

Catboat Association Bulletin



No. 167



Spring 2015

ON THE FRONT COVER

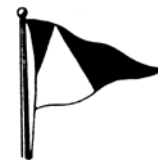
Peggotty, one of the oldest catboats known to exist, is berthed here in her new home at the Little Compton Historical Society. Read the full story of *Peggotty* in the Feature Articles section on page 5 of this Bulletin.

Today, a replica of *Peggotty*, built by Baker, is seaworthy again and lives at Mystic Seaport. Mr. Baker used the lines he took from the original *Peggotty*.

The Seaport has recently restored the boat. One can see her sailing in a video: Visit YouTube, *Peggotty* Sail, Mystic 11 15 14.

Catboat Association

www.catboats.org



BULLETIN NO. 167

Spring 2015

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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!



Dates for the 2016 Annual Meeting have been set. We'll rendezvous again in Groton, CT at the Mystic Marriott for the 54th Annual Meeting on the weekend of March 11-13, 2016.

Editor needed for Boat Building and Maintenance

Bob Reddington has stepped down from his post as CBA Bulletin Editor for Boat Building and Maintenance. Bob's steady hand on this useful and informative section of the Bulletin has made it very popular with readers. We are sorry to lose such a dedicated volunteer. For the time being, please email Boatbuilding and Maintenance articles to any of the Lead Editors.

The editors of the bulletin are up and about looking for someone to carry on Bob's work. Bob will be a hard man to replace. In the interim the editors will work with Bob and his sources and you the reader to keep the section going until we've hooked a worthy replacement. Any member with an interest in Boatbuilding and Maintenance and who would like to edit this section of the Bulletin is encouraged to

contact any of the Bulletin Lead Editors: Bill McKay, Lou Abbey, Mark Lovewell, Ned Hitchcock, Gene Kennedy and John Orlando. This is a volunteer position and will involve encouraging, soliciting, editing and writing Boat Building and Maintenance articles for the CBA Bulletin.

Cal Ikoh

How does a sailor who has logged 40 overnights in harbors from Padanaram to Provincetown, end up almost in the brig on March 6th in Mystic?

It was a lovely car ride from the Cape and Islands to Mystic on that Friday. The sun was doing its best to melt the fresh foot of powder on top of another two frozen feet deposited during New England's worst (or best) winter in history. The sky was a bright blue and the temps were nudging 30 – a number not felt for some weeks. The daylight had not disappeared when the car arrived in the Marriott parking lot where many were making their way into the opening gam.

Through sleepy eyes, Marshall watched sailors, heads covered with those tattered captain hats, wander into the meeting with smiles on their faces. The next two hours would be the harbinger of spring. Everyone shared cocktails and talked about catboats, most of which were under snowdrifts from Chesapeake Bay to northern Maine.

Marshall was a bit sleepy and not a drinker anyway. There was a blanket in the back seat crying out to be used for a snooze. What harm would be a little catnap before the slideshow and stories got ramped up?

*

It was one of those great 20 minutes shut-eye sessions most of us do on the catboats about midafternoon while resting in the sun. Marshall was dreaming about a swim in Hadley Harbor, just southwest of Woods Hole. Then came the knock on the dark window panel. "Hello... is anyone in there?" Marshall was a bit fuzzy-minded and did not reply. Again, the Mystic policeman, ever faithfully doing his job, tapped a bit louder at the window, "Hello... Hello. Who is in there?" We all should know that sleeping in parking lots of busy hotels is frowned upon in Mystic. Since before Marshall was born, seaside places have to be careful of hippies and

vagrants sleeping in cars and cooking their victuals over fires in the evenings. This was against the law in all Ct. towns bordering the Sound.

The officer gave up on rousing Marshall, ran the auto license through the Mass. State Police database and found the car belonged to a couple from the Cape and Islands. Moments later, it circulated around the gam that, "The police are here for the owners of the vehicle with the license plate: MS Notsoglim." Marshall was about to be rousted from his sleep. Jim and Kim O'Connor, two catboaters, assisted Officer Crupke in waking Marshall from his glorious sleep and "working things out" with the arm of the law. Marshall thus had a great weekend with his catboating colleagues.



Photo credit to Cat Ikoh, Takarajima, Japan

Oh did I forget to mention that Marshall is Jim and Kim's dog and was there to co-star in the fashion show workshop on Saturday.

New CBA Website:

By the time this Bulletin hits the mail, we should be able to visit the new website (www.catboats.org). The new website will allow much more robust interactions, scheduling of events and sharing of information. It has taken the concerted efforts of many volunteers to get it to this point and we're asking for more help in testing and adding new features. If you have any interest in volunteering some time, send an email to webmaster@catboats.org. In any case, please visit the new website, sign in and browse around. Please notify the webmaster of any difficulties you run into, no matter how trivial. We need people to use/critique the new site to improve its quality and function. Thanks in advance for your help.

Two readers have sent us the link to an article about Beetle Cats, urging us to reprint the piece as many of our readers probably started in a wee cat. In our movement to frugality, we offer this site on which you will find it in living color.

www.jamestowndistributors.com/userportal/document.do?docId=1169

Race/Rendezvous Information

The North of the Cape for 2015 will be held on Saturday 7-18-15

Michael Thornton
21 Landing Road
Kingston. MA 02364

Padanaram Rendezvous

Aug. 1

Contact: Geoff Marshall, www.marshallcat.com



Peggotty: An Early Rhode Island Catboat Ferry

Peter T. Vermilya (1977)

Annual Meeting Program summary by Bill McKay

In 1977, the CBA published an article by Peter Vermilya with the above title in Bulletin, No. 53. At the 2015 CBA Annual Meeting, The Little Compton Historical Society presented a *Peggotty* Workshop that brought members up to date on their latest project to restore and protect this oldest of catboat hulls.

In 1977, *Peggotty* was likely over 120 years old; today she is over 160. Is she like the *Morgan* and still sailing? No. But is her hull still intact and on display at the Museum? Absolutely! We begin with a summary from the 1977 article using many of Vermilya's words.

Peggotty, built around the mid-19th century, is still in existence in a Rhode Island museum after use as a ferryboat, fishing boat, and artist's studio.



Photo courtesy of Mystic Seaport

This reproduction of a postcard from the 1920s shows the catboat *Peggotty* serving as a studio for the Little Compton artist, Sidney R. Burleigh. The boat was built perhaps as early as 1850 and used for a period as a ferryboat across the Sakonnet River. Now the Little Compton Historical Society has adopted *Peggotty* for restoration.

There is little documentation of the early history of this 17 ft. 6 ¼ in. by 8 ft. ¾ in. catboat. By the middle of the 19th century, *Peggotty* had become the

last of a series of boats used to maintain a ferry service across the Sakonnet River, between Little Compton and Middletown, R.I. Farmers with produce, bound for the markets of Newport were the principle users of *Peggotty's* services. Soon after the end of the Civil War, however, Little Compton farmers began to sell their eggs, poultry, and butter in the more competitive markets of Fall River and New Bedford and the ferry service was abandoned. The end of the ferry service led to *Peggotty* being used for various purposes until she was finally abandoned on the beach in Little Compton in the late 1890s. There, the artist Sidney R. Burleigh (1856 - 1936), who had fond memories of her from his youth, rescued *Peggotty*. Burleigh had her removed to his backyard where he used her as a studio and teahouse until his death. Overgrown with honeysuckle and roses, sporting a thatch roof, coal stove for cool weather and full standing headroom, *Peggotty* must have been a most romantic retreat. Burleigh named his Sakonnet River catboat *Peggotty* after a character who lived in an upside-down boat in Dickens' novel, "David Copperfield."



In 1964, *Peggotty* was given to the Little Compton Historical Society. She currently resides under a specially constructed shed roof that was built next to the Society's Wilbur House. Burleigh, a founder of the Providence Art Club, kept an elaborate studio with medieval overtones near the Club. His paintings are held in private collections throughout New England, with the Art Club owning several.

The Little Compton Historical Society (LCHS) held a show of Burleigh's works several years ago. He painted mostly land and seascapes, drawing much material from Little Compton area where he was a life-long resident. A representational painter, he occasionally did semi-impressionistic work. One of his few portraits is of a former Lieutenant Governor, Roswell Burchard. The work hangs in the State House along with other formal portraits of Rhode Island officials.



Photo: Mystic Seaport

Sidney Burleigh poses for a double exposure "trick" shot with *Peggotty*.

This picture was taken in the late 1920s or early 1930s. Burleigh used *Peggotty* as a backyard studio from 1906 until his death in 1936.

Robert H. Baker of Warren, R.I, a noted yacht designer and restorer, has recently completed taking off the lines of *Peggotty*. The Catboat Association's Catboat Fund at Mystic Seaport underwrote this task. Visitors to the boat might feel justified in asking, "How in the world could you get a set of lines off an object more house than boat?" Bob did just that, however, and tells how in a report excerpted here:

"...that she survived at all is a tribute to her native cedar planking, the oak in her being pretty much gone below the copper line. When the Historical Society moved her, they left the keel in the ground and

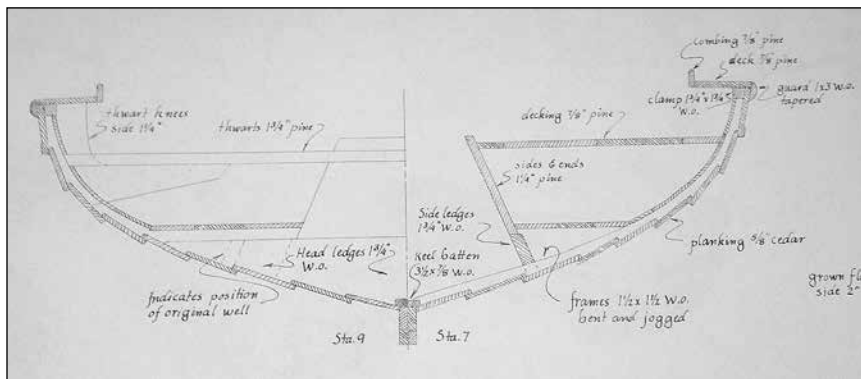
supported her with timbers under the planking. With no support, the planks pushed up, losing the shape of the bottom. In measuring the boat, I got a good set of lines off the topsides down to a few inches below the copper line. The depth of the hull was arrived at by measuring the forward well ledge - which was loose so I could take it home - and fitting this to the topside measurements at the Station 5."



Photo: John M. Levens

Peggotty as she lies in her "slip" at the Sakonnet Historical Society after her first move.

“The angle of the rabbet at the transom, taken off the transom, is the basis of the line of the rabbet aft. By careful fairing and some tinkering, referring to the lines of the Button Swan boat and some photos of other boats, I have developed a set of lines which I feel is quite close to the original. There are some obviously unanswerable questions such as the precise shape of the outer face of the stem below the rabbet. I have reconstructed the rig from engravings of Newport Harbor of the period, chiefly Newell’s engraving showing the whole harbor. It is possible the rig should be taller, but no longer.”



“One of the construction drawings by Robert H. Baker shows *Peggotty*’s lines and plan together with construction details. “*Peggotty* has undergone a few changes in her life. She started out as an open boat with narrow washboards and curbing. Probably about the time the Newport Cat began to displace these boats, the forward thwart was removed and the boat half decked back to the position of that thwart. The side decks seem to have been somewhat narrower than the original washboards, and a 14 in. deck added across the stem. The coaming seems to have been 5 or 6 inches all around. Presumably when she went into ferry service, the foredeck was cut back to within 18 in. of the mast and a round-ended house built over her, leaving a very small standing room aft. You can see where the deck beams and knees were cut away for this operation. There were cats-eye ports cut in this; two are remaining. There is no way to determine the height of the coach roof. It seems probable that the main thwart was removed at this time. When Mr. Burleigh acquired the boat he took the top off the house and built a tall house over the entire boat extending over the guards. This was 5 ft. at the eaves and 8 ft. at the peak with a thatched roof. This remains on her today.

“*Peggotty* is a very interesting boat, being rather fine lined for such an extreme beam. She gives the

impression of having been built of a set of molds intended for a somewhat longer boat, say 20 ft. The details of construction and general layout are the same as the Button Swan boat of 1870 (plus or minus), indicating this style of boat was in use around Newport for some time.”

Those readers intrigued by *Peggotty* may wish to obtain the three-sheet set of plans drawn by Bob Baker by contacting Mystic Seaport. The entire final report by Bob Baker is included with the plans set, and is necessary for a full understanding of the lines.

Before our review of the workshop, it should be known that Bob Baker used the lines he took from the original *Peggotty* at the Little Compton Historical Society to build a new *Peggotty*. A photograph by Benjamin Mendlowitz shows the c. 1977 *Peggotty* in Maine. This photo was featured in the 2006 Catboat Calendar. Today the *Peggotty*, built by Baker, is seaworthy and lives at Mystic Seaport. The Seaport has recently restored the boat. One can see her sailing in a video: Visit YouTube.com and search: *Peggotty* Sail, Mystic 11 15 14.

MYSTIC, CT 2015: Marjorie O’Toole, Managing Director and Dora Atwater Millikin, President of the Little Compton Historical Society joined us on Sunday morning to bring us up to date on *Peggotty*’s life for the last 40 years. With a thorough slideshow, Marjory detailed the status of the LCHS project, restoring and further protecting this famous catboat. From photos of her when she first became a workshop, to photos of her move from Burleigh’s farm, we understood her historical significance and the careful work of the restoration.

We were brought up to date on the first shed





\$45,000 Remove old structure & construct new display building
 \$6,000 Hurricane screens
 \$30,000 Preserve & relocate *Peggotty*
 \$9,000 Contingency
 \$90,000

The slideshow was followed by many questions



built to protect her and her second thatch job. This managed to protect her somewhat, but the weight of the workshop and the elements were taking their toll. So work began: raising funds, moving her to a better spot, shoring her hull up, and building a larger and more protective building over her. Their progress has been significant and it should be noted they deviated from their usual policy to work only when all the funds are in. Because *Peggotty* needed immediate attention, they decided to begin when 60 of the 90 thousand dollar estimate had been raised. Marjory detailed their latest parts of the project; much has been accomplished. You may see more details on their website: lchistorical.wordpress.com/historical-resources/peggotty/

LCHS Conservation Plan:

1. Constructed a custom-designed boat cradle for *Peggotty* providing proper support to the boat, the studio and the thatched roof.
2. Relocated *Peggotty* to a more visible location to emphasize her importance to the collection and provide easy visitor access.
3. Constructed a new, larger display building for *Peggotty* to improve storage conditions, ensure long-term preservation and provide a more positive visitor experience.
4. Equipped the display building with hurricane screens rated for Category 5 hurricanes.

Budget:



Finally the day of the MOVE.

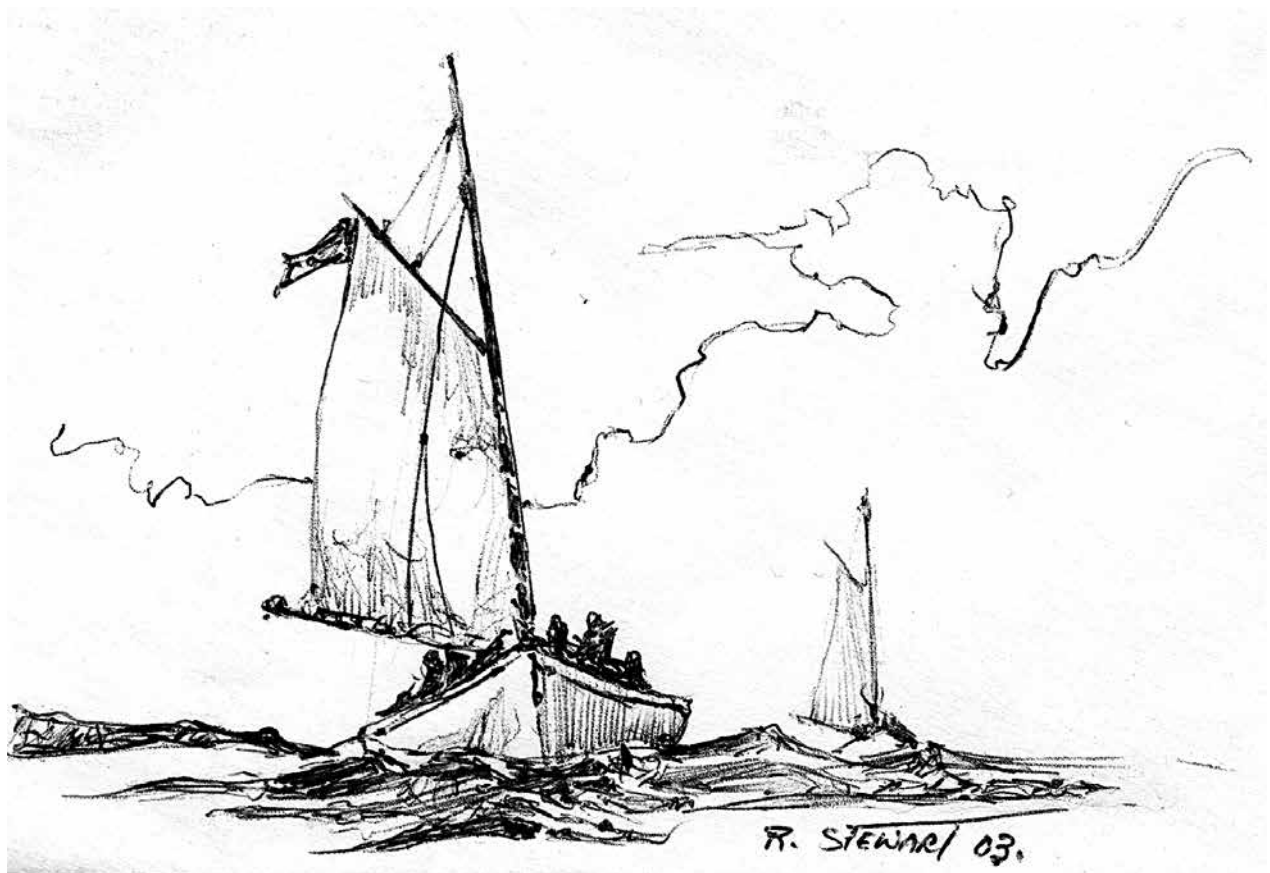


Peggotty finally at rest and protected in her new home.

and answers. Our appreciation goes out to the two presenters.

More information about this interesting and worthy project may be obtained from:

Marjorie O'Toole, Managing Director
Little Compton Historical Society
548 West Main Road
PO Box 577
Little Compton, RI 02837; phone - 401-635-4035



Eric Peterson at the CBA 50th Anniversary Lunch

Lou Abbey summarized and organized Eric Peterson's presentation from John Conway's recording of the presentation and copies of Eric's images provided by John Conway.

Editor's Note: *This summary of Eric Peterson's presentation concludes the Bulletin's coverage of the talks by leaders of the Association who were featured at the CBA 50th Anniversary Luncheon, February 2012. Eric and Dawn Peterson have owned two major historic catboats: Molly Rose, a 28 ft. 6 in. Phinney/Burt catboat built in 1935 and the main subject of this presentation. Molly Rose is currently owned by Peter Arguimbau. The Peterson's current catboat is Pinkletink, a 22 ft. Herbert F. Crosby cat built in 1931, formerly owned by John Leavens and then later by Bill Sayle. This is clearly a Peterson family love story of their relationship with Molly Rose and The Catboat Association.*

Mystic, CT, February, 2012: Eric and Dawn Peterson and their four sons Eric, Kurt, Ryan and Nathan have been an enduring presence in the Catboat Association since they first joined in 1993. *Molly Rose's* story, as Eric put it, "is closely woven in to the story of our own family. She has influenced our lives. And because of *Molly Rose* we became involved with the Catboat Association."

