunk to get in the way! The simplest catboat ever produced for easy trailering for day sailing. Located 1hr north of Boston. Asking \$8,900. Call 207 216-0943 or email [cjandds@comcast.net](mailto:cjandds@comcast.net)



165-85. For Sale: 1971 Marshall 18' Sanderling, in excellent condition. Brightwork recently redone, cockpit recently repainted, bottom paint removed 3 yrs ago now 3 coats of green Micron CSC, new cabin paint, nice cabin cushions, two mainsails in good condition, 1997 trailer recently serviced, 2009 4hp 4 stroke Yamaha with tank almost new, new over boom cockpit awning, sail cover, fall price of \$8,900. In Woolwich Maine, Contact Peter @207-319-7580 [peter@northco.org](mailto:peter@northco.org)



165-86. For Sale: 2009 Marshall 18' Sanderling – Daysailer/Open Cockpit; Hull #808, with 2008 Loadrite Trailer. Well-maintained. LOA: 18' 2" Beam: 8' 6" Draft: 19" & 4' 4"; Sail Area: 253 sq. ft. Displacement: 2200 lbs. Ballast: 500 Lbs. 4hp Yamaha outboard & bracket. Mast hinge, lazy jacks, shock cord furling, flag halyard, spring line cleats, Cetol finish on teak, bronze step on transom and on rudder, cockpit cushions, bow eye. New GPS, battery, solar charger. Quantum sail in excellent condition. Sail cover. Painted aluminum spars. Varnished ash tiller. Located in Hull, MA. Asking \$33,000. Contact: [info@steamboatwharfmarina.com](mailto:info@steamboatwharfmarina.com) or 781-925-0044.



165-87. For Sale: 2008 Marshall 18' Sanderling Catboat. Excellent condition looks brand new. Bright work and hull restored professionally by Arey's Pond Boat Yard (Cape Cod) summer of 2014. The hull is navy blue and includes a 2012 Loadrite Elite trailer and a new 6 h.p. long shaft Suzuki. Also included: engine-motor



bracket, compass, running lights, forward hatch, sail cover, hinge mast, fold-up table in cabin, anchor line and chain, bronze step on transom and rudder, berth and cockpit cushions. Currently stored indoors in Dennis MA. \$33,500. Please contact Dennis Ryan (781) 264-4794 or [dennis.ryan26@gmail.com](mailto:dennis.ryan26@gmail.com) for more pictures and details.

165-88. For Sale: 1991 Marshall Sanderling 18' catboat with Yanmar 1GM10 diesel inboard engine. Refurbished by Marshall in 2003 and well maintained since. All gear for a well equipped boat included. Located in Old Greenwich, CT. Asking \$21,900. Contact Bill Adams email [wadams726@aol.com](mailto:wadams726@aol.com) or call 203-637-5257



165-89. For Sale: 1979 Minuteman 15' Cat Boat. Built by Squadron Yachts in Bristol, RI. Mfr's Serial # XUHM006M79J. Gaff rigged with swing center board and a kick up rudder that allows to boat to go in extremely shallow waters. Hull, gear and sails are all in very good shape. Boat is fun to sail with a huge cockpit with 7 feet of beam. Located in East Moriches, Long Island, NY. Call or email me for more information and additional pictures. Delivery can be arranged. Steve White 603-767-2813 or [steve@chasecharters.com](mailto:steve@chasecharters.com)



165-90. 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. \$4,750. 361-729-7993h [pipepeddler@twc.com](mailto:pipepeddler@twc.com)