Eric said, "I have spoken a lot before this group, especially since I am a president, and I have decided that on the occasion of the 50th Anniversary of the CBA I will tell the truth. That's all you are going to hear is the truth."

I wasn't a "catboat kid." I didn't have a catboat until I was in my early 20's. This is our first catboat, a leaky old Beetle cat with no name.

She didn't come with a trailer, so we had this little rig and we dragged her over to the beach for launching. That's me on the left. Looks like we may have dropped her a couple of times in the process.

One day, I tore an ad out of "Soundings" for a 28' antique wooden catboat and carried it around in my wallet for months. Eventually, Dawn and I went to see the boat with no intention of buying.



"Our first catboat and makeshift trailer."



"She looks good in the water."

Bill Bridges owned the boat and had had it all fixed up. Ted Lindberg had done the restoration at a reported cost of \$75,000.00. This was believable and Bridges was asking \$70,000.00. We weren't there to buy it, just look at it, I told myself, so price didn't matter. Anyway, we had to head for home. Before we got in the car, Bridges said, "I'll take \$20,000.00 now and take back a loan for another \$20,000.00. I said to myself, this guy is desperate; he just cut the price in half. That was exciting. So we climbed back up on the boat. I can still remember how the boat smelled, it was awesome and so was the new Westerbeke Diesel. It probably wasn't new but it was the nicest diesel I had ever seen. So we left and thought about it a while. We'd never planned on buying the boat, but the price was dropping so fast. Over a couple of weeks we considered whether we really wanted to own the thing. We certainly couldn't afford to own it even if it was free. But I went back down to Marion a couple more times to look her over. Once I brought a couple of friends who knew a bit more than I about boats. One day I was in Marion measuring the height, width and length and Bill Bridges asked me why I was measuring. I said not to worry about it. I went home and started building a barn. This is the truth. After I started building, I decided to make an offer. So I called Bridges and told him my intention. Could I come down and talk to him? He said we should meet in his office. I guess he thought that would give him a "home court advantage" for negotiations. So I went in and told him I'd give him \$5,000.00 up front and \$5,000.00 a year for three years.

"Are you kidding me?" he said.

"No, I am not kidding," I said.

He countered with, "You've at least got to give me interest."

We were making progress. So I said, "I can't do that."

"Then there's no way we can do this." He said.

"OK." I said. And started to walk out.

"Wait a minute," he said. "Sit down."

So, next thing you know we strike a deal and we have the *Molly Rose*.

We worked out a new color scheme and brought her back to my half-built barn and I said to Dawn, "I don't know how we are going to pay our bills but we're going to have one heck of a summer."

Here we are in Edgartown getting ready to sail in our first Rendezvous on the Vineyard. We've always had a great time at Vineyard Rendezvous.



"*Molly Rose* in the half-built barn."



"*Molly Rose* underway off Edgartown."

The first time we sailed to Edgartown for a Rendezvous we pulled up to a dock and the first person we met was Boatner Reily who waved us in to tie up. This was something new for us. We were used to people asking us to leave their property. Now we had friends asking us to come onto their property thanks to our magnificent catboat.

This is a picture from the Padanaram Rendezvous. We had a blast every time we went there.



“Padanaram Rendezvous.”

I think Megan Lund is in this next picture.



“Peterson boys and friends.”

This is a shot I like. It’s a rare shot of *Shoveler* in front of *Molly Rose* (sorry Tom).



“Rare photo of *Shoveler* in front of *Molly Rose*.”

Here’s a typical duel at the leeward mark with *Molly Rose* and *Genevieve*.



“*Molly Rose* and *Genevieve* duel at the leeward mark.”

It was enormous fun making the friends we made over the years through the CBA. Bob Luckraft and I would meet up outside Waquoit Bay almost every weekend. Somehow we never set a time, just got going and we’d sail together in *Molly Rose* and *Genevieve*. In the evenings we’d raft up and party into the night having a fantastic time. That was another thing that made it hard to pay the bills. We didn’t have time to work. By the time you recover from one rendezvous you have to get ready for the next one. Priorities – It was worth it. Here we are in light air at the Edgartown Race trying to make the windward mark.



“Windward mark in light air. Photo courtesy of John Greene.”

Sometimes we won races with as many as 18 people onboard. Figure 11 shows Ben Brewster on the right presenting me with the Manuel Swartz Roberts Trophy. That’s our son, Ryan, on my back. Ryan was going to be named *Molly Rose* except he wasn’t the right gender. Figure 11a shows my crew: from the left, Eric, Kurt and my cousin Pete.



“Eric Peterson receives the Manuel Swartz Roberts Trophy with Ryan in the backpack.”



“Eric, Kurt and Pete.”

My family made a victory banner and hung it in the yard in Cotuit to welcome us home the year we won that first Manuel Swartz Roberts Trophy. This is my cousin Pete.



“Victory Sign.”



“Then we were three.”



“Then we were four.”

This next picture is from the first or second year we had the boat when we were 3. And then there were 4 when little Nathan came along.

I remember Dawn said to me, “I have something important to tell you. I’m pregnant.”

I answered, “Where are we all going to sleep on the boat?” That was my only concern – not how are we going to pay for college or something like that. I just built another berth over the winter and everything was fine.

I give the *Molly Rose* the credit for finding us the home we now have where we also have great friends. This is our house on the south side of Cape Cod and if it wasn’t for the CBA and this boat we would not be there and we couldn’t be happier with our home on Cape Cod.



"We live here with *Molly Rose* on the south side of the Cape."

This next picture is a Rendezvous we hosted at our house. The powerboat is our current one, *Dawn Marie*.



"*Molly Rose* and *Dawn Marie* at a recent Rendezvous."

This is a picture of my mother who is no longer living, unfortunately. But she was just a cool lady and I know that some of the happiest afternoons of her life were spent sailing on *Molly Rose* with her kids and grandkids. She was so proud of that boat you would have thought she maintained the bright work herself. She inspected it every spring when she came aboard.



"Eric Peterson's Mom."

This is a Christmas card we had one year. We were in Brewer's Plymouth Marine but I think you get the feel for just how important *Molly Rose* was in everything we did. It wasn't just a weekend or two in the summertime.



"Merry Christmas – the Petersons."

Here's a shot of the Peterson boys swimming off the stern of *Molly Rose*.

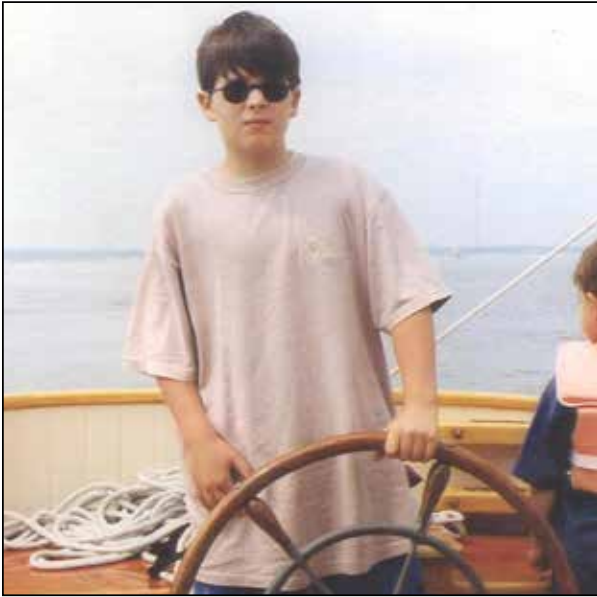


"Come on in – water's fine."



"Eric and Eric."

(Editorial comment: *These are selected photos of the four Peterson boys. There are too many in the collection to include all in this article, so we had to edit the number due to limited space.*)



“Eric at the helm.”



“Ryan.”



“Figure-22-Kurt on the Boom.”



“Kurt in the Keys.”



“Nathan.”

Many of you know that Kurt did a very smart thing after college. There are only a couple of times in your life you can just sail away – when you're finished school and, if you live long enough, when you see your kids all grown. Kurt took a year after college and sailed with his girlfriend on a 35-foot sloop to the Florida Keys. Some of you may have followed his blog on the way down. Ryan is a college student now. We didn't have Nathan when we first had the *Molly Rose*. At the 1995 Winter Meeting our catboat friends were seeing Nathan for the first time riding in his little stroller.

We were talking to Susan Madigan and Susan said, "How old is he?"

Dawn said, "Exactly 3 months old today."

"Exactly 3 months, eh?" Susan said.

"Yes," said Dawn.

Come to find out, Nathan was conceived at the Winter Meeting of 1993. This is the truth!

On one particularly lucky catboat trip to Edgartown, our son Eric Donald met his beautiful, bride to be, Miss Bethany Kate Winfield. A woman with such natural beauty could surely have landed a man with a yawl or a catch but Miss Bethany wisely chose Eric Donald the catboater.



Eric and Miss Bethany.

This is a picture of Ryan today with the mainsheet. Across from Ryan is his friend, JR, and Ryan's grandfather, my father George (Papa), is on Kurt's left. Many of you got to know George last summer (2011) at the Padanaram Rendezvous. He became famous in his Marshall 22 for disobeying every rule of sailing. He just wants to win.



Kurt, JR and Papa.



This is a sky view of *Molly Rose's* cockpit. My father is on the banjo.

We'd go for a week with three or four boats and *Molly Rose* would lead the way.

You know it's a beautiful calm day when Dawn relaxes this much on a catboat.



Dawn Relaxing.

With this next picture we are up to modern times. This is *Black Pearl*, one of our Marshall 15 fleet.



Black Pearl

Here we are racing in Popponesset Bay probably last November (2011). We had to a new sail for *Black Pearl* so we could keep up with the hot new red sandpiper that Marshall Marine built for another family member.



Black Pearl racing.

We have quite a life with the catboats on Popponesset Bay. Here's the 4th of July boat parade and also one of the races. They are in *Loose Cannon*, our Marshall 22 and we have a lot of fun with her. For the parade, we were a little slow getting her mast up that year.



Forth of July Boat Parade.

So that's our story about how catboats and the CBA and its members have helped shape our lives. We are glad to have stumbled onto this organization because when I saw that big green boat (*Molly Rose*) at Bill Bridges' place I had never heard of the CBA. He told me I had to join and I said, "I'll give it a try. So here we are."



Loose Cannon on a reach.



Annual Meeting Mystic Marriott, March 6, 7, 8, 2015

Charles W. Morgan Tour



Photo: Mark Lovewell

All participants on the tour agreed: "The *Charles W. Morgan* is home."

Saturday

A big thanks goes out to those hard workers who organized the interesting booths which greeted CBA members on arrival.

Catboat Resource Show

Anne Smith



Photo: Mark Lovewell

THANK YOU to all the interesting, knowledgeable, helpful and fun people who joined us for the All Catboat Resource Show as part of the CBA's annual meeting at the Mystic Marriott.

It was terrific to welcome some new faces and to welcome back those who always have something new and different to share. Together you're a fabulous mix!



Photo: Mark Lovewell

And for all who were able to contribute something for the raffle - an extra loud shout out! It's a really fun part of our program and guests were really psyched (and jealous of the winners) to see the neat stuff you came up with to share. Thanks for being creative.

On behalf of all the CBA members - both the new and the decidedly more salty - who very much enjoyed the show, and who will come back next year looking for you, please accept our gratitude.

Those contributing to the raffle are noted with an asterisk below. The exhibitors are as follows in alphabetical order.

Anne Smith
All Catboat Resource Show Coordinato

Biff Able's Weathervanes

pcarling@comcast.net

Anthropost Books

fcrohnjr@aol.com/860-663-1888

Arey's Pond Boat Yard

www.areyspondboatyard.com

508-255-0994

Peter Arguimbau Paintings

www.arguimbau.net

203-550-9791

Beetle, Inc.*

www.beetlecat.com

508-295-8585

Bete-Fleming

www.bete-fleming.com

508-758-4996

The Beveled Edge Tools*

860-535-1337

Brewer Banner Design*

www.brewerbanner.com

508-996-6006

Jim O'Connor's Calendar*

joconnor@vineyard.net

508-693693-6520

Cats & Gaffers Regatta

860-526-4637

Connecticut River Books

860-526-9679 201-926-0222

Fatty Knees Boat Co. LLC

www.fattyknees.com

781-307-2466

Heritage Boatworks*

www.heritageboatworks.com

978-490-8588

K.R.'s Metal Art Forms

www.metalartforms.com

508-264-4201

Layton's Loft*

cindylayton46@gmail.com

860-526-3267

LBI

www.lbifiberglass.com

800-231-6237

Mack Boring

www.mackboring.com

908-964-0700

Marshall Marine*

www.marshallcat.com

508-496-7002

Adrienne Mierzwa

Artist

www.artupstairs.com

Kurt Peterson Paintings

Kurtp65@gmail.com

508-524-6903

Pert Lowell Co.*

www.pertlowell.com

978-462-7409

Pleasant Bay Boat & Spar

www.pleasantbayboatandspar.com

508-240-0058

Quantum Sails

www.quantumsails.com

401-254-0970

Tom Ranges Paintings

www.rangesart.com

203-838-8609

Squeteague Sailmakers*

www.capecodsailmakers.com

com

508-563-3080

T&L Tools

www.tltools.com

860-464-9485

West Marine Mystic*

www.westmarine.com

(860) 536-1455

Paul White

pwarving@comcast.net

508-888-1394

Thank you to: Kirby Paints, Little Compton Historical Society, M. A. Cooper Designs, Mystic Knotworks, Sea Fever Books and U.S. Sportswear.

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

Luncheon

Prior to an excellent meal, Tim Lund, CBA president, presided over the business meeting.



Welcome Catboaters to Mystic and your Annual Meeting.

Photo courtesy of Mark Lovewell

2015 CBA Necrology

David Crosby, husband of Barbara, sailed *Heritage* out of Osterville, MA. Member since 1971.

Tony Auth, husband of Eliza, sailed *Mehitabel* out of Ocean Gate, NJ. Member since 1997

Kirk Palmer, husband of Margaret, sailed *Catnip* out of Manchester, ME. Member since 1996.

Leonard Van Houten, husband of Marie, sailed *Cygnus* out of Greenwich, CT. Member since 1995.

Dave DeGraff, sailed *Chubby* out of Bayport, NY. Member since 2012.

Robert Proctor, husband of Ann, sailed *Lady Ann* out of Chatham, MA. Member since 1981.

Robert Dunlop, husband of Peggy, sailed *Manx* out of Belle Haven, VA. Member since 1965.

W. Boatner Reily 3rd, husband of Wendy, sailed *Halcyon* and *Edwina B* out of Edgartown and New Orleans. Member since 1974.

Awards:

Each year the CBA singles out members for special honors. John Agne, Chairman Paul Cammaroto and Doug Hill presented four this year.

2015 John Killam Murphy Award

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

This award was commissioned for someone who "Preserves the tradition of sail in catboats."

The John Killam Murphy (JKM) Award for 2015 is going to a person who has been around sailing and wooden boats since he was swinging in a hammock in the cockpit as an infant. As a young man, he worked in boatyards from FL to ME working on

wooden boats and still found time to make 2 Trans-Atlantic and a Trans-Pacific crossing.

He was a member of the crew that built the *Spirit of Massachusetts* and later taught kids the art of wooden boat building as the director of the New England Historic Seaport.

In 1991, he bought a boatyard from Libby Fisk, becoming only the third owner since the boatyard's founding in the 1950's. The Fisk's had been building catboats, a 12-foot Kitten model, and a 14-foot model. During the next few years he redesigned both models. During the winter months he taught lofting and boat building classes for construction of classic skiffs.

In 1994 he designed and built the 16-foot Lynx cabin model, first in wood and then with a fiberglass hull. A few years later he designed and built the wooden Pleasant Bay 21 foot Launch, with the profile of a catboat with no rig. In early 2000 he took on a four year project, designing and fitting out a wooden Spencer Lincoln 38-foot lobster boat for cruising.

In 2009 he designed and built the 16-foot Lynx open cockpit model. Over 25 of these catboats have been built with 6 being used by the Massachusetts Institute of Technology alumni sailing club on the Charles River. In 2009 and 2010, he designed and built a 20-foot and a 22-foot catboat.

A few years ago he took on the challenging project of restoring *Conjurer*, a 105-year old Crosby Cat owned by Fred Villars, last year's Broad Axe recipient.

In 2014 he designed and built the 19 foot *Caracal*. This boat was nominated for the classic boat 2015 award "Spirit of tradition under 40 feet."

Tony Davis is concerned with the environment and in the 1990's he set aside conservation land to preserve their traditional boat yard and its surroundings. His was the one of the first boat yards on Cape Cod to use the absorbing mat for painting and cleaning boat-bottom's and also promoted the use of environmentally safe paints. The yard also has an off-site water recycling system for bottom washing.

Tony is a great supporter of Friends of Pleasant Bay, a Steward of Arey's Pond which sponsored the oyster raising for the Orleans Pond Coalition. He is a member of the Board of Directors of The Cape Cod Maritime Museum and is involved with Museum as a trusted advisor. He teaches classes on half models, lofting, and boat building and has a sailing school for children and adults at his boatyard. During his spare time when not at the boatyard he is also an experienced Mountaineer.

Arey's Pond Boat Yard has built over 300 catboats that can be found as far away as Japan, Australia, Canada, the Mediterranean, the Caribbean, the South Pacific, and all over the US.

For 22 years Tony and Robin along with their two daughters Brooks and Sky have sponsored the annual Arey's Pond Catboat Race in Pleasant Bay. Proceeds from the race are donated to the Friends of Pleasant Bay, Arey's Pond Coalition and Orleans Pond's Coalition. The 20th anniversary of the race in 2012 now holds the Guinness Book of Records for the most catboats gathered in one place, 120 catboats.

Not forgotten in supporting Tony we also need to thank his wife, Robin, and two daughters, Brooks, and Sky who have and still work alongside him at the boatyard.



Photo Mark Lovewell

(l to r) Paul Cammaroto, Doug Hill, Davis family, Jon Agne.

Your 2015 JKM award winners are Tony, Robin, Brooks and Skye Davis.

2015 Dolphin Award

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

This year's recipient has been a member of the CBA for about 30 years, but whose counting these days? From my own personal experience, he has been one of the very visible faces of this organization,

and has definitely been one of the driving forces behind its continued success. My very first point of contact with the CBA was with this individual, and the experience was entirely positive and warming. No pretense, always willing to answer questions about anything to do with catboats, and a genuine projection of friendship are just a few of the ways to describe him.

He has turned in thousands of hours of volunteer work in all sorts of jobs, including many years on the Steering Committee, serving on all sorts of seminar panels at our annual meetings often driving long distances to attend these meetings or events.

Now I must... just let the "cat" out of the bag. The person who is receiving the Dolphin Award this year is not a he. "He" is a they, and their work is self evident to all in this room. Just suffice it to say that I am privileged to be among their friends. Among the many accomplishments and service to our Association is their managing the publication department for the CBA for 20+ years, and Neil has been the go to guy for anything technical. He maintained the integrity of the reports program for three successive Membership Secretaries spanning those 30 years.



Ladies and Gentlemen, I give you Neil and Carol Titcomb as the recipients of the 2015 Dolphin Award.

2015 Broad Axe Award

This award was established in the fall of 1976 to "recognize significant achievement in Catboat Construction." Construction is intended to be broadly construed: including the restoration of an old cat or finishing a pre-fab catboat hull as well as building a new cat.

The original award is a mounted broad axe that once belonged to two catboat builders: Charles C. Hanley from 1886 to 1936 and Merton E. Long from 1936 until 1976. John & Pinkie Leavens then acquired the axe and gifted it to the Association. Because of its historical value and the rigors of time and shipping, the original award was retired in 2012 and replaced by a smaller replica donated to the CBA by a prior recipient, Chris Sawyer.

The whole process of building a Wooden Boat, from conception to completion is wrought with many unbridled joys and unavoidable demands. Both of which are bound together by heartfelt enthusiasm for pursuing a dream and seeing that dream through, to its completion.

Some would say that non-commercial wooden boat building is a disease and at least in remission, if not cured, after the project is completed.

The demands of this process are numerous and are a constant reminder that only good comes from significant effort. These demands along with their associated efforts include physical, mental, time and life balance challenges, not failing to mention the required consistency and passion needed to complete any endeavor worth our attention.

The joys of this process...are hardly done justice with mere mortal words, as those who have completed the process will attest. From the moment of conception to the first benevolent breeze, which lifts her to life; the builder's heart and mind is engaged in the process and at times, thinks of no other. The joy of the first sweet curve of the long batten on the lofting floor, to setting up of stations and seeing her initial shape, to laying plank on frame, the process gives back with vast and rich rewards. The long stroke of a sharp plane along the edge of a piece of wood converting it into a part of the dream. To stand in the shavings and smell the various types of wood being used fills the senses with satisfaction and inner happiness. To open the shop and see the developing shape, lit by morning light can be inspiration beyond compare.

All of these and many more, like them, are the joys that a builder experiences throughout the process so it's surprising that an award for building a Wooden Catboat is even necessary. But here goes:

To quote a nomination letter "I can attest to his absolute attention to detail in all things catboat. From the plans, for a 23 foot Bill Garden designed cat, which he bought from Mystic Seaport, to his thorough record of his work, helpful photos and

even included the many mental demands of a project like building a wooden boat. Indeed, his two-part article, within Bulletins 164 and 165, was a most thorough article. It included the well-written text, a considerable number of photos and captions for each one. He really wanted his fellow Catboaters to understand the whole process."

May I introduce *Murrelet* and her Builder, George Galpin, from Edmonds, Washington, the recipient of the 2015 Broad Axe Award.

2015 Henry M. Plummer Award

From 1912 to 1913, Henry M. Plummer sailed his 24 ft. Cape Cod catboat, *Mascot*, with the aid of a gasoline powered launch from New Bedford, MA to Miami, FL and back. In 2002, in the spirit of this voyage, the Catboat Association founded the Henry M. Plummer Award.

The award is a half model diorama constructed by Henry Plummer himself, and is a gift to the Association from the Plummer family. The Plummer Award is bestowed to the skipper and/or the crew who completes a voyage of note such as, but not limited to, that taken by Plummer so long ago, or to commemorate a significant act of seamanship. This is not an annual award, but one that will be awarded on occasion as is deemed appropriate by the awards committee.

Plummer's voyage was significant for several reasons. Firstly, it was a coastal voyage of some distance that required both inshore line of sight as well as offshore seamanship skills. Secondly and more importantly, he took an inland boat offshore and did so safely, compensating for the shortcomings of the design with proper planning, equipment, execution and the discretion of a "seaman's eye."

This year's recipient carefully planned and executed a voyage of over 600 nautical miles. He equipped his boat with a Standard depth sounder, ICOM radio, Garmin handheld GPS, CPT autopilot, and Automatic Identification System (AIS). The autopilot allowed him to rest while offshore, and the AIS enabled his wife and friends to track his progress. The AIS also informed of any commercial traffic in his path.

The trip began in the benign and protected waters of Chesapeake Bay heading northward to the C&D Canal. From the canal, he set a course out of Delaware Bay to open ocean as the weather deteriorated. Sailing alone, our intrepid sailor set a

course directly to Cape Cod, bypassing New York Harbor and Long Island Sound. This was over 250 nautical miles, took over 50 hours, and most of it was well offshore.

Arriving in Buzzards Bay and transiting the Cape Cod Canal, the next leg of the journey was from the mouth of the canal direct to Blue Hill, ME. Arriving 3 days later, this leg was almost 200 miles, and at one point was approximately 50 miles offshore.

Upon his arrival in Blue Hill Bay, one of the prettiest spots in Maine, our sailor was greeted by two harbor porpoises...a sure sign he had arrived home safe and sound. The details of this voyage are published in "CBA Bulletin" NO.165, Fall 2014.

Butler Smythe's voyage certainly puts him and his *Caerulean III*, a 23 ft. Menger, in a class above the average sailor, and it definitely meets the criteria of a "significant act of seamanship."



Ladies and Gentlemen, I give you Butler Smythe, the 2015 recipient of the Henry M. Plummer Award.

Featured Luncheon Presentation "The Morgan Sails Again "

Over 300 members were treated to an excellent slide show and discussion by the staff of Mystic Seaport. Dana C. Hewson, VP of Watercraft and Preservation Programs at Mystic Seaport gave an overview of the Morgan project and rebuild. Dan McFadden, Director of Communications detailed events on the 38th voyage. All photos and descriptions can be seen on their website: www.mysticseaport.org/38thvoyage/

Workshops

Editor's Note: Congratulations and thank you presenters who did such interesting workshops. Here we highlight several.

Catboating for Beginners



This session marked the first time in CBA history that two presenters with a combined age of under 50 taught catboating to a room full of eager "newbies" with a combined age of 6000 years. One fan remarked after the workshop, "Those kids were great; they told so many good stories."



Nothing more need be said about this annual session, except, "Thank you Eric and Ryan Peterson for helping out so many catboaters."

The Four Seasons of Catboating

Reported by Ned Hitchcock & Lou Abbey

This presentation began with the fall season and the decommissioning process. We got into winter and project lists and then discussion grew animated and wide-ranging with little regard to seasons. Our leaders were Jon Agne (*Surprise*), a 25' Wilton Crosby 1970 catboat focusing on wooden boats and Geoff Marshall (*Mabuhay*), a 32' Galaxy sloop built in 1959 by Breck Marshall taking care of fiber-glass vessels and much else. Both were very informative as were



Photo Mark Lovewell

A great tag team workshop.

many of the participants, who were not shy about chiming in.

Decommissioning was covered quickly with particular attention paid to sail care, winterizing the engine, plumbing, and power washing the bottom. We were encouraged to develop checklists particular to our boats. Winter shelter for our boats got special attention with extended discussion of tarps, tents, shrinkwrapping, canvas winter covers, and, the ideal...a heated barn. Three boat cover makers were recommended as being of high quality. They include: Fisher Canvas in Burlington, NJ (www.fishercanvas.com), Miller Marine Canvas in Redding, CT (www.millermarinecanvas.com), and Fairclough Sail Makers in New Haven, CT (www.fairclough.com/winter-boat-covers).

To keep us active and away from the rocker and fireplace, we were encouraged to create a winter work list focusing on those things we can do in the shop or somewhere else relatively warm.

1. Sails off, inspected, repaired (if necessary) and stored appropriately.
2. Power-wash hull. This will expose any areas that need attention before spring painting.

3. Check storage area for dryness and mouse prevention.
4. Winterize: engine both inboard and outboard (oil filters in the fall – fuel filters in spring), pumps & potties.
5. Evaluate britework so you can get supplies for spring touch-up. Be sure varnished wood especially is under cover.
6. Check out blocks, halyards and all other moving parts.
7. Store rudder – don't leave on boat unless necessary.
8. Prepare for covering boat – Make sure your cover is tight whether it is fabric or shrink-wrap. There should be adequate ventilation and good pitch so snow and rain will run off. Heavy, expensive tarps may last 2-3 years and cheap tarps should be layered in case of stretching and sun damage over the winter.
9. Spot repair varnish in preparation for several coats in the spring.
10. Tabernacle mast – Remove grit and check bolt for wear (there is a low tolerance for wear).
11. Options to wooden and plastic hoops included lacing, sliders, and the flexible hoops developed by Suzanne Leahy using high-tech braided line like vectran.
12. Begin a list of spring “must do’s.”

Winter is a good time to go over charts. Get new ones where needed. Plan trips for the coming season and make sure all your charts and instruments are up to date and functioning well.

Spring is work time and this is made almost a joy by the warming sun and the anticipation of summer. The following lists are compiled from questions and audience discussions.

1. Scrub and sand the bottom in preparation for painting. Always know what the existing paint is so you can check for compatibility. Sand with 60-80 grit paper and be sure the centerboard and pennant are in good shape. If you can remove your centerboard and paint it separately, this is a good idea. Be aware the centerboard may be made of a different material than the boat and may need a different kind of paint.
2. Anti-fouling paint – Use the cheapest kind you can find. One person recommended adding 0.5 lb. of Cayenne pepper per gallon to discourage barnacles.

3. Britework – Obviously spring preparation is dependent on your specific situation. In general, sand with fine sandpaper and brush on new varnish (8 coats from bare wood with good drying and sanding between) or Cetol (4 coats from bare wood). When you have used Cetol, you only need one coat every spring. There are two types of Cetol: Cetol (natural teak) that takes 2 coats then one coat every spring. This kind progresses to a flat brown teak color that is quite pretty. Cetol (gloss) that takes 2 coats then one coat of gloss every spring. Do not change without going back to bare wood.
4. Store paint and varnish at room temperature and do not allow freezing.
5. Mast hoops – varnish them, but it is hard to maintain. Linseed oil on mast hoops with the addition of turpentine may make the hoops turn dark (this is not necessarily bad, just a color issue for some).
6. Teak turns grey if you do nothing to it. Keep teak in the sunlight or it will develop mildew that must be removed.
7. Gaff Jaws – Inspect the leather lining and rub well with lanolin every spring.
8. Props – Clean every year with a wire brush (inboard or outboard motor) to get the barnacles off. Do not paint props. Some people say that Lanicoat (a Forespar product) helps to keep barnacles off in summer.
9. Ballast – always check it every year for changes (rust if iron). Reposition if it is out of position. Herreschoff America has about 500 lbs. of ballast. It should be located low and as close to the center line as possible. Know type and weight of the ballast for your boat.
10. Aluminum Spars – Painting is OK but if never painted, you don't need to paint them. Interlux 2000 barrier coat is good, but it is very thick. Brush on one coat and wait at least an hour to apply second coat. Then apply 2 coats after that.
11. Paint for hull – Check compatibility on either wood or fiberglass hull. Put it on smoothly and the advice was to use a fine textured roller as opposed to a brush.
12. Steering System – Keep the gears well greased with marine grease. Don't be fussy – it's messy. Grease over old grease is ok.
13. Check all electrical and fuel and water connections and drainage. Clear out drains.
14. Check pintles and gudgeons for wear. No need to grease them.
15. Don't let tiller swing on mooring. Keep rudder still. It reduces wear on attachments.
16. Tabernacle mast – Spray Teflon spray on the parts that must mesh together.

Maintenance during the season didn't get as much attention, but there was lots of talk about the use of electronic charts. Various brands were mentioned by both presenters and by participants. We were all reminded of the importance of having and being able to use paper charts (especially when the GPS conks out). We were also reminded to do pre-sail checks of lines, fuel and oil levels, the bilge, etc.

Although we didn't exactly follow the calendar, the discussion was lively and informative. The presenters got a nice round of applause and were surrounded after we broke up with lots of questions and comments. Catboaters wanting answers to specific maintenance questions should check out the CBA Discussion Group which can be found at the CBA website, the Listserve or the Facebook CBA Lounge Group.

A Primer on Catboat Seamanship

Reported by Lou Abbey

GROTON, CT: Boat users/owners sailing small craft such as Sunfish, dinghies or perhaps even Beetles must resolve the issue of how much "seamanship" is enough. There are many sailboats one can pull up on the beach for the night at the lake or above the high tide mark at the seashore. Sailing a Beetle off a club mooring for an hour or two per week isn't a lot of sailing.

On the other hand, people who sail 18-foot + catboats regularly for summer cruises and races between the mainland and the islands or on wanderings along the coast can ask the question this way: do I indeed have enough updated seamanship knowledge to continue sailing safely at minimal risk?



Tim Fallon (left) and Henry Marx (right) put “A Primer on Catboat Seamanship” together with both those questions in mind. In most cases I will not mention brand names, since a net search for the generic product will uncover many choices. There was little superfluous talk and story telling unrelated to the subject at hand. So what follows is a topical summary of this interesting, informative workshop.

Life vests can save your life but you have to be wearing one, in most cases, for it to work. The most common kind are: inflatable, auto-inflatable and foam.

A. “Manually” inflatable, fabric life vest – These are usually inexpensive, airtight fabric vests that need to be inflated by lungpower for every use. They need to be checked for leaks before every use. Once inflated, even with no obvious leaks, they may deflate over a few hours. Throw away any that behave this way. Do not store them inflated or partially inflated. Though technically a life preserver, these vests are not recommended.

B. Self-inflating life vests – These devices come in two varieties and both depend on a CO₂ cartridge.

1. Pressure dependent self inflating – These vests are worn deflated with a CO₂ cartridge attached to the under surface. The vest will automatically inflate when it is submerged in 3 inches of water.
2. Manual self-inflated – These vests are also worn deflated with a CO₂ cartridge attached to the under surface but the wearer must pull a cord for inflation to occur either before or after entering the water.
3. Maintenance – You must check the status of the CO₂ cartridge yearly in accordance with the instructions that come with the vest.

C. Foam vests – These are OK, but if you hit the water unconscious, the vest may float you face down. This issue must be considered prior to purchase of these devices. Read articles on the web or in boating literature to assure your understanding of the choices you are making.

In general, younger children must use a life vest and some kind of a tether that is attached to a part of the boat so the child stays out of the way of boat operation. Tethered children should be the responsibility of an adult on board who has no role in operating the boat.

Communication: It is essential to establish communication with people on land and in other boats. No matter how long and whatever the conditions, you are safer and better served if you can communicate with someone on land and /or in another boat. Even day-sailing in a small boat, with or without visual contact from land, you can get into trouble. So in general, always opt for some kind of verbal contact if possible even with people watching you on land.

Cell/mobile phone – These are everywhere, easily stored in a waterproof container and can be very handy in many circumstances. Limitation of cell phone use is always proportional to proximity to a tower and/or network. In many lake sailing situations cell phone use is common. Regardless of previous experience, a lake sailor always tests cell-phone contact every time he/she goes sailing and periodically during sailing. When in the ocean, cell phone use becomes less reliable. Very close to land may work in specific more populated areas. Always test periodically underway. But cell phone reception diminishes rapidly as distance from land increases. The exception is the so-called *satellite phone* (not discussed).

Hand Held chargeable radios and radios in general: Most are waterproof and they float. The Emergency Channel is almost always Channel 16 but check when you are in an unfamiliar area.

a. Emergency is “May Day” on Channel 16 followed by the name of your boat and your position.

b. Put out a “Security Call” every 30 minutes or so. Identify your boat name, current position and course.

c. Be sure your radio is VHF with a mast-head antenna and test batteries, charger and function regularly.

d. Be aware of other marine traffic in your area. Talk to large vessels regularly and talk to tugs on Channel 13. Awareness of marine traffic is only visual unless you have radar and you monitor your radio.

e. Learn all emergency signals and procedures in an updated “**US Power Squadron Manual.**”

f. Use a hand held waterproof radio with a command microphone wired/wireless in cockpit. Especially in a large boat.

g. Place stick-on vinyl instructions for emergency procedures in cockpit.

h. Use down time to practice emergency situations regularly.

Automatic Identification System (AIS) – portable or handheld

a. Good for ID in fog

b. A 25-foot catboat is often invisible on standard radar. So mount a tie-up radar reflector high up on the mast.

c. Look into a chart plotter if you do a lot of cruising. Add a GPS and you will show up on all GPSs in the area and they will show up on yours.

Heavy Weather

a. Catboats are hard to sail in heavy weather. They are OK in up to 12 knots but above that sailing and handling gets harder rapidly.

b. Reef just as you think you might need to. Reefs are easier to shake out than to put in.

c. Write out the steps in reefing for your boat. May be different than for others. Practice reefing when you don't need to reef, it is easier. Memorize the steps and make regular crew do the same.

d. What do you do when you lose your rudder? Not often a problem on a catboat. One possibility is a **Galerider**. Go to www.landfallnavigation.com and look for the Galerider.

This is a summary of this workshop. The conversations continued after the session as they always do after a well-done presentation.

Electronic Catboating

Gene Kennedy

Neil Titcomb, ably assisted by his son Nathan, discussed the current status of boat electronics plus what may be expected in the near future. The session covered a lot of ground from wiring tips, recent advances in equipment, navigation helpers, solar panels, LED lighting, boat related APPs and inverters.

Neil stressed that while electronics are a great help to a sailor, one should not rely on electronics alone for navigation. Every sailor should know at least basic navigation skills as well as “looking out the windows” to assess the surroundings.



“GRIB... that’s a good question.”

Neil mentioned that much of the new equipment on the market can be interconnected through hard wiring or a local WIFI network, thus enabling GPS, navigation equipment, radios, etc. to communicate.

When covering Automated Identification Systems (AIS), Neil pointed out that while the system would point out larger commercial vessels, AIS is optional on smaller vessels such as commercial fishing boats.

In covering LED lighting, Neil offered specific examples of how the new LEDs draw many fewer amps than older types of lighting, thus saving your battery for more important things like starting your engine! When you select LED bulbs for an application, remember that LEDs are directional. Neil recommended the use of a small LED strip powered by AAA batteries for use in the cockpit or in out the way places such as inspection or repair accesses.

Neil described the general size range of solar panels that can fit almost any situation. Even flexible panels are now available that will contour to your cabin top and other non-flat surfaces. Neil had some good tips including installing a regulator if you are using greater than fifteen watt panels so you do not fry your battery. Another tip is to install a diode so your panel doesn't draw electricity when it's dark. Neil said he doesn't remove his batteries in the winter, but instead has a small solar panel that acts as a trickle charger.

As a general comment, Neil said that the West Marine catalog was a good source for information on available electronic equipment plus information for determining wire sizing based upon your expected loads.

Nathan spoke about some of the many phone and computer APPs available for sailors, stressing that you should use the APP with which you are most

comfortable. Remember, with APPs you get what you pay for. Some APPs may be free or lost cost, but there may be additional charges for extras that you will need. Always have a waterproof case for any phone or tablet that you expect to use in the cockpit.

Some specific APPs Nathan mentioned that he has found useful were *WindAlert* and *SailFlow* for wind information, *ShipFinder* and *FleetMon* for AIS, *TidesAPP*, *Tides and Chart* and *Invax* for navigation. For evenings at anchor, Nathan suggested *Goskywatch* for viewing the heavens and *Goisswatch* for tracking space stations.

Nathan also said not to forget that some of the APPs are big battery users.

For those of us who can't get along without our cordless drill on board, Neil said that the important thing to know about inverters is to find out what any inverter's "output waveform" is and whether it is compatible with the tool you plan to use.

On boat wiring, Neil said that wire size should be chosen to minimize loss of power and to prevent signal loss from VHF antennas. Always use stranded copper wire, PL-259 connectors and check connections regularly.

Neil and Nathan presented a very interesting and wide-ranging session.

Maritime Painting

Peter Arguimbau, sails *Molly Rose* in season and the rest of the year creates unique renderings of the boats and harbors we all love. Read all about him and his work at: www.arguimbau.net The colors, the timeless beauty, the depictions of history... you will spend an afternoon or more marveling at Peter's skill.