165-91. For Sale: 1971 Marshall 22, "Muskrat" has been revamped for comfortable all-season cruising. Yawl rig with full-batten gaff main, full-batten lug mizzen, and furling jib in Classic Cream cloth. 3-oz red mizzen stays<sup>1</sup>. Very light weather helm. Halyards and reef lines lead to winch below. 6'3" headroom under wood/epoxy cabin with removable Lexan windows. New wood/epoxy cockpit sole, engine mounts, and substructures. Smooth 14 HP Betamarine Diesel. Automatic engine-room fire extinguisher. 20-gal water and fuel tanks. 350-lb galvanized centerboard. Bow pulpit & life lines. Diaphragm bilge pump. Drop-down boarding ladder on transom. Two full-size berths. Varnished cedar ceiling (overhead and hull) over foam insulation below. Tiny Tot cockpit wood stove, and engine heater with blower. 25-lb CQR plough and folding yachtsman's anchor on bowsprit. New deep-cycle battery. Husky auto pilot. 12-volt freezer/fridge in custom box. Flasher sounder, Garmin color chart plotter. Flexible solar panel on caintop. 800-watt 110v inverter. Led running lights, cabin light, automatic anchor light. Porti-Potti forward and in cockpit. Two-burner kero stove, gimbaled kero lamp, and Fynspray pump in galley. Fully found with dock/anchor lines, fenders, engine tools and spares, cookware, plates, cups, utensils, etc. See "The Company Boat" at [www.dabblersails.com](http://www.dabblersails.com). Additional photos and vitals on request. E-mail [dabblersails@gmail.com](mailto:dabblersails@gmail.com) \$29,500