A catboat emerges with the help of Peter's brush.

Thank you Peter for this annual workshop.

Food and Fashion Afloat

Bill McKay

It was the end of the day; people were full of food and joy after a substantial luncheon and guest speakers; this was the 6th workshop; odds were against the presenters. But each year in this time slot the "Ladies" perform miracles. Kim O'Connor, Diane Webster, Jane Walsh, Dawn Peterson and Mary Crain made sure that this year was no exception.

Often people attend and congregate to get to the special taste treats or recipes provided. Others come to hear the jokes and the playful banter as they talk about their cruising memories as first mates. But this year, people came to see the fashions.



Photo Mark Lovewell

People were not fooled by the Captains' laundry hanging on the wall; this was going to be a real fashion show; music, announcers, promenades on the walkway. MC for the show was Eric Peterson, no doubt conscripted because he had the coolest hat.



Photo Mark Lovewell

Three generations of the John Greene family model CBA clothes by Lands End.

After her runway walk (which ended with a cartwheel), John's grand-daughter, Gemma Gray, appointed herself Assistant MC for the show. She was confident, had a great voice and was a perfect example of the spontaneity of the hour. She and Eric

called the procession of other families: the Websters, the Laudenbergers, Joyce Maria and Jon Fish, the Titcombs the Almeidas; CEO Maggie from Heritage Boatworks and even Ben Fallon, who wandered up there with, well, whatever he put on that morning. Clothes were described in detail as the models spun their way down the runway.



Photo Mark Lovewell

Hailey Titcomb was the youngest model.

Another three generation family was with Hailey. Her parents, Chris and Katie Titcomb with Nana and Uncle Nate in the background. Nate senior? He was in make-up. Eric described Hailey's outfit to the tee; I think he was making it all up?

From there, the show went to the dogs; what a surprise!



Photo Bill McKay

Sophie and Sue Luckraft.



Photo Bill McKay

Marshall and Kim O'Connor.

Both canines sported the latest in CBA dog life-vest wear. Sophie showed the same style she demonstrated in the Westminster Dog Show earlier this year. Marshall walked the runway like a dog who had just escaped arrest by the police for taking a nap in his car: eager to please but more eager for the dog treats Kim had in her pocket.

The clear message of all the models was to "Buy some of the CBA merchandise offered by Mary Crain on the website and CBA logo wear through Landsend." Come next year to this workshop to see what the "ladies" cook up for CBA members.



Photo Mark Lovewell

Musical interlude by Eric and Ryan; models Eric Jr. and Beth join in.

Editorial Board Meeting Catboater's Storytelling Workshop



Photo: Mark Lovewell

Two artists at the conference. Peter Arguimbau (left) of Greenwich, CT gave a workshop on painting. Illustrator and painter Frank S. Lovewell was one of the featured participants in the Storytelling Workshop, hosted by the Catboat Bulletin editors.

It was a surprise to a lot of attendees that all the seats in the room were filled at the Catboat Bulletin hosted Storyteller's Workshop held late Saturday afternoon during the March Annual Meeting. The workshop was for all sailors who ever thought of telling their own boating story. There was a photographer, an illustrator and a number of published writers in attendance for an hour-long gathering.

This was an opportunity for new writers and photographers and pencil pushers to get a quick course on how to let the creative process loose. The intent of the workshop was to nurture new Bulletin contributors. This was no highbrow gathering of the world's best writers and photographers, instilling the challenges of the process. Instead it was a gathering of fellow sailors who love to create and share the fun. We encouraged potential writers, painters and photographers to document voyages to interesting places, stories of wrecks and repairs, tales of calm sailing and dealing with rough weather. The stories can be fact or fiction and

we welcome all members of the CBA and their associates to submit whatever they can conjure up with their creative imaginations.

Jim O'Connor from West Tisbury, a familiar photographer, who produces an annual Catboat Calendar, spoke about how he takes beautiful pictures. Frank S. Lovewell, of Northampton, PA, an artist, in real time, showed how quickly a couple of thoughts can be rendered as illustrations on a blank pad of paper.

John Conway of Winchester, MA, who wrote "Buckrammer's Tales," talked about writing and introduced other writers William Kornblum, writer of "At Sea in the City," Peter W. Yaremko, who wrote "Fat Guy in a Fat Boat," just published.

It was a loaded hour with every speaker identifying simple ideas to get a piece of creative work started and finished.

The finale of the program included the announcement of this year's Annual Catboat Bulletin Editor's Choice award, a beautifully mounted ship's clock and barometer. Spencer Day, a long-time overseer of the Boats for Sale column that runs in every issue was the winner. Though he wasn't there to receive the award, kind words were spoken. Former editor, Paul Cook later delivered the perpetual trophy to Day.



Spencer Day received the Editorial Board Editor's Choice Award for 2015.

And just to keep everyone at the edge of their seats to the end, a drawing was held for donated copies of John Conway books, and Mark Alan Lovewell sea chantey CDs.

Word is out, the editorial board has been asked to host this event again next year.



Yarns & Adventures

John Orlando, Editor

Sunday in Padanaram

Brent Putnam

Dead calm. The wavelets that had been lapping at the hull all night have since quieted. It's overcast, and there's a light pattering of rain on the dodger. In the distance, an osprey circles over the water, radiating it's piercing chirp into the sky. Other birds – whose calls I don't recognize – can be heard here and there. Across the harbor, an outboard is buzzing, the sound rising and fading as the dingy passes between and behind moored boats. A gull cries.

It's Sunday morning in Padanaram and I'm alone on *Cranberry*. Kaytlen is home with an ankle injury. Victoria had declined to join me on this journey, the potential of rain being a little too much for her 15-year old sensibilities. Even Bec – Rebecca – expressed no desire to sail in squalls, choosing instead to join me by way of the highway. Having stayed overnight, she is already on the way home for an early golf match. Mother Nature did not disappoint.

There's no race to prepare for; no place I need to be; nothing pressing that needs to be done. The current in Woods Hole doesn't ebb until late this afternoon. As long as I make the one o'clock bridge opening, I'll be home before the sun sets today.

It's August, but there are still boats on the hard at Marshall Marine. I wander around the yard, admiring the electric motor on a Sakonnet daysailer sloop and doing math in my head as I stare at a Sandpiper that has a sun-bleached "For Sale" sign hanging off of it.

Before long, some folks will arrive with donuts and coffee. Ted will be amongst them, and we'll decide to get something a little heartier at a local eatery just over the town line in New Bedford. There is a difference in our years, but not our interests. We'll chat about catboats and family, Palmers and small town politics.

My girls come to the rendezvous to sail and race, although, notwithstanding Saturday's last place finish, *Cranberry* doesn't typically win trophies. I have a bit of a competitive streak myself, but for me, there's also solitude and camaraderie.

This is why I sail.

All Catboats Look Alike

Mark Alan Lovewell

Down on the Chesapeake they drink a Dark 'n Stormy.

On Cape Cod, they drink beer. We've seen some pretty exotic drinks and beers. At one rendezvous on Nantucket, one sailor pulled out of his icebox: Arrogant Bastard Ale.

Up and down the coast, some find religion drinking Bourbon Presbyterian, when they get to the third glass.

Call it "booze." Call it "liquid lunch." Whatever your preference, many crewmen do partake in some form of "libation." For us drinkers and teetotalers, it is one of the flavors of the waterfront culture and there are plenty of stories about trouble, danger and stupidity, tied to a glass, or an extra glass, or too many glasses.

There is so much wrong mythology about this loaded beverage. You'll never hear any physician or Emergency Medical Technician report that after you've had a bad accident, immersion in bitter cold water, or hurting yourself in some physical way; that a drink will make you better.

It doesn't cure sea sickness.

It is not even a good antiseptic for a cut?

In a few cases, a drink may make you feel better, but we've been told repeatedly by those who know, alcohol usually makes things worse.

We go sailing sober to soak up the experience, have fun and create memorable stories. How would anyone want to cloud the experience? And we know plenty of sailors, who don't drink at all. And we applaud them.

Still, ashore, there is plenty of ink to spare on the topic of fun loving sailors who lose their sense of horizon, and the ground below them, because they like stirring swizzle sticks.

We hope that with all the dangers inherent in boating, and many more in drinking, that everyone "practices moderation" and is safe.



The Yarn

Three catboat captains went to town to do their drinking. Their journey over two days will be remembered for years at the Between a Rock and a Hard Place Yacht Club.

It was the first night of the rendezvous. There were ten boats tied up at the dock, and three of them belonged to these three wayward captains. The catboats were *The Rightful*, the *Second Wind* and *You See My Aft*.

Now the *You See My Aft* belonged to a fella who liked to party. He was Ted.

All three men had lovely wives, and these ladies were above average when it came to tolerating the behavior of their captains.

On Friday night, after the last breath of twilight colored the sky, the three walked down the floating dock and headed towards town.

Five hours later, when the moon was hanging low over the east, the three arrived back at the dock. They were three sheets to the wind. They were loud and their feet could be heard on the dock.

I was on a nearby mooring. I wasn't close enough to know what was going on.

It quieted down a bit... when we heard a loud scream.

It was one of the wives of the three.... "Get out," we heard.

Then we heard a second woman screaming: "You're in the wrong boat. Can't you tell this is *You See My Aft*."

Five minutes later, well there was screaming again “Get off my boat, you drunk!”

Well as you can tell, something had shaken the fabric of the quiet of the night, and there was no telling exactly what had happened. I was in my boat, wrapped in blankets and fairly far away at the mooring.

The next morning we all gathered for the Saturday morning coffee and muffin.

The word on the dock then was that all three men had gotten so drunk they found their way to the wrong boats. They’d snuggled up to the wrong mates and there was hell to pay.

The three wives were sitting together having coffee, speaking in a low breath. And the men eventually wandered along, one at a time. They didn’t even sit at the table with the rest of us; they sat near the edge of the dock and sipped their coffee, in an apologetic fashion.

The worst excuse one of us came up with was: “You get drunk enough, and all catboats look alike.”

Well we all had a fine day of racing and a good time. It came around again to Saturday night and the sun set behind the Between a Rock and a Hard Place Yacht Club. There was some loud talking by us all. And we began speculating whether those three hoodlums would take another late night walk to town.

I was back at my boat, sipping some refreshment, when I heard: “You going out again?” said one of the dock handlers.

Sure enough, the three men got their gumption and went walking down the floating dock into town, against the protests, I think, of all three ladies.

Comes five hours later, and I was awakened again, but this time by the commotion onshore. It was the three drunk husbands sauntering, wandering, stumbling across the clubhouse lawn and to the floating dock.

But this time, it seems, there wasn’t the yelling of the night before.

I started dozing off again, and then heard two men yelling, a dog barking and then a big splash.

The next morning, when I rose from my boat, of course the first thought that came to my mind was: what happened last night?

I looked towards the fleet.

On the catboat *You See My Aft*, the rigging was different. Up aloft was fresh laundry. A pair of pants, a t-shirt, a man’s brief, and a long-sleeve shirt. They were drying in the morning breeze..

At Sunday morning coffee, the talk of the morning wasn’t about who won the Saturday race, or the hospitality of the club, though that was certainly on everyone’s mind.

All the husbands and wives were together drinking coffee.

It turns out Captain Ted was the only one who ventured on to the wrong boat. But instead of slipping next to another human, he had curled up to a dog aboard the catboat *Bless You*. The dog didn’t mind the sailor’s camaraderie, but the owner had another opinion.

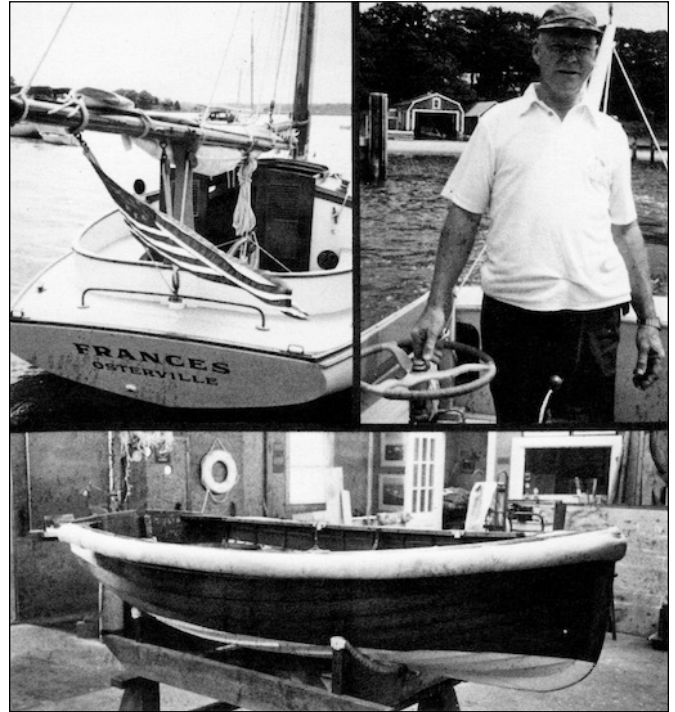
Later that night, the captain of *Bless You* rose to do his constitutional and discovered the old geyser asleep next to his dog on deck. There was fast yelling, something like: “What the hell you doin’ on my boat?” And, in the speed of a shotgun blast, Captain Ted had stepped off the wrong side of the boat.



Race Rendezvous Results - Part I

Gayle Cornish, Editor

Editor's Note: OAK RIDGE, NJ: Then and Now ... As we go to press with the Spring 2015 Bulletin (No.167), most of us are still some weeks away from taking off the winter covers and getting prepared for the 2015 sailing season. Thank you all for sending the 2015 Race and Rendezvous Schedules; I look forward this summer to receiving the narratives of your events as they unfold. There are two events to report in this issue, one from Osterville and the other Nantucket. In addition though, "Messing Around in Boats" did a recent article about Townie Horner and his traditional rendezvous, 28 years ago. I thought it would be fun to share some of the history, along with this year's report. Congratulations to the Osterville folks for keeping close to the tradition that Townie valued. Sometimes, the more things change, the more they are the same...thank goodness!



Cape Cod Catboat Rendezvous

Excerpts from Article published in
"Messing Around in Boats," (MAIB)
Compliments of Bob Hicks, editor

The "lawn party" was in full swing as the evening came on, with 100 or so guests enjoying their tall cool ones and their accompanying condiments, when one man stepped out into an open area and called for their attention.

Townie Horner isn't a modern high-tech megayacht sort. He has a nice collection of traditional boats at his dock in West Bay. *Frances* is a Crosby cat, 10 years old now, but looking brand new. *Annie's Cat* is an Arey's Pond cat he daysails. *Vagrant* is a restored old boatyard launch, a "truck" sort of boat. And then there's the 45 ft. motor cruiser, *Virtue*.

He has lived here since he was one year old. The home, the garages, the sloping lawn to the water and the large boatshop have contributed to the unique character of this busy man.

"I want to welcome you all to our 10th anniversary catboat rendezvous," announced the host, Townie Horner. "Next year we'll have some sort of special memento," he continued, "since I forgot all about it this year." Chuckles. Nobody seemed to be upset about the oversight. After all this was Townie Horner's catboat rendezvous and it had always been this way, no formalities, no awards, no racing, no arguments. A gathering of the clan...

"I really never much liked the hassles of handicap and all," Townie explained, in justification for his low-key approach. I guess there were others who agreed," he went on, "for we've had as many as 50 or 60 boats over the years." This year the number was 27. They had been arriving all during Friday and Saturday too, coming from all around the Cape and as far up the coast as Scituate. You may remember the names of some of the other boats: *Abishag*, *Aloha*, *Breezing Up*, *Catfish*, *Cimba*, *Esmeralda*, *Felicity*, *Felix*, *Griddlebone*, *Puddleduck*, *Shovelor*, *Skimmer*, *Joshua Slocum*, *Tabitha*, *Temptris*, *Velvet Paws* and *White Swan*.



Then early afternoon, about 20 of the boats (the Chatham squadron had not yet arrived) indulged in a circumnavigation of Osterville Grand and Little Islands, motoring through the busy drawbridge into North Bay, setting sail and sailing on into Cotuit Bay and then along the narrow Seapuit River behind the outer barrier reach of Dead Neck. The sea breeze made that latter part of the cruise a reach, fortunately, because the narrow tidal stream was in heavy use by other boats and the inner beach on Dead Neck, protected from the strong sea breeze at water level was crowded with beach people, their boats pulled up on the sand or anchored close in. The parade of cats down this crowded stretch was impressive with those big sails swung out, away from the beach people.

Coming up Cotuit Bay it had been a beat and while the water surface there seems expansive enough, the channel is rather narrow. The short tacking into the teeth of a 20 knot breeze was more than some of the bigger boats wanted to try, so they motor-sailed through, sails luffing while those of us in small boats did it the hard way. Townie's Crosby cat, *Frances*, is one of the smaller ones, and we had some exciting moments in the puffs, even with four of us aboard. That tall coaming makes it less intimidating, though. Nearby Dr. Dickson was sailing his *Keplin* alone, but he did have a reef tucked in.

That was it. The sailing was mostly in the getting there. The cruise was a nice afternoon jaunt. Then it was raft-up time for many, sitting and enjoying the spaciousness of the cats under a sunny summer sky in a lovely sandy-bottomed anchorage fronted with elegant shore homes. About 6 o'clock, Townie began running his "launch service" picking up crews and ferrying them to his dock in his restored boatyard launch, *Vagrant*. Time for food and festivities. The Hornors provide the place the charcoal fires, the ice. Everyone brings their own condiments and libations.

The Catboat Association has a membership of nearly 1500. Think about that. Not one brand people, but one design "type" people. And that design in all sizes from 13 ft. Beetles to those 26 ft. and 28 ft. Fenwick Williams types. Wood and fiberglass. It doesn't matter. They're all catboats, and that's enough.



6th Annual Townie Hornor Sail-Around

Paul White

Townie Hornor was one of those incredible individuals who you would think had lived to the age of 200 (he died at 82) to have done all the things that he did. Amongst his many ventures, he hosted one of the few yearly catboat rendezvous that did not include racing, but was just a sail, saying this was because he wanted to give the wooden cats a chance to "rest up" from the pounding they got racing in heavy seas.

Nantucket's Last Run

Bill McKay

As part of this weekend event, he would lead a sailing parade around Osterville Grand Island from his home on the east side of West Bay under the Osterville drawbridge, past Crosby's Boatyard, into North Bay, westerly through the narrows to Cotuit Bay, and then easterly along the Seapuit River to West Bay. This was a wonderful inland sail, under all tacks with many interesting sights.

This year, we had fifteen catboats show up, many sailing in on Friday. They were mostly from Nantucket Sound and Buzzards Bay. There were four wooden cats, three of them being Crosbys. I own *Rugosa* which is a 1920 Wilton Crosby. The winds were 18 to 20 with gusts over 25, so most boats had two reefs and a few put in three.

We pretty much followed Townie's original course, motoring north quickly in close formation under the Osterville drawbridge and checking out Crosby's old and new buildings where boat building and repair has taken place since the early 1800s by generations of the Crosby family. We then raised sail and continued on around Osterville Grand Island. It was a great sail.



In addition to this most important Saturday sail, we were again supported by the Osterville Historical Museum and the Wianno Yacht Club. We enjoyed complimentary moorings at the Wianno Yacht Club, free admission to the Osterville Historical Museum and Catboat Buildings, a Friday Farmer's Market, and Fire and Ice at a Saturday evening Gam.

Townie had said at the event at which he gave his catboat *Frances* to the Osterville Historical Museum: "I have never met a catboater who I did not like and boy have I sure met a lot of people that I didn't like."

September, 2014: It is sundown and twenty sailors are sitting on a deck overlooking Nantucket Harbor. They sit in the lee of Bill and Judy Sayle's house, protecting them from a dying 20 kn. wind. Usually the talk after a rendezvous / race is about winning, strategy, great decisions, fast boats, currents, tides and who gets what trophy... but not this time. Over the 20-year history of this race there have been many strange big winds that bring wins to big wood cats, little winds that favor the 18s, fog which makes finding ACK (Nantucket) very difficult, flood currents that makes finishing near impossible, perfect winds from the south which result in NO tacking, groundings and various breakdown. But this Saturday was different.

No one wanted the "last" race cancelled; the SW part of the harbor (the lee) seemed OK. Why not just reef and do a short course? So two Marshall 22s, an antique Butler cat, *Snapper*, a Bigelow cat and a Beetle set out on a one mile downwind run to the start line. I was sailing the Bigelow, which was handling the wind well). Things seemed to be OK. At the start boat I looked back and the beautiful, red, newly-restored Beetle was back a bit and near the shore. "I wonder what's up with Dave," I said to Mark, my "pep squad" crew. I then looked at Sayle in *Snapper*, who was practicing near the start and heading south to make another tack.



Snapper sailing on a better day.

Photo Bill McKay

We laughed and joked with Jeff on the Committee boat, who all of a sudden said, "Uh ohh.

This ain't good." He pulled anchor and raced off; our start line was gone in a flash. We looked over towards shore and *Snapper's* beautiful tanbark sail was gone. Where it had been were some floating objects and the crew trying to climb up on the hull. That was it; the end; race over.

All sailors know about doing the most you can to help another boat out; but it was impossible. After getting as close as possible to *Snapper*, the three remaining "racers" moved to "Let's get out of here" mode. Bob Betts and Mindy Levins, in the two Marshalls headed SW. Mark and I followed in the Bigelow. The sail back upwind to town was great; it's always fun to sail into a lee; the seas calm down, the boat steadies, you know you've got this. I suppose one could make the argument that first one to the mooring would win? But no one was really thinking about anything but the fate of *Snapper* and Dave on his Beetle. How hard would it be for them to recover and get back? The committee boat and Jeff would take good care of them. Our jobs were just to stay floating and get in; which we did.

An so, some lessons in seamanship. These two capsizes prove one very important thing: it can happen to anyone. Dave Hitchcock was a new owner, learning to sail and it was his first race in his Beetle; Bill Sayle has captained many cats over his 65 years on Nantucket and this was his first time to take a swim.

Something to realize: it is ok to capsize and you can recover reasonably well with little damage. Both boats made it to the shallows where they could remove the sail and stand the boat up. Smaller boats don't hold that much water and can be bailed pretty quickly with a 5 gallon bucket. Some say the fastest bilge pump know to man is a bucket in the hands of a sailor who loves his boat. One funny note: Bill was laughing at what *Snapper* looked like when she was on her side (and he was floating 15 ft. to her south). The automatic bilge pump was furiously trying to pump all of Nantucket Harbor out. She looked like a whale, spouting straight up in the air.

And so, back to the evening on the deck. Dave Hitchcock shows up, sits down, pulls out a list of things he lost when he dunked her: new hat, lunch, beer... the list was longer than you'd think. Sayle's losses included his phone, GPS, his prescription glasses and a favorite ditch bag. He saw the bag sink as he was reaching for it. I guess those things will get tied down next time there's a big wind?

After a wonderful meal, and a toast to many happy times on Nantucket, we were visited by two friends who had watched the race from a quiet place on shore.



"Wow... never expected that gust..."



Photo Bill McKay

"So, how was the race?"



Piloting, Navigation and Electronics

Gridded Information in Binary (GRIB) on Your Smartphone

Brent Putnam

Ask about great feats of navigation, and you might hear names such as Columbus, Magellan, or Shackleton mentioned. However, in my mind nothing beats what NASA did – sending men to the moon and bringing them home nine times. It required computers to get them there and back, one of which – the Apollo Guidance Computer (AGC) – was carried on both the command and lunar modules.

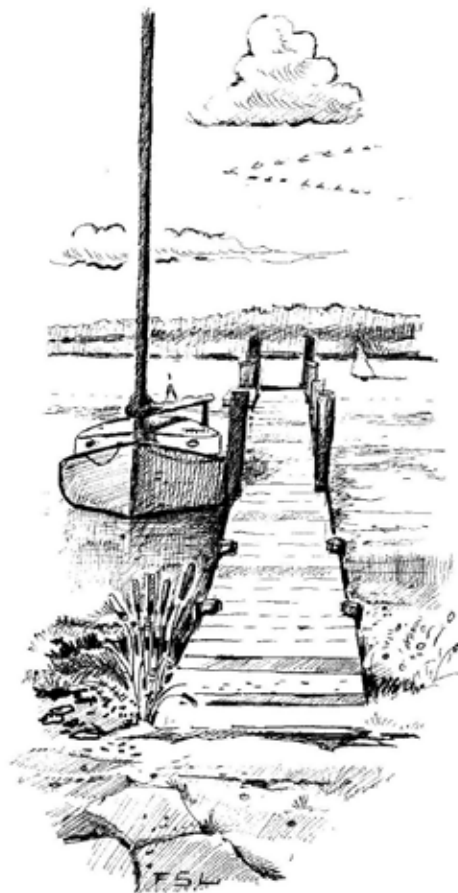


Look around you in most social situations and you'll catch someone holding a so-called "smart phone." If they're not talking on the device, they're texting, taking a picture, or updating social media. While smartphones have revolutionized our ability to connect with one another, these hand-held devices are more computer than phone. A modern smartphone literally runs a million times faster than the AGC. The trip to the moon required gyroscopes. Many smartphones have a gyroscope, accelerometer, compass *and* GPS built-in. If the AGC could get us to the moon, imagine what your smartphone can do.

With that in mind, successful navigation is probably most dependent on the weather, so let's look at how your phone can help with weather forecasting.

GRidded Information in Binary (GRIB) is an international, standard data format used for storing and sharing meteorological data. GRIB data is generated by numerical weather prediction (NWP) models and provided by NOAA and some other national weather services.

Smartphones are driven by apps. Originally used as shorthand for "application," the word app now generally refers to any small, specialized program. Everything your smartphone does is accomplished by one app or another, and GRIB apps are no exception. Like having NOAA or your local weatherman on your phone, they can help predict the weather.



GRIB Apps

Let's take a quick look at the free versions of two of the most popular GRIB apps.



Available for iPhone and Android, PocketGrip Lite starts by asking you to select the GRIB data you'll be using. If no file is available, you'll have to download one. GRIB files are generally small – a file covering a 48-hour period is less than 10kb (kilobytes) – so they can be obtained even when you have poor cell coverage (helpful when you're offshore), and there's no need to worry about consuming an excessive amount of the storage space on your phone.

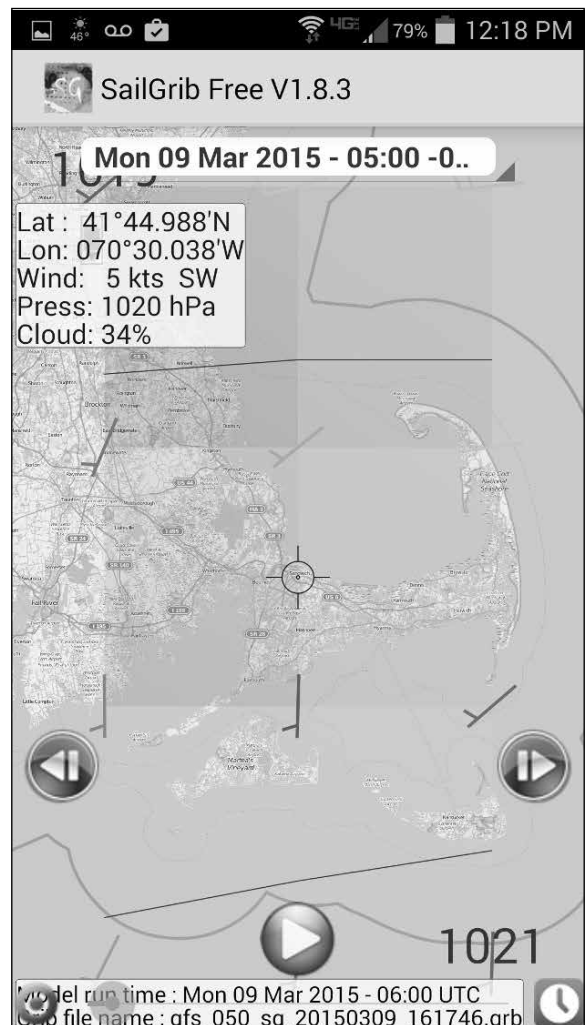
Apps specifically labeled as “free” or “lite” typically have reduced functionality in order to convince you to pay for the “full” version, and PocketGrib Lite is no exception. Although the paid version can generate forecasts up to two weeks in advance, the Lite version is limited to two days.

The Settings allow you to choose your favored units of measure, for example, English or Metric. For

wind speed, you can also choose from Knots or the Beaufort scale.

PocketGrib Lite offers a meteogram view – a time-based graph of wind, pressure and precipitation – but the map is the default view and the most useful. Using the familiar swipe and pinch touch motions, it allows you to select an area anywhere on the Earth. If you make a significant change to the location, you'll be prompted to download a new GRIB file.

Using 15-minute intervals, the map generates a graphical “movie” of cloud cover, pressure gradients and wind barbs for a 48-hour period starting 4-8 hours before your current time. The wind barbs automatically adjust their spacing as you zoom in or out – a nice feature. At the upper right, a small box displays a number of parameters (depending on what you selected when you downloaded the GRIB), including wind speed and direction, pressure, temperature and the probability of precipitation at each point in time. You can stop the playback at any point.



Unlike PocketGrib Lite, SailGrib Free is only available on Android. Like PocketGrib Lite, you are provided with a map view and only allowed to “see” two days into the future.

SailGrib Free doesn't provide a meteogram, and it limits the playback time steps to 3-hour increments. The settings offer more granularity, including the ability to use satellite view and choose the source of the GRIB file. However, when I attempted to change the GRIB source from the NOAA default, SailGrib balked – apparently this is one of the features available only in the paid version.

Unlike PocketGrib Lite, it doesn't adjust the wind barbs when you change the zoom. Zoom-in too much, and you see no wind barbs at all. On the other hand, it puts the barometric pressure right on the map, which helps identify each pressure gradient line.

SailGrib Free also includes tide graphs which use green and red bars to show the rise and fall over time. However, the locations in the United States are limited; the app is clearly Euro-centric. For example, searching for “Falmouth” lists only Falmouth, England, and you can choose from almost any European port. In contrast, the closest harbors to Falmouth, Massachusetts are Boston and Newport, Rhode Island.

Benefits and Drawbacks

Unlike radar, which provides a real-time view of weather phenomena, GRIB apps are forecasting tools. They take the raw output from computer models and graphically depict the results. There are pluses and minuses to this.

GRIB apps generate forecasts devoid of human bias. Given the same set of data, they will always generate the same forecast.

If you ask two meteorologists about tomorrow's weather, you get three answers. Why? Because there are limits to what computers can do. The very same reason why we might use a GRIB app – to have a forecast without bias – is a good reason to exercise some caution. Jokes aside, meteorologists' training and experience give them the kind of insight that computers lack.

That said; computer forecasts 24 to 48 hours out are generally reliable, and for catboat sailors who might undertake a weekend trip, a GRIB app will probably provide an acceptably accurate forecast. Both PocketGrib Lite and SailGrib Free should do the trick.

However, because of the complexity of our environment, weather models are subject to error, and all predictions become less accurate over longer time periods. Never rely on just one source for weather information, and if you choose to get the full version of these apps, remember that longer trips should be planned with more care.



Cruising

Steve Flesner, Editor

Editor's Note: *Shame, shame, shame! I didn't receive a single cruise article so I reached back into my memory and pulled this one out of my ditty bag. The cruise took place in 1995, if I misstated or over elaborated on any facts, blame it on my memory...Dave Park concurs!*



Drawing courtesy of Frank Lovewell

Timing is everything...almost!

Pelican, a Wilkinson 22, was ready at her slip off the Severn River in Annapolis when Dave Park arrived around 7am. This was to be my first venture across the Chesapeake Bay and Dave offered to accompany me providing guidance, moral support and some catboat sailing lessons. We were heading south to Tilghman Island to join up with the CCBA fleet as they wrapped up their week long cruise up the Lower Choptank River. With the Faryman diesel warming up, we loaded Dave's stuff onboard. We could have loaded everyone's stuff onboard as *Pelican* was a pretty roomy catboat. Standing headroom, enclosed head and sink, 6'6" forward side bunks, galley with pressurized water and lazarettes that you literally could sit in comfortable as long as the seat didn't come down suddenly! We stowed enough provisions for 5 days although this was only a three day cruise...minds will fill up the space! Motoring out of the Cove of Cork we proceeded under the Route 50 Bridge then under the Naval Academy draw bridge that had only one span operating so you checked out oncoming traffic very carefully. Leaving the Severn River we encountered the Severn River chop. It has more to do with boat traffic than any tidal change. Raising the sail as we passed the river's entrance, we headed south. Dave asked me if I knew how to reef, after my response, we practiced reefing before raising the full sail again and resuming the southern course. Dave was providing much appreciated tips and advice...like; "see that mark over there, you may run aground if you don't stay on

this side of it"!!! OK, I was new to sailing and Lois had taken the Annapolis Sailing School course, not me! I usually learn by doing...sometimes!

The wind was in our favor coming from the north as we headed south down the Bay. Dave said this may be a somewhat unusual trip; we may not have to tack until we get near Poplar Island! His experience heading down the Bay usually involved a different wind direction and tacking back and forth across the Bay hour after hour to get to where you were headed. It was probably going to take us 6 to 8 hours to reach our destination, Duns Cove on Harris Creek...just in time for cocktails with the fleet. We passed Bloody Point just off the tip of Kent Island. Cutting across the inside of the lighthouse usually raises the attention of the bigger boats since the charts show only 3' to 5'. Pull up the centerboard a bit and you have no problem, leave it down and you lose a bit of bottom paint to the sandy bottom of the Bay...we don't got no stinkin' rocks, at least I don't think we do!

My hand held speedometer...a J shaped tube with a wine bottle cork in it indicated 5+ knots. As far as I was concerned, we were flying which meant I wasn't going to give up the wheel until the coffee caught up with me...which of course it did! Our course took us between Poplar Island and the Eastern Shore. Poplar Island was being reclaimed after years of sinking into the Bay. Dredge material from dredging the ship channel in the Baltimore Harbor area was being barged down and offloaded around the island. You could see dump trucks scurrying back and forth like ants. A few years later the CCBA

group would take a tour of the island and see the results of the reclamation process. It was amazing to see a rebuilt island with dune grass and nesting birds that had returned; man had overcome nature... at least for now.

We doused the sail and followed the chart and marks closely as we neared the narrow entrance to Knapps Narrows at Tilghman Island. The water was shallow on either side of the marks and boat traffic had definitely picked up. Work boats, power boats and sailboats going in both directions from the Narrows. The bascule bridge connecting the island to the mainland had a clearance of 7' so it was being raised constantly allowing boat traffic passage. There was a bit of a current but not enough to challenge our Faryman 7hp (underpowered) diesel! We made it thru ok and Dave pointed out Maynard Lowery's boat shop to starboard that we planned to stop at on the way back. Once out of the Narrows we turned to port up Harris Creek looking for Duns Cove. It was around 3 in the afternoon so we didn't expect to see the CCBA fleet until a bit later. Duns Cove is a popular spot to overnight for both power and sail boats. A tree lined cove with large farms and a few fancy houses along the waterfront. We motored into the cove and headed off to the right before dropping the hook. I hadn't had much experience anchoring so it was another lesson. It had been a rather warm day so swim call was in order followed by a few cold beers. We had earned both after our "harrowing" tack less sail down the bay! After cooling off we sat back and enjoyed the natural surroundings. A few osprey were sailing along over the tree tops bringing dinner to their chicks.

Sometime around 4:30 or 5, we began to wonder where the 4 sided guys were. No catboats had arrived which was unusual since they usually arrive at their destination around 4 to raft up and have a mandatory swim call before libations. At 5:30 we tried a radio check, but got nothing. Putting our heads together, we double checked the itinerary as best we could remember and like lighting out of the sky, it dawned on us...we were a day early...so much for careful planning! Time to fire up the grill, break out the steaks and fend for ourselves...life can be truly challenging when you miss a day, but not challenging enough to miss dinner!

After doing galley chores, I broke out my pipe and puffed away...made me feel like a sailor as I turned a light shade of green while watching the sun settle in the East. I'm not sure if the pipe smoke drew the famous Eastern Shore nocturnal vampire

mosquitoes or the scent of fresh meat...us! We hit the sack (an Army term!) early and because of the heat, left the companion way and ports open allowing what little breeze there was to carry the squadron of mosquitoes (drain-u-dry, a new species) to invade. Sleeping under a sheet to the tune of buzzing..."my turn to dive bomb these guys" we drifted off into sleep of some type. I have since learned what screens are for!

The next morning, after cleaning up the boat mopping down the dew and having breakfast, I got a lesson in sailing off the hook and to my amazement, the anchor came with us! We sailed out of the cove with the intention of meeting the ghost fleet somewhere on the Lower Choptank River. An hour or so later we spotted a catboat sail and then another. Made radio contact and joined up with the group as they headed up the Tred Avon to check out Oxford before heading to Duns Cove later that afternoon... on the day they were supposed to be at Duns Cove. This time, when the catboats entered the cove, they took a left and rafted up in a breezy spot rather than the mosquito hatchery we had anchored in yesterday. Not breaking tradition, a group swim followed by "Mars" (Myers) and tonic commenced. "Big Foot" arrived a bit later in *Lark* and requested permission to join the group. Before permission was granted Capt Hoover on *Gull* suggested he properly prepare his vessel before coming along side. Like have fenders and lines at the ready...another learning experience. Being the last night of the cruise, it was a gourmet free for all...everything left was grilled, shared and consumed...probably to lighten the load home. After the cleanup, cigars were lit but the mosquitoes didn't dare enter the cloud of fumes enveloping the boats... sort of like a form of ecological DDT. We also had a pleasant breeze which kept us comfortable the entire night. Don't get me wrong, no one slept with a lit cigar, but since they had consumed the last of the rum supply, they probably wouldn't have known the difference!



Maynard's Boatyard

Up early the next morning, the group headed up to Harrison's Country Inn at the entrance of Knapps Narrows for breakfast. Now don't get confused, a normal "country inn" would have locked their doors had they seen this rag tag group at their dock. You need to remember this was the last day of the 7 day cruise...some of us looked ship wrecked...but hungry! Buddy Harrison's as the locals call it caters to watermen, tourists, and locals. One does not need to worry about a dress code! After a hearty breakfast we motored over to Maynard's boatyard. He and Greta, his dachshund, were at the dock waiting for us. We got a tour of the boat shop and his latest projects. There were two wooden catboats, *Catnapper*

(cutty) and *Miss Dalloway* (open), both Fenwick Williams 16s. *Honey Dew*, his 38' work boat was also there. We crawled around the boats, listened to Maynard's stories before finally having to head out into the Narrows and back up the Bay.