# The Catboat Association

# Membership Application



*Founded 1962  
Incorporated 1983*

*Mail completed form to:*

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

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

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

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

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

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

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

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

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

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

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

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

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

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

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

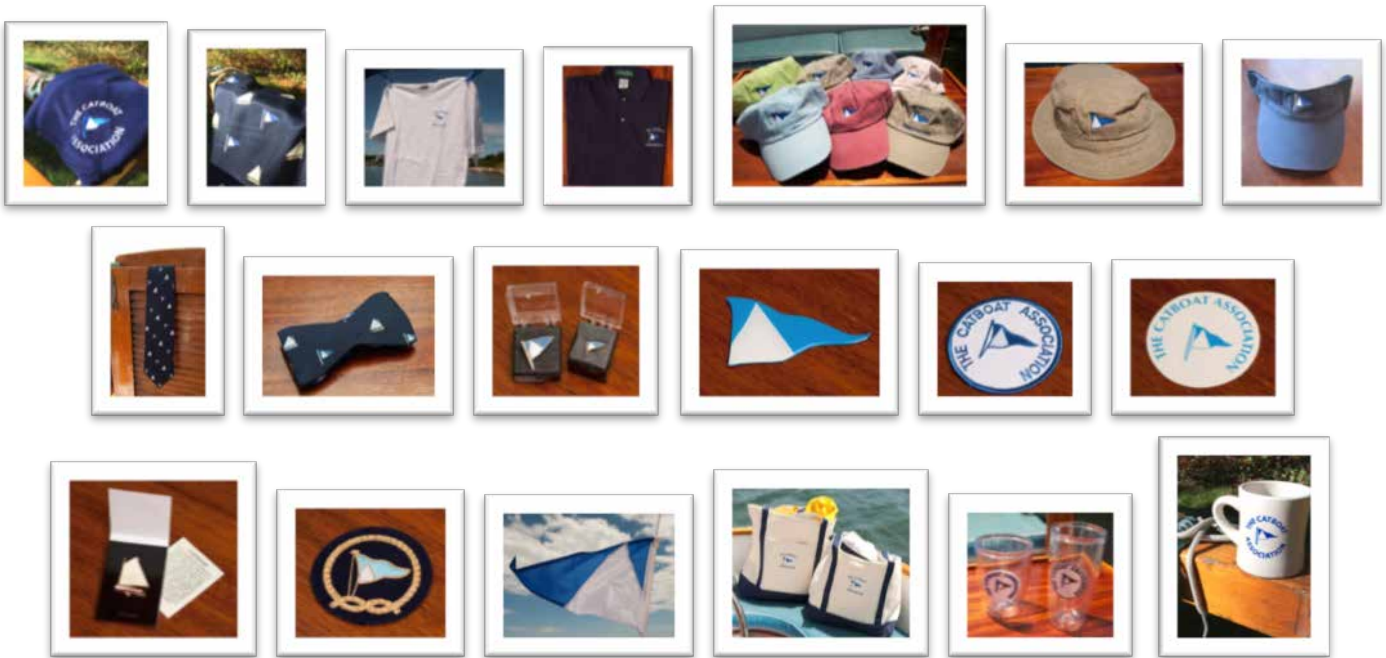
Description: \_\_\_\_\_

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

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

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

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



**CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM**

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

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

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

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

**NEW!! The Catboat Association Store at Lands' End!** Order additional merchandise of your choosing and add CBA logo for \$5.95.  
 Order online at: [ces.landsend.com/the\\_catboat\\_association](http://ces.landsend.com/the_catboat_association)



# Catboat Association Publications



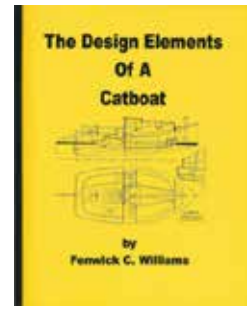
Buckrammer's Tales  
by John E. Conway  
\$19.95



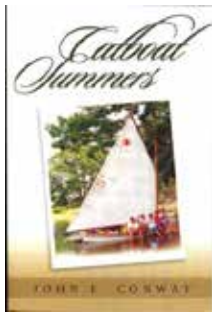
"The Catboat and How to Sail Her"  
edited by John H. Leavens  
\$10.00



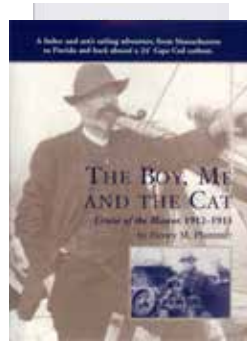
"The Competitive Cat"  
Racing Small Gaff-Rigged  
Catboats. By Bill Welch MD  
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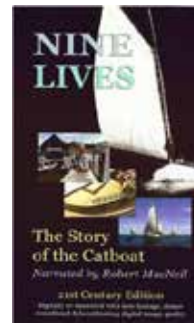
The Design Elements  
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by Fenwick Williams  
\$15.00



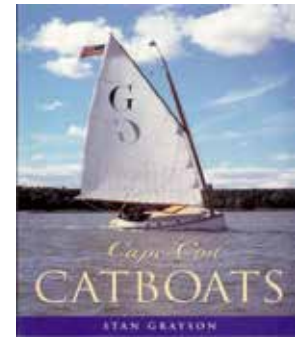
Catboat Summers  
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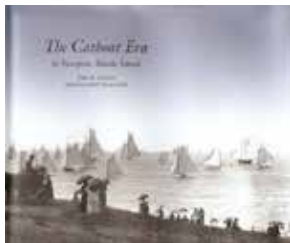
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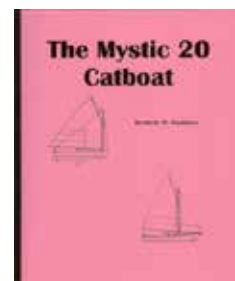
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The Mystic 20 Catboat  
by David W. MacIntyre  
\$15.00

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# ON THE BACK COVER

## *Dumpling Rock Light*

Judy Lund

The photograph, dated 1901, is of Dumpling Rock Light, off Round Hill, at the entrance to Buzzards Bay in Massachusetts. The photograph was recently given to the Dartmouth Historical Commission (of which I happen to be chair, so I copied it). The lighthouse in the photograph was enlarged in 1910.

Years later, it was badly damaged in the 1938 hurricane; the Coast Guard replaced it with an automated tower in 1940.

I've never seen a picture of the lighthouse with a catboat, so I assume it was a visitor, because we would have seen a cat in more pictures if it belonged to a light keeper. Years ago we anchored and landed a dinghy on the rocks. The place is not a particularly pleasant or interesting spot. The birds claim it, and it smells!