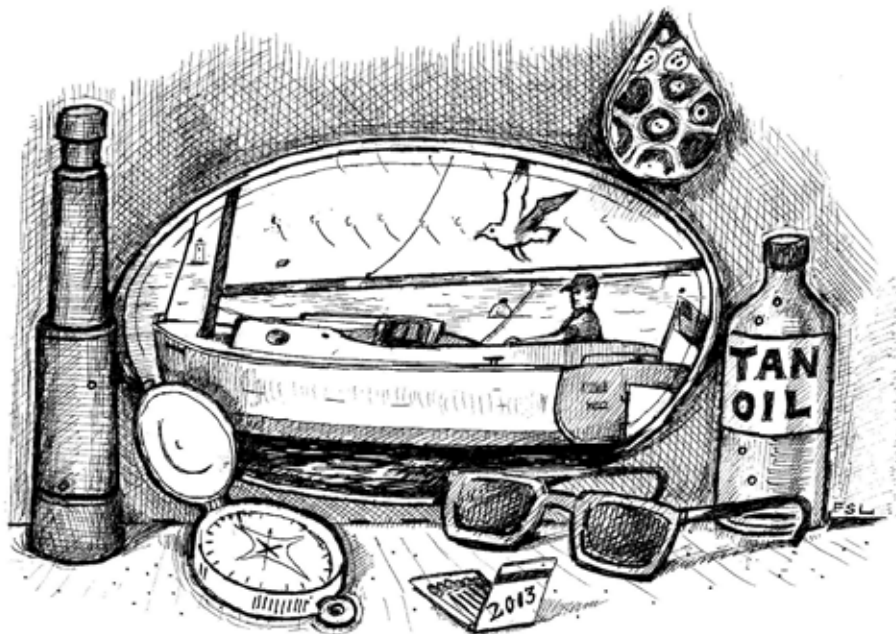
Bill Hoover checking out *Catnapper*.



CCBA guys chatting with Maynard.

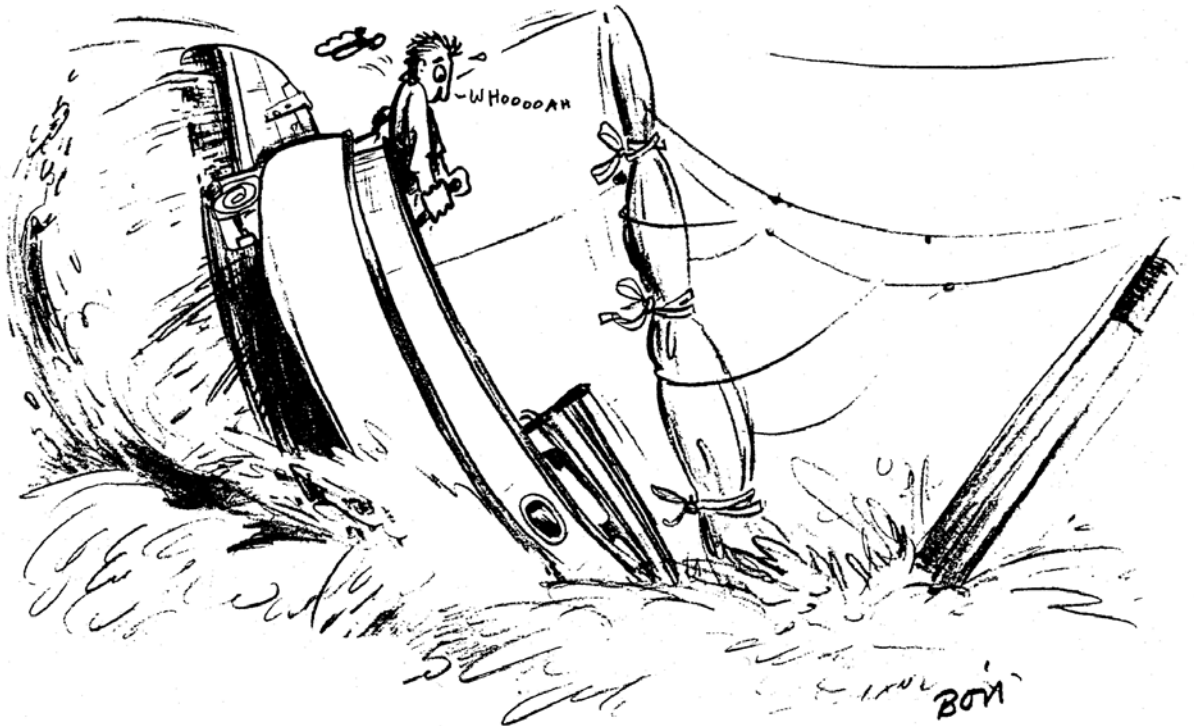
The wind had shifted and was now coming from the south...we would be blown up the Bay and probably only have to tack once we got to Annapolis. Dave taught me a lot on that cruise, but tacking was something I would practice another day!

As for arriving a day early, one might say it was a lesson in timing!



Boat Building and Maintenance

Bob Reddington, Editor



Bob Reddington Steps Down

Word reached us this spring from Bob Reddington, that he is stepping down as a contributing editor for the Boat Building and Maintenance column. He is the senior member (1946) of the association and also the longest standing contributing editor to the Catboat Bulletin.

We are still going to consult with him from time to time on all matters of catboats and the association's many moving parts. He remains an important voice in all the affairs of the Catboat Bulletin and this organization.

Tim Lund, association president, said: "We're extremely thankful for all of his efforts and good humor."

"The Catboat Association is one great association," Reddington said. "I have been with the association longer than anyone else. I have enjoyed doing it. But modern technology and failing health has made it harder."

"It is time for someone else to pick up the halyards," Reddington said.

In the meantime, the editors of the bulletin are up and about looking for someone to carry on Bob's work. Bob will be a hard man to replace. In the interim the editors will work with Bob and his sources and you the reader to keep the column going until we've hooked a worthy replacement. Thanks Bob.

Yeah, it's me again, but not for too much longer. Around Bulletin No. 168, I just might trip on the clutter on the cockpit sole, hit the coaming, splash overboard (glub, glub, glub). Goodbye Bobby, Goodbye sinking shipmate.

Now listen up Tim; you too Eric. You've got until the Fall 2015 Bulletin to find a replacement; I'll be living with Father Neptune. It has been fun working on the Bulletin with John, Pinkie, Carl, Dawn and Betty since 1964. 51 years seems only like yesterday; where does the time go? I can't count the number of good catboat people we have met along the way.

Whoever grabs the tiller and picks up the mainsheet after me, my 'computer' will still be available for those who need it. So this is my notice to find me a replacement, someone to haul the halyard and sail into a new and better column (the 21st century electronics and stuff).

Thanks to those in this Bulletin: Bill Hickman and his building of Brillig; the Parkers who bring us up to date on Blue Goose; Jim Ledger and Mascot; John Orlando on Erica Lee II; Davey Jones and his latest invention; Sibell - My Last Love - Charles "Shack" Lassen; a Winter report from Doug McQuilken; Brent Putnam of E. Falmouth, who sails Cranberry, a Marshall 22, tells us how he repaired his floorboards and frames in his 40-year-old catboat; and congratulations to Frank Camm on his completion of Presto.

*Your sinking shipmate,
Not for Long, Now...
Bob Reddington*

Yes, that is right: "For Now." Still send your info to me on paper at Bob Reddington, 235 Lake Ave. Bay Head, N.J. 08742 and digital to any of the editors.

The Building of *Brillig*

William Hickman, Naval Architect



I have been around for quite a while, and over the years I have built or rebuilt a number of boats, all of wooden construction. My first boat was a 22-foot Charles D. Mower catboat built in 1918, and restored by my father and myself. It was this project that convinced me that it is a whole lot easier to build a boat from scratch than to rebuild one. The first new boat that I built was a 15-foot plank-on-frame Bahamian catboat, followed by a 20-foot Alan Buchanan auxiliary sloop, of strip-plank construction (never again!). Then came a 16-foot Phil Bolger cold-molded mahogany fantail steam launch. The steam launch was a lot of fun, but she was no cruising boat. So I decided on a 19-foot William Garden double-ended cat schooner, whose plans are available from

"WoodenBoat." This was to be my first attempt at plywood construction. And I had always wanted a schooner.

As with all of Bill Garden's designs, this boat looked like a boat, not an athletic shoe or a Buick. Her plumb stem, raked sternpost, catseye windows, and gaff-rigged foresail give her a very salty and traditional appearance, and she is a head-turner in any harbor. The name *Brillig*, from Lewis Carroll, is that time of evening just after sunset when the wind dies and small creatures (such as slithy toves) come out to gyre and gimble on the wabe. The wabe being the plot of grass around the sundial. But you already knew that.



A friend of mine had built this same boat in Sausalito in 1960, and Sam allowed that she was “a bit tender”. Consequently I did not follow the plans, which showed a rather shallow keel, so instead I acquired the cast iron fin keel from a 110-Class racing sloop that weighed the same as the shallow keel (300 lbs). I was a friend of Bill Garden, and when I ran this change by him he was all for it. In practice it has worked out well: *Brillig* is as stable as a church. I also lengthened the cabin by 20 in. for more space below, thereby shortening the cockpit. This required the addition of one more web frame.

My wife and I lived on a 42-foot x 7-foot “narrowboat” in England for four years, and were quite comfortable in a 48 in. wide double bed, so this is what we put in *Brillig* (except that it tapers toward the bow.) One can sleep there reasonably well if he or she gets up periodically to rest.

L. Francis Herreshoff once said that the first piece of equipment one should have in a cruising boat is a wood-burning stove. So we put in a 10 in. diameter x 10 in. high Hibachi #9 cast iron stove from the Portland Stove Company. A few lumps of charcoal keep the cabin warm all night. We also put in a hanging locker with louvered door, a small sink with a hand pump, several drawers and cubbyholes, and a lot of hooks here and there. It will be appreciated that one cannot have full headroom in a boat the size of a *Lightning*, but we have sitting headroom. And, after all, you can't stand up in a Lear Jet either. Have your evening cocktail in the cockpit and then burrow into the cabin like a mole.

The construction is simple. Douglas fir web frames sided 1-¼ in. with ¾ in. x 3 in. longitudinals. 3/8 in. marine plywood deck covered with Dynel, 3/8 in. plywood sides and cockpit, and ½ in. plywood bottom. All plywood is fastened to the longitudinals with 1 in. #8 stainless drive screws. The sliding hatch, bowsprit, and all trim are of varnished teak. Finally there is a skin of fiberglass set in epoxy on all exterior surfaces. I used bead-board for the bulkheads and cockpit footwell, as well as the overhead in the cabin. This simulates tongue & groove planking. Topsides and deck are painted with Awlgrip, which lasts a long time.

The masts are Sitka spruce and weigh a little over 42 pounds each. (That works out at about \$9/pound for the spruce). The bronze masthead fittings are the same casting used on the Herreshoff 12 replicas, and the heels of the masts have stainless steel socks set in epoxy to prevent water wicking up



into the masts. Mainsheet blocks are wooden shell blocks with ball bearing sheaves by Pert Lowell, and the foresail blocks are bronze with oversize stainless pins. The original sail plan showed a traveler forward of the rudder, but that was erased. I put it in anyhow. I then found why it had been erased: you couldn't put the helm over far enough to tack. It's now on the stern-post as drawn.

The mainsail is Marconi rigged with one set of reef points, and the foresail is gaff rigged with mast hoops by Pert Lowell and one set of reef points. The total sail area is 210 square feet. Since she is a schooner, I also have a fisherman staysail, which sets between the masts. On a Grand Banks fisherman that sail was the size of a boxcar. Mine is the size of a tablecloth. As it must be completely lowered to tack I don't set it unless I plan to have it up all afternoon.

For an auxiliary I chose the Farymann 7 hp. single cylinder marine diesel with 2:1 reduction gearbox. This engine was made in Germany (as all diesels should be) and I had used the same engine on the Buchanan sloop with great success. It is raw water-cooled and has no V-belts. It can also be started easily by hand. I have done it. It also has electric start and a flywheel alternator. On my first sail the engine kept shutting down, and finally stopped for good. I later found that I had run the fuel intake all the way to the bottom of the tank and it was shutting itself off there. An inch off the intake tube cured the problem.

I wanted a proper hard dinghy for her, so I built a 6 ft.-8 in. x 3 ft.-6 in. plywood pram of Murray Peterson's design. Anything larger would be the tail wagging the dog. This dinghy carries two easily, and three if you're careful. It weighs 105#. Were I to build it again I think I could take 20# off of that.



Brillig is a pleasure to sail: well balanced, not too wet to windward, reasonably fast, comfortable for three as a daysailer, and for two for overnights (although a third could sleep in the cockpit if he or she really wanted to.) I'm sure the boat could go to Bermuda with no problem, but at 82 that does not apply to the builder.

***Blue Goose*, our first “annual maintenance”**

Al and Pat Parker

A little background info to start off—*Blue Goose* was built in 1928, and had a major rebuild in the early 1990's after she was purchased by the previous owner. Pease Brothers, now in Chatham, on Cape Cod did the rebuild work. We purchased *Blue Goose* on Jan. 27, 2014, after a haul out and survey in Beaufort, NC. The surveyor said, “I don't see any deal-breakers, just items for regular annual maintenance,” so home she came to New Bern, NC. We sailed her thru June, and hauled her for regular annual maintenance about July 1.

She had lived in the water at Beaufort since 1997, with annual haul outs for paint, repairs, etc. The previous owner, Capt. Tom, had paid her close attention for those 20+ years. She had appeared to be in fine shape until we got a good look at her after we removed about 5 layers of bottom paint. This is an account of what must be expected when buying or owning an old wooden boat; it will have ongoing deterioration no matter how closely it may be cared

for and attended to. The following major areas were found in need of close attention and repairs:

1. Wormshoe aft end at rudder post
2. Bottom paint removal
3. Keel deadwood
4. Transom
5. Mast
6. “house/coach” sides and general paint work
7. Below the waterline planking

1. Wormshoe, rudder pintle - Even before the paint stripping got going, I found some “voids” at the bottom support for the rudder shaft. At the survey it wasn't obvious without probing. It turned out to be more than a little void, it was a tunnel, or many tunnels made by worms that had gotten up into the deadwood and had their dinners heading forward with the grain. The largest tube was about 3/8” in dia. And the longest went in about 24 inches.



Bottom of the rudder post, the paint covers the worst of the worms' work.



Holes viewable after first cut.



I undertook this job, and used a 4" x 5" piece Sapele for the wood.

2. Bottom Paint - There were approximately 5 coats of paint buildup on the bottom; this was pointed out as needing removal when she was surveyed. We let the hull dry out for about 2 weeks before trying to grind off the paint. It was still so saturated that it just clogged up any grinding or sanding efforts. A week later the results were the same. Media blasting was recommended, and I agreed, but only with close supervision. An expert outfit was brought in, they first tried walnut shells, but I put an end to that quickly, it was too aggressive and if not watched very closely would easily get into the wood. Finally, glass beads were used; they did not cut quickly, and took a long time, but did not damage the hull. Still, there was paint remaining in many areas, it was finally ground off after it had dried for another week or two.

We are into August now, and it's hard to find someone who can work on wooden boats, much less willing to do so. I kind of know what needs to be done, but haven't got the experience to do it all correctly. After contacting several who might have been able to do the work, I finally got together with Mike, who started in mid-month, after recovering from knee surgery. He knows what to do, has the tools, works quickly, does a good job, and is reasonable. He likes to work alone, so I don't bother him (much). We communicate by email a lot, as neither of us has much luck with cellphones.

3. Keel deadwood - Here's a note from Mike, "whomever replaced the shaft log section with the salt treated lumber, rather than use the existing iron rods to tie in the new pieces, they decided rather to just cut them off at the old level. In other words, all the existing old rodding that I exposed from removing the rotted lumber had no tie in at all with the newer replaced shaft log sections, therefore I will be cutting

them off flush with the old wood left intact. To tie in the new pieces I install with the existing old sections, I will have to make up a couple of stainless steel straps out of 1/8 in. material, which will be installed on either side of the keel running approx. 24 in. in length perpendicular to the waterline, and through bolted at three intervals with stainless steel threaded rod, tying together the upper salt treated section to the new mahogany section I will install, and as well to the lower original keel section. This will ensure a rigid and failsafe support for the rudder skeg. The straps will be of dimensions of approx. 1/8 x 2 1/2 x 24 in."

After doing the first section we discovered another large area rotten all the way through, just below the first. It was repaired in similar fashion.



Initial repair.



The second area, just below the first.



Mike, the master Boatwright at work.

4. Transom - Pat and I were away for the first two weeks in September. Here's a note and pix we got while bareboating on a canal in France, "The paint on the transom peeled off in strips. Also on the transom, there are two rotten spots. On the port side, on the half round trim, there is also a rotten spot and an area that needs to be reattached. On the white on



We decided to replace the whole transom as there was more than first seen. Mike used Sapele, and did a beautiful job. We all decided it would be a crime to paint it. So five coats of varnish were applied.



the port side there is an area that was rotten but just had hardener injected into it but was not repaired. That came loose so I took it out. There are several planks that are opened fairly wide. Hope you are having a good vacation." (We had been!)



Black and white can't do a good job of showing this.



5. Mast - Another note from Mike, "I decided to stop digging out the rotted section of the mast as I did not want it to fall on my truck. We both were deceived yesterday morning when I was picking at it, as the lower section had been wrapped with fiberglass cloth and epoxy resin. Whom ever did this pretty much set in place the best environment there could possibly be to start a rotting process."



Mast at the deck level.

2 x 12 lengths of Douglas fir laminated with West System epoxy as adhesive were used in the bottom section of the mast, and 2 x 4's for the top.

6. Coach/house repair -- I had replaced a rotten section under a port light on the starboard side in the spring, Mike did this one in about ¼ the time, and a lot prettier.



Bottom of the mast.



Bottom mast section replaced.



Rot at the top of the mast.



Top of the mast.



Another area, slightly bigger, was found on the other side, along with 2 or 3 smaller areas of rot. All these areas corresponded to areas of water intrusion through the coach roof, into the cabin. Capt. Tom had tried to locate points of invasion, with the aid of a friend and hose, but couldn't find specific spots. Apparently water would get through and travel along the sides and drip wherever it cared to. Some of these areas had been patched with "plastic", and rot had continued to spread behind it. Also Mike made and replaced a section of moulding under the coach roof overhang.

7. Bottom planking – there were 5 or 6 soft areas in the bottom planking, some of which, if pushed with a prod, would find the prod in the bilge. Five coats of bottom paint will keep a boat together if it doesn't span too much. All of these areas were cut out and replaced, using juniper.



Finally, January 23, 2015, after almost 7 months on the hard, and 4 days short of a year after her purchase, *Blue Goose* splashes.



At first, the 1100 gal/hr bilge pump was cycling on about every minute, for 10 seconds. The next day it was about every 2 minutes, and after four days only once every 8 minutes. I had kept water in the bilge until about a month earlier, that and Mike's good work on patches kept things pretty tight. The thick, heavy oak barndoor rudder's joints had opened up about 3/8"; everyone who had seen it that way wondered why it had been built "with those gaps". After 4 weeks it was closed up under the waterline, and nearly closed above.

Some final thoughts: Rot is inevitable in a wooden boat because it is the result of living organisms and continues if it is not removed from an area completely. It's a cancer of the wood. Covering it up with fiberglass does not stop the process, it can actually speed it up by allowing moisture to be trapped behind it, never drying out. I know I'm no expert on the subject, but I've had my memory refreshed after the 50+ years since I owned wooden boats. I remember back then. Fiberglass cloth and resin was new and if a boat was in pretty rough shape, the saying was, "fiberglass it." But in our hearts we knew it was not the way to properly preserve a wooden boat. That's still true.

Midway in this endeavor, I read "Catboat Summers" by John E. Conway. In 1993 he bought a catboat nearly 100 yrs old, and recounted his experiences of the following ten years. After several years of upgrades, repairs, revisions, etc., he set up a recurring ten-year maintenance program. Such a forward-looking program is necessary for custodians of such aging wooden boats. I hope I will be able to carry on our custodianship of the *Blue Goose* as well as he has the *Buckrammer's*.



Building *MASCOT*

Jim Ledger

It would be reasonable to assume that the decade-long reconstruction of an ancient catboat might satisfy some long-standing urge to make that which is old new once more.

The restoration of the 1916 catboat *Sea Rover*, the tearing down to the bones, and then the replacement of those very bones with new, as well as the rest of the fabric of the boat, certainly had this effect on me. The lesson learned is a simple one...some folks like to restore, and some's new builders. I fall squarely in the latter camp. I like to build from scratch.

Our three children grew up thinking that a half-finished wooden boat under a plastic bowshed was quite unremarkable, just another place to hide and play. Why shouldn't they? It was an integral part of our family life; we wrapped our lives around the boat. The eventual launch and subsequent sailing adventures were, for them, a natural and expected outcome.

The empty bowshed became the worlds' finest firewood shed, never used to maximum capacity, as well as a storage spot for spars in the winter.

There you have it. Empty bowshed, all that hard-won ability, left-over lumber, tools, the attitude and habits needed to actually build a boat, combined with the experience gained actually sailing a big catboat, I'm surprised we didn't see this coming sooner.

I ordered a set of plans from Ted Brewer for his Chappaquiddick catboat. The Chappie is a modern version of the Cape Cod Catboat. This type was almost standardized by Fenwick Williams, high-sided, outboard barn door rudder, pronounced sheer, two-to-one length/beam ratio, moderate sail area and draft, wheel steering, auxiliary inboard power.

The principle dimensions are a length of twenty-five feet, beam – twelve feet, draft – three feet, with a sail area of five hundred and fifty square feet and a displacement of ten thousand pounds.

The design will suit our needs quite well for daysailing and overnighting on the Great South Bay of Long Island. The accommodations will be ample and will be kept quite simple: a small dinette, a double berth, a simple galley with a built-in icebox, a Taylor kerosene stove and an enclosed head featuring a sweet little Baby Blake.

The cockpit will be quite commodious, nine feet wide by eight feet long, benches all around. The engine will be under a hinged box that doubles as a table. Steering is by wheel, through a rack and pinion quadrant.

The rig is the standard arrangement for a Cape Cat. There will be the traditional unstayed mast, hollow birdsmouth construction, in this case of Douglas fir. The gaff and boom are likewise fir, although they will be solid throughout. The blocks are to be custom rope-stropped Lignum Vitae shells with bronze roller bearing sheaves similar to the old Merrimans. All the rig hardware will be custom cast bronze.

The engine is a Model G Saab, a single cylinder diesel thumper. I have two of these, each never run, so between them the engine situation is well in hand for the foreseeable future.

The building began with the installation of a plywood floor in the bowshed. I did lose a few inches of height, but the pleasure of working on a level, dry floor made the compromise worth it. The empty floor of the bowshed became the surface upon which the boat was lofted. Twenty sheets of white-painted luan plywood screwed to the floor became, in effect, a giant sheet of paper. Lofting, to those unfamiliar with the term, is the drawing of the boats lines full size, in three views, in effect scaling up the plans. This allows patterns to be made for the major components of the hull, the backbone members and the station molds in particular. All of the construction issues of the boat can be worked out in the lofting stage as any level of detail can be drawn in and problems become apparent long before they exist in anything other than an easily erased line.

The lofting process, enjoyable though it is, features an element of discomfort...it's done on your knees. There is plenty of crawling around and uncountable ups and downs as the entire boat gets drawn three times on the floor and then corrections made. Kneepads are a mixed blessing: that which protects the front of your knees chafes the daylights out of the backs of those same knees.

From these lofting patterns were made the major timbers of the backbone, the keel timber itself, the stem and fore gripe, the deadwood, the shaft log and the stern post. These parts were made from Angelique, a durable hardwood from South America admirably suited to the purpose. The Angelique is heavy, a good quality in a keel timber, strong, rot and

worm resistant to a high degree. Some might say it's difficult to work, but that might depend what you're used to. The dust is irritating and the smell, when cut, is decidedly unpleasant. It's a most excellent material indeed.

The keel is a solid timber, seven inches by twelve and at twenty-two feet, almost the length of the boat. It's shaped on all four sides, tapering forward, tapering aft, and pierced through down the center with a slot for the centerboard.

The sternpost is a vertical timber, its bottom end fitting into a mortise cut into the top of the keel. The transom will eventually hang from the sternpost and it defines the after end of the backbone.

In front of the sternpost and on top of the keel sit a pile of timbers collectively known as the deadwood. The propeller shaft log is one of those timbers, bored through to accommodate the shaft. This whole pile was bolted through and through with a multitude of bolts fashioned from solid bronze rods, threaded at the ends for nuts and washers.

The stem was the most difficult piece of the backbone timbers to make. The usual construction has a timber known as a fore gripe attached to the front of the keel timber. To this attaches a stem knee and the stem timber. A mast step, the Achilles heel of catboats, also has to be worked into this assembly.

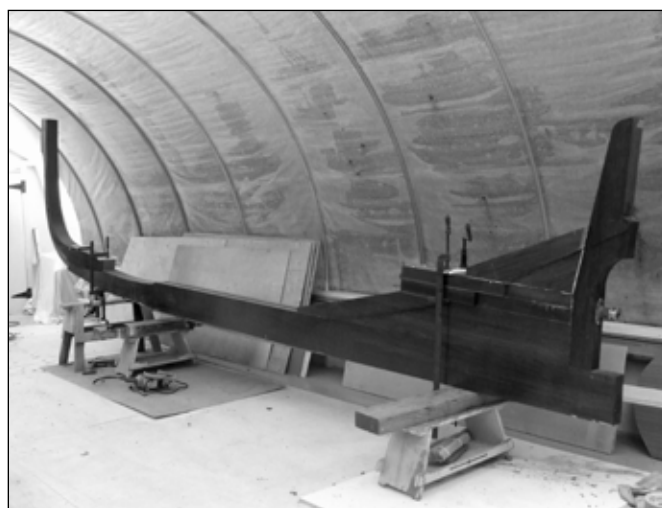
My approach combined the stem, stem knee, fore gripe and mast step into one laminated timber. This has the advantage of being an extremely strong single timber without many of the joints and fastenings needed by the more traditional building method. The only joint is the one between the keel and the stem lamination.

The stem lamination consists of about forty individual laminates, Angelique, six inches wide, a quarter thick, and about ten feet long. These were glued up on a form using resorcinol glue, a few at a time, over a period of weeks. The resulting blank was then planed smooth and shaped into the stem. This shaping required a degree of confidence in the lofting work done previously. A tremendous amount of material had to be removed in the shaping and the stem brought as close to its final size as courage would permit. Once the stem was set up in place further shaping became a much more difficult proposition than when it was laying flat on the bench, so there was an incentive to get it right on the bench.

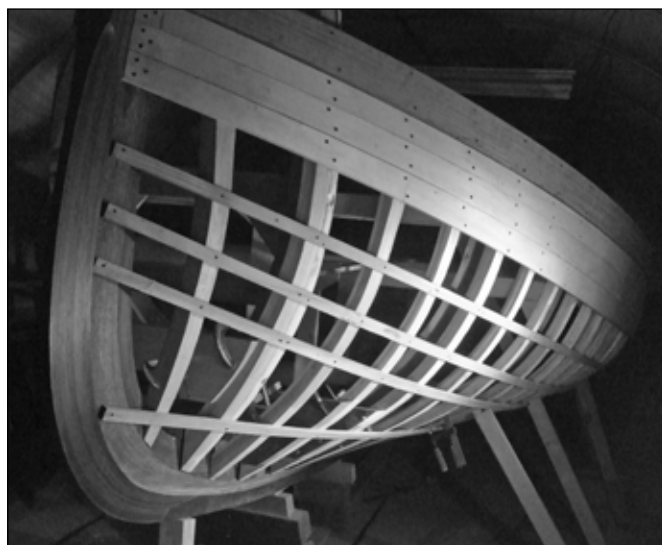
The centerboard was made at this time, from a sheet of G-10 composite; thinner than a wood board, thicker than a steel one, but without the corrosion issues. Its performance will be something to watch.

The centerboard trunk got built atop the keel while all the timbers were easily movable. Angelique bed logs and head ledges and inch thick marine ply for the sides. The ply was glassed with two layers of Dynel on the board side.

Eventually all these pieces came together as planned, a lovely sculpture in themselves. (Figure 1) The addition of the transom sketched in another broad stroke in the composition. With the keel, stem and transom set up on the stocks I will leave off for now, before this becomes too tedious for even those of you who have made it this far. There's more to come (Figure 2) and I will write a fresh chapter next issue.



(fig.1- Sculpture of keel, stem and transom as one.)



(Fig. 2 – Completed framing of the bow, for next chapter.)

Erica Lee II

Davey Jones

I hope everyone is at least preparing for spring and summer. I am trying myself but listening to the weather this morning calling for snow showers here on Long Island for Saturday kind of dampens my thoughts. I have been asked many times how much work does it take to keep the *ERICA LEE II* in her pristine condition, well not much. I do take all of the removable teak home for the winter and re-cetol it. Before I put her away I wash her really well and put her in a boat shed for the season. I buy those very thin plastic drop cloths at the paint store and just lightly cover her so she does not get dusty. In all maybe it takes a few days to get her sailing again in springtime.



Erica Lee II

Salad Bowl Vent

Davey Jones

I always enjoy reading Bob Reddington's Boat Building and Maintenance section, so I thought my idea of a cabin vent might be interesting to fellow catboaters. As you may already know, many Marshall 18s do not have the luxury of a forward porthole or a forward hatch like the 22s do. Many times, I have wanted a spot to read comfortably out of the sun and

in the shade while still getting some breeze. After some thought, I improvised an option that provides the cabin with an actual breeze of fresh air from any direction while on the mooring or hook. I went to the local bargain mart and found a 22 inch diameter plastic salad bowl with rounded edge to prevent scratching the teak and then to Ace hardware for a 5 in. 'J' hook and associated washers and wing nut. I drilled three holes in the bowl for adjustments to the breeze. You cannot just drill the hole but instead heat up the drill and let it burn its way into the plastic. Attach the J hook to the lock hasp on the hatch cover and tighten the wing nut, and you now have a vent! Enjoy the breeze and the change from cabin humidity to fresh salt air. It can be further adjusted by moving the hatch cover fore and aft. So, try it, you won't be disappointed.



Salad bowl vent exterior view.



Salad bowl vent interior view.

Sibell - My Last Love

Charles "Shack" Lassen

Sibell is my tenth cruising sailboat. Her predecessors were quite varied: racers, multihulls and offshore boats. Their primary function was to enable me, my family and friends to cruise wherever I wished – mainly in North Atlantic waters.

Over a lifetime of sailing one develops and distills one's prejudices into a few basic requirements for a new boat. She should not sink. She should be very simple. She should be beautiful. She should be capable of taking the ground, and she should cost no more than \$1,000 a foot.

Why these criteria? I have seen J24s sink in New York Harbor as an unlocked hatch flipped open when the boat was pressed down by a sudden squall. I have witnessed a 30 ft. Atlantic founder off Stratford Shoal in wind against tide conditions. Conversely, I have seen a well corked bottle tossed overboard by my son, some 250 miles north of the Azores, come ashore a year and a half later in Belize. The beachcomber had to crack the bottle open to respond to the message. To me watertight integrity is just as important inshore as well as offshore.

Simplicity is high on my list. To quote Moitessier, "Everything should be as simple as possible. Then you can set out to sea, in the quickest time and for the least expense." He might have added, 'and keep sailing.' When preparing for an extended offshore cruise, we reduced our key systems down to about five - steering, potable water, electrical power, and etcetera. We focused on them and built triple redundancy into each. For example, Electrical Power: alternator, solar panel and towed generator. After 20,000 miles, with minimal maintenance, we were still going strong even though we were down to our last of three working systems in some cases. Simplicity and a focus on the essentials, means more fun and less maintenance wherever one cruises.

There is no reason for a boat not to be beautiful. All boats should be a joy to behold. As one comes to the end of one's watch here below, one learns that there are only four important things in life: Time, Place, Love and Beauty. And beauty is probably the most important - if one is still afloat. Everything else down there that shouts for our attention is, at best, just another one of life's enablers.

I learned the value of shallow draft and an ability to take the ground when I owned an Iroquois catamaran on the shoal waters of the Solway Firth.

My cruising ground was expanded enormously after I had sold my pretty little Folkboat. I could dry out with impunity in tidal harbors, or run up onto a sheltered beach for a swim and a picnic. I have observed that the tide goes out twice a day all over the world, which makes a flat bottom universally useful.

My last requirement is that any boat should not cost more than \$1,000 per foot. I am not cheap, just frugal. We have all seen acquisitions, costing many multiples of that target number, made just because the owner could afford it. The second happiest day of his life often did not come soon enough. If length of ownership is a measure of real value, then \$1,000 a foot makes a good starting point. After a few years she does not owe you anything, and if you like her, she becomes a keeper.

Sibell, my last best love, is a catboat, a Marshall 22. She is certainly simple, beautiful and can take the ground, but she falls short of my other two criteria. A new Marshall 22 will probably come in more like \$4,000 a foot, a fair price for a new boat of this displacement. However one of the nice things about a used catboat is that their time proven design remains essentially unchanged. Fifty-year-old boats with an original Palmer gas engine can be had for under \$15,000. They were built like an ox, and have generally been lightly used. In contrast my used twelve year old C&C 33 in 1988 was lightly built and heavily raced. You could visibly alter her sheer line with a few pumps on the backstay. Her half-life was over.

However sound those old catboats are, no one wants a gas engine today and repowering can cost another \$10,000 – pretty soon one is talking a major refit with it's attendant mission creep. So I was lucky to find a 1969 Marshall 22 with a nice little Yanmar diesel that had only 160 hours on the clock. She was



Early Marshall 22 cabin entrance. Open 'park bench' cockpit seats not visible behind louvered door.

owned by a couple whose impending divorce encouraged them to accept an offer of \$10,000. That put another \$10,000 in the budget to address my last requirement – watertight integrity – and still come in at under \$1,000 per foot.

Most catboat cockpits and companionways are sieves. The trademark louvered doors of the Marshall reach almost down to the cockpit floor and extend the cabin's welcome to sea water that does not know its place. Call me Captain Safety, but I consider it just prudent seamanship to keep that stuff in the ocean. So the first thing we did at Rollins Boatshop (highly recommended) was to build a bridge deck and make the cockpit truly self -draining with two one and a half inch cross drains in the floor.



New cockpit glasswork complete with dry storage, freezer compartment, and foot extension for quarter berth under.



Paul Rollins (Rollins Boatshop, York ME) fitting new teak coaming and teak cockpit and cabin trim.

Closing off the open 'park benches' also adds significantly to dry storage space. Some sweat equity was directed to electrical and plumbing upgrades and a few coats of varnish. Her splash date is on the calendar for the spring.



Cockpit ready to reconnect instrumentation under bridge deck, with teak wash boards and Beckson watertight hatches.

A safe, simple, beautiful boat that can go almost anywhere. *Sibell*, my last best love. A proper little yacht for less than \$1,000 a foot, which will give pleasure to others long after I have gone aloft.

Charles is founding Member of SEMOSA (South End Men's Ocean Sailing Association) and Keeper of Round Island, Portsmouth NH.

Good News from and for Canada



Frank Camm's Presto is ready for her christening in June. Full story in the Fall Bulletin.

Winter Project

Doug McQuilken

Keeping you all up to date on Valiant. You can always follow her on our website: www.dougmcq000.wix.com/valiant



The Blank.



Trimming the new Transom



Penetrating-Epoxy

Fixing a Loose Floor

Brent Putnam

In recent years, we noticed that some parts of the floorboards on *Cranberry*, our 1973 Marshall 22, were getting springy, and a few of the screws were starting to work their way up through the paint. The frames supporting the floorboards are made from 3/4-inch plywood and – naturally – they are in the bilge, alternating between wet and dry over the past 40 years. Whether the problem was rot or just the result of 40 years of wear in the end-grain, fixing this would be no easy task.

The floorboards are a pair of plywood sheets, the outside edges secured using fiberglass tape directly on the hull. From that edge to the centerline, they are secured with screws to the underlying frames. Atop the floorboards are the galley to port, and to starboard the bunk. We could not repair the frames without removing the floorboards, and we could not remove the floorboards without cutting them into pieces, or removing the bunk and galley first – a monumental task.

Upon further examination, we realized that the frames were in generally good condition, it was just certain locations where the screws were no longer holding. The simplest solution might be to just add a few new or larger screws, but if there was hidden rot, this would not work and there would be even more holes to fix.

We needed to fix the frames without removing the floorboards. Epoxy could be injected, but we did not want to glue the floorboards to the frames, just fill the worn hole or rotted wood so the screws would hold.

The final solution was to drill larger holes so we could access the frames, then fill those larger holes and install new screws. Of course, it was not quite that simple. Here are the details:

1. Remove the screw.



2. Using the existing screw hole as a guide, drill a larger hole around it with a hole saw. Keep the core to be replaced later. Figure 1 shows the holes we drilled on the port side; aft is at the top of the picture.
3. Drill out the screw hole in the frame to a larger size and fill it with epoxy using a syringe. We used the Penetrating Epoxy Kit from West Marine. This is a thin epoxy that “penetrates, saturates and seals dry-rotted wood.” We found that we needed more than initially anticipated, either because it was penetrating into rotted wood, or there were voids in the plywood.
4. Allow the epoxy to cure overnight.



5. Once cured, fix the hole removed by the hole saw. First, cut a small piece of wax paper and slide it between the floor beam and the floorboard. Figure 2 shows the wax paper inserted into one of the holes on the port side; the bilge and centerboard are to the right.



6. Replace the core and fill the hole and the gap around it with regular epoxy thickened to the consistency of peanut butter. Keep it as centered as possible. The previously placed wax paper keeps the floorboard from adhering to the frame. Figure 3 shows the repairs forward of the centerboard which is to the left.

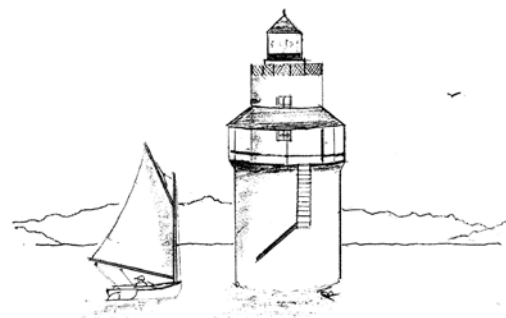
7. Once the epoxy cured overnight, some sanding was needed.



8. Drill a new pilot hole into the floorboard and through to the frame for the new screw. A close-up of one of the repaired holes can be seen in Figure 4; the bilge can be seen to the left.
9. To facilitate securing the screw, drill out the pilot hole in the floorboard only – avoid drilling into the frame or your work will be for naught!



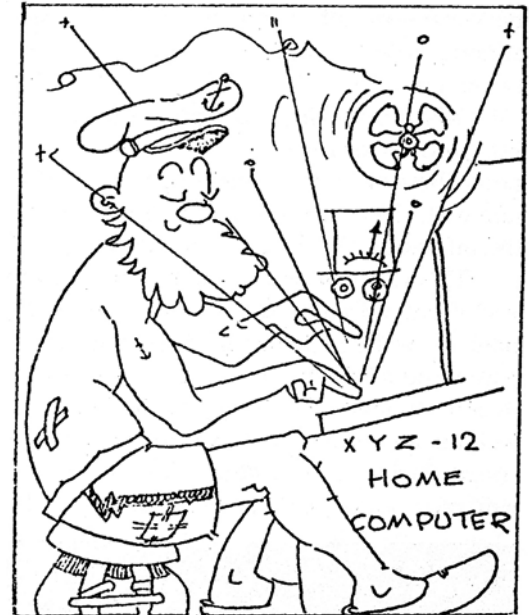
Secure the floorboard to the frame. Figure 5 shows one of the repaired holes; the bilge is to the right. All that is left is painting!



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 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'm getting ready to paint the aluminum spars on my '88 Marshall Sanderling with Interlux Brightside (Sundown Buff). I've found & read some past posts about spar painting on this forum which seem to recommend using Pre-Kote as a primer. The instructions on the yachtpaint.com site for both Brightside and Pre-Kote recommend using Interprotect 2000E (barrier coat) on bare aluminum. Is the Pre-Kote still needed as a metal primer or does it just smooth out the dings in the spar? How many coats of Brightside is recommended for aluminum spars?*

Answers Summary: Most respondents suggested sticking with the Pre-Kote as the 200E barrier coat is intended for underwater fiberglass or metals. It was noted that some light sanding will help get the paint to stick properly. Follow the manufacturer's recommendations for preparation. Keep any bare aluminum clean, no fingerprints, etc, wipe it down, and get the first coat on as quickly as possible - same day (cool and dry). Adhesion of the prime coat is critical and an etching primer is very important.

If you sand down the existing paint you can see that an etching primer was used on the spars. Interlux has an 800 number for technical advice. It was recommended that a call be made to seek clarification as they would be the best source for specific information on prep procedure and product use. That is one of the great things about using Interlux.

General Information:

Fouled cockpit drains can be a problem, if they are not a straight run from the cockpit out the hull. Such drains can also be a problem with a sailboat when the boat is heeling or bouncing in heavy seas and the water comes back into the cockpit. One solution many builders use in sailboat is to have the port drain go to the starboard side (and vice-versa) so that the water drains to the other side of the boat. If the builder used a 45-degree bend you can unclog the drain with a flexible wire. If there is a 90-degree bend in the system another approach is needed when the drain clogs. My neighbor's sailboat has the opposite drain system and one side clogged completely when the wire mesh strainer came adrift. We could not get it clear with a flexible cable so he used my "plumber's helper" with the "sink plunger" attached. The device has a fitting for the commode and another one that can be attached for sinks. The sink fitting worked quite well. The drain was clear and running properly in less than a minute of work.

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



CATFOOD

Jane Walsh, Editor

From the Catwalk...at the 53rd Annual CBA Meeting

Hello Friends:

Catfood is highlighting two winners from the 53rd Annual CBA Meeting in Mystic this year.

The first winner is Carol Titcomb, f/o of *Calynda*. Carol does it all: she is a member of the CBA Steering Committee, Committee Member for CBA Food and Fashion Shows, Publications Coordinator, and, now, recipient of the Dolphin Award (along with her husband, Neil). Congratulations, Carol!

Here is Carol's no-bake cookie recipe that was one of several cookies she made for the Food and Fashion Afloat Seminar. After the winter we have endured in the NorthEast, these recipes will be great to have on hand year round – particularly if you find your household with no power!



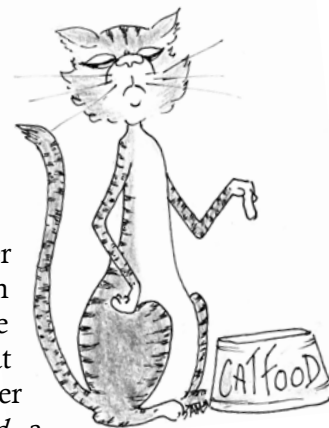
Carol on *Interlude*

Chocolate No Bake Cookies

1.5 C Quick Oatmeal	¼ c margarine
½ shredded coconut	¼ c milk
3 rounded T cocoa powder	½ t vanilla
¼ t salt	Handful of raisins
1 C sugar	

In a saucepan, bring last three ingredients to a boil. Remove from heat. Add oatmeal and remaining dry ingredients. Stir and drop onto a greased or parchment lined sheet. Yield 3 dozen.

For recipes for Peanut Butter Oatmeal No Bake Cookies, Almond Dream Bars or any other homemade cookie you sampled at the fashion show, email me @ Jane.Walsh@catboats.org.



Our second winner is Lyn Grenier. Lyn won the raffle basket at the Food and Fashion Afloat seminar. Lyn sails with her husband, Jim, on *Rosebud*, a 1964 21 ft. Fenwick Williams catboat. *Rosebud's* homeport is in Newburyport, MA. Where she won the Best Sailboat Award at the Salem, MA Classic and Antique Boat Show last year. Congratulations, Lyn!



Lyn at Fashion Show.

And, as you prepare for your 2015 sailing season, consider stocking the cabin with a few items that were included in this year's gift raffle basket.

16 x 18 Dish Drying Mat – microfiber, absorbent, and fast drying

2 Pottery Barn Tall Acrylic Wine Glasses

A package of Go Organic "Ginger Xtreme" hard candies – organic, gluten free, preservative free (Found on Amazon)

CBA logo coffee mugs – in the CBA store

CBA logo fleece blanket – in the CBA store

CBA logo visors – in the CBA store

Colorful napkins for onboard entertaining

Happy Sailing to All!

"Boat" Appetite!
Jane

PS: If you see a SELFIE STICK in your travels, pick one up. You will enjoy having it on board to capture photos with great backgrounds. We recently found one at Walgreen's.



Sailing Techniques and Seamanship

Butler Smythe, Editor

Editor's Note: *As the new contributing editor for the Sailing Techniques & Seamanship section of this Bulletin I thought it might be useful to provide a bit of information on myself as well as my goals for this content area. I'm a retired Naval Flight Officer (NFO) having flown in EA-6B aircraft off land bases as well as aircraft carriers during my career (as well as other stuff), and recently retired as a defense contractor for the last 12 years. We've moved to Blue Hill, Maine where my family has had a summer place for over 130 years but did decide a winterized house was more appropriate, and it's been wonderful! Best move we've ever made. I've been a paper salesman, yacht broker, safety engineer and a volunteer over the last 35 years and realize that I failed miserably to Never Again Volunteer Yourself (NAVY). We've owned several boats and even lived on an Island Packet 35 for 5 ½ years, eventually selling it and buying our Menger 23, Caerulean III on which I cruise and race. Sail Handling & Seamanship can mean a lot of things and I'll use a broad brush to write, accept inputs and take recommendations for articles, knowing that theory in sailing, as well as actual experience, can be a great mix – I hope to do just that.*

Thanks to my first contributor, Skip Stanley. Skip is a 1980 graduate of Maine Maritime Academy and a Contingency Planner for the U.S. Coast Guard. In the summer he can be found messing about in Boston Harbor in a Marshall Sanderling. He can be reached at collamore512@hotmail.com.

The Seaman's Eye

Skip Stanley

Maintaining a proper lookout is fundamental to good seamanship. It's probably the thing we do the most when we're underway. Just sailing along, your eyes sweep the horizon, scanning the whole scene. Looking out for landmarks, comparing what you see to the chart, saying the names of places and aids, if

only in your head. Looking for other vessels and the clues as to what they are doing or will do, and where they might be going.



Boston Harbor can be a challenge from all directions.

Remember when it was all a mystery? Which way is that boat going? Is it going to pass ahead or astern? Does he even see me? What's he going to do?

Once you can look at another vessel or vessels and reasonably predict what they are going to do, you have acquired a Seaman's Eye. With just a look you can tell which boats are likely to be a "problem" and which ones won't be. Which ones will pass ahead, which ones will pass astern. Which ones you will have to maneuver for and which ones you won't. Which ones have the right of way and which ones you must give way. Which ones you need to keep your eye on and which ones you can forget about.

Making your intentions known is a big part of it. Altering course to the right (opening more sea room) and giving the other guy "a nice big green light" is a courtesy much appreciated by those in the know. You may not be able to figure out the exact course and speed of the other vessel, but you can certainly see when it's on a collision course – CBDR that is, Constant Bearing, and Decreasing Range. In this situation, action by one vessel will avert a collision. However, if both vessels act, the collision course can continue. (Which is what you're looking for when you want to intercept another vessel, but that's a discussion for another day.) That's why the rules of the road specify stand-on and give way vessels.

Here's a tip: when you encounter another vessel, look at his aspect in relation to yours. Unless you are head to head, if your bow is pointed directly at the other vessel, and he is moving, a collision is nearly impossible. Likewise, if his bow is pointed at you and you're moving he can't hit you.

Think about it this way. Imagine seeing a boat in the distance moving from left to right across your bow. Turn and point your bow directly at him and keep it there and see what happens. As things proceed, you have to keep turning to the right to keep him on your bow eventually cutting a curve in the water. Theoretically, this would continue until you were directly astern of the other boat. If he's faster than you, he will sail away. If you're faster than him, you will eventually overtake him. But in a sailboat, this could take a considerable amount of time and distance.

So keep this in mind the next time you're underway and you'll have a little better feel for the traffic situations you'll encounter out there. You'll soon have a Seaman's Eye.

Keeping Cool, Thinking It Through

Skip Stanley

Things rarely go perfectly. We'd like to think they would – that every tack would be a work of art; that every landing would be soft enough to not wake a cat - but it often doesn't work that way. Despite our best intentions and all our skills, lines get fouled, anchors get stuck, things break. And these things



As close to a perfect day as possible... but???

happen more often than we'd like to think. So how do you deal with them?

You can scream, but little good that will do (especially if you're alone). And if you have a crew, it won't do much good to yell, "What are you doing?!" (What good would the answer be anyway?) These situations often call for a bit of quick thinking. *It's* happened (whatever *it* is), now what?

If it's something as simple as a fouled line, you clear it. Other situations can a bit be more complicated and call for a quick assessment of what's happened and the options for correcting it. There is usually more than one way to deal with it. It's amazing the number of potential solutions that can run through one's head at times like these.

It's always a good idea to have an escape or bailout plan if things *really* go south. Anticipating what could happen; always having options. High-pressure situations are those where options are limited and there is little room or time for error.

If you're running a narrow channel and there's shoal water on either side, your options are more limited than in open water. If you lose your motor, is your sail ready to go? Is your anchor readily available?

Even starting out for the day, think about the ending. If you run off downwind, remember you're going to have to beat your way back home. Will you have the time to do that? Or would it be a better idea to off upwind and run all the way home? Beating to windward back to your mooring isn't much fun if you're watching the clock.

Approaching a dock or mooring, it's a great feeling to land it on the first try. But sometimes that just doesn't work out. Sometimes it's best to just back off and make the approach all over again. The first attempt isn't wasted though. It gives you a better feel for the second approach and goes into the memory bank for next time.

And that's the thing, learning from mistakes, large and small, and trying to get better all the time. You can always get better. And over time, those mistakes become smaller and smaller and on those rare occasions when nearly everything goes right you can enjoy a brief feeling of confidence. But remember, there's always a next time...



Can't Duck! - Been there and Almost Done That

Butler Smythe

A few years ago my wife and I - along with our three cats - were heading north on the Intracoastal Waterway (ICW) to cross the St. John's River in Jacksonville, Florida where we would regain the ICW channel on the other side. The weather was beautiful with sunny skies and a light 5-10 kn. breeze that varied from 0-30 deg. off the port bow. We had the sails up because I could, and tried to motor-sail when we could. Now our motoring was exclusively for safety, to expeditiously cross the potentially busy river and get to the drawbridge ahead on time. Even before crossing the river I'd called for an opening, providing my anticipated arrival time. I received positive confirmation from the attentive bridge tender that he would be ready for us. I had the helm crossing the busy river with large tugs and the disturbed waters caused in their passing, but I turned the helm over to Maria as we made a slow right turn after crossing the river to rejoin the ICW's channel. Life was great at 7 kn. indicated, and we were right on time.

I scanned the water around us during our approach while standing on the starboard cockpit seat for better visibility and noted a 44 ft. powerboat (with bridge) closing within a boat length of our port stern quarter. We were as close as I cared to be to the starboard side of the channel, especially with a port wind, the following current, piers and unknown shallows. Our sails were up and drawing so we had no brakes - so to speak. We turned the corner and I caught sight of the bridge - it was still down!

Under normal circumstances, with the bridge open, this would have been a cakewalk and we would have been fine, though it is generally not advisable to pass through a bridge opening under sail - we had the engine on. Now the sails were drawing well with the wind almost off our port side and our sheets were eased. We had a steady strong following current and a powerboat close aboard our windward side with no room to maneuver - or more specifically jibe. The bridge tender must have seen me and apologetically called to say he had a problem with a car delaying the opening. We both knew (and he could see clearly) that our boat was quickly becoming trapped and my options were diminishing fast. Despite yelling to the powerboat to turn (he should have easily heard) and waving my arms to gain his attention, he focused on

his course alone and never looked at me - he was completely unaware of us, or so it seemed.

"Turn in to him," I stated firmly to Maria. Thinking I was nuts she asked, "What?" I stated it again but more firmly. We were moving faster than I cared to be moving towards a closed bridge with insufficient clearance for my mast, even though I could now see that it has just started to move up. There was not enough time to make it and I now knew that my new neighbor would not allow me to take the center of the channel. I'd like to think the bridge tender was watching and imagining the impending disaster before him, and he was.

I quickly moved to let both sheets run free (main and genoa), knowing that despite my effort the sails would still draw some wind and the current would propel us forward and reverse was not an option. I moved to the wheel asking Maria to "move" and she did so quickly, moving from the wheel to the port side as I moved to wheel concurrently turning the boat into our new friend, and as I did so, pressing the throttle down - hard.

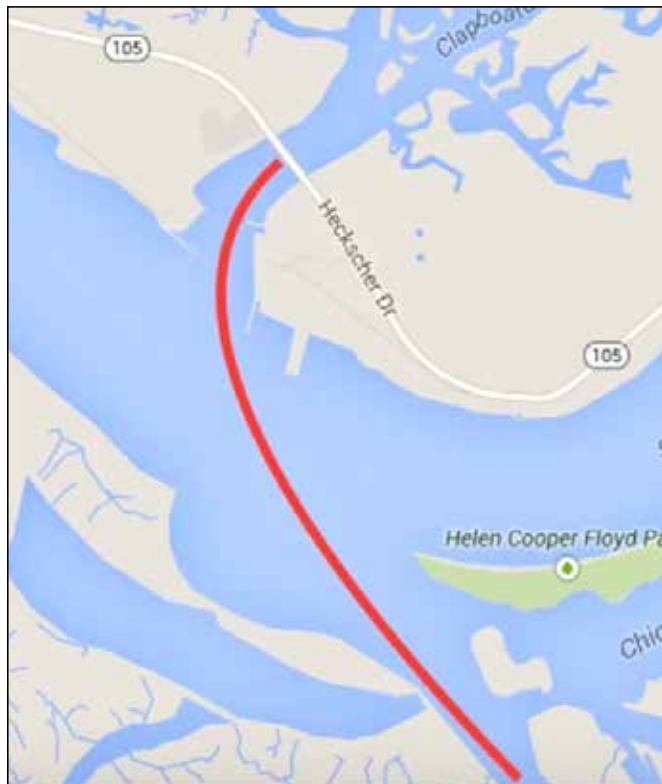
He saw the sails moving now (luffing) and the changing orientation of our boat as I focused my eyes on him and his now attentive eyes as he began his own turn. This time his eyes were wide open with fear intermixed. He must have thought I was nuts - and I was not stopping. While increasing to full throttle and with the current still pushing us from astern, our changing heading towards the center of the channel slowly increased, but was now delayed by a genoa sheet that was caught in the feeder arm of the self-tailing winch. I cut it with the knife in my pocket but could do nothing more to make the boat turn faster from our broadside orientation to the bridge. At least I hadn't hit the 20 or so pilings marking the proper channel. I kept pressure on the wheel and vigilance on the boat's position that was more critical as we still closed on the bridge. Heck, I even leaned my head into the turn as I usual do, and probably helped with my body and legs. It couldn't hurt... but was only a psychological boost.

The powerboat had turned hard to port and it surprised me how quickly his distance from us grew - I think he too must have put his throttle down to gain distance from us and he was now safely distant. He may not have known that my bowsprit was laden with both a CQR and Danforth anchor and that I on my Island Packet was ready to rake his stern if I needed to in order to clear the bridge structure - not just the opening. We were too early in our trip north

from Ft. Pierce, FL to Annapolis, MD for this to be happening.

I was no longer concerned with the port side and the other boat, though I scanned right and left as the starboard side closed on the bridge and we swung faster and faster as the current shifted forward and the sail's power was reduced. We were soon passing through the wind and it clocked ever more favorably as we moved away from the bridge we had so closely approached.

I had looked up at the roadway in my scanning and could see that we had been, in my estimate, as close as 50 ft. from impact, but I'll never try to determine if it was closer since I also knew we were almost even with the channel pilings adjacent to the opening. I cared not to look too long since I could not do much more. It was clear the mast was not much more than two of our boat lengths (if that), from impact! As I distanced the boat from the bridge, maintaining clearance on two smaller powerboats that were approaching the now 50% open structure, I heard the bridge tender on the radio call me. "Caerulean –takes all kinds doesn't it." "Yea – how'd you like that?" "Nice move." was his response - and it was time to turn again as I turned the helm over to Maria and quickly furled the genoa that now had one useable sheet.



Crossing the St. John's River East of Jacksonville, FL on the ICW.

The distance between the ICW channel to the south and the 105 opening bridge: 1.6 NM or ~10 min. The time from first seeing the bridge to initiating the turn (.4 NM), or ~2 min. & 30 sec.

The time from first requesting a turn into the powerboat that was preventing a safe tack - to clearing the bridge: maybe 30 sec. It was an eternity.

Lesson(s) Learned: (1) Despite having thought through most, if not all of my conventional options in this crossing I failed to fully assess the other guy – especially a power boater who does not care about the wind and who has no bridge clearance issues. (2) In hindsight I should have thought more about my having the sails up (or just the main). Bottom line is that even with the sails down he still would have pressed us against the shallows I knew were there, with no ability to clearly tack or jibe away from the bridge I could not clear when closed. (3) Defensive driving under sail and power is absolute. I was to respond to that almost a dozen times in our trip up the ICW. (4) Being calm, deliberate and ready to do what is needed is something to have in your back pocket. (5) If we were one of those cruisers that use a full enclosure, we would NOT have been so lucky or fast. The enclosure will hinder movement – that is a fact.

From the Catboats Discussion Board:

Q: "How adjusting the gaff can affect boat," submitted by Edward Gibbons.

A: A brief summary: Proper gaff use is a critical element for any catboat with a gaff rig, and not all catboats are so rigged. Many sailors with gaff-rigged sailboats raise the sail and leave it, regardless of the wind. In reality the height of the peak and the tension at the throat (i.e. luff) directly affects sail/boat performance. The following simplifies the many variables. Practice, otherwise known as experimentation, leads to hands-on experience.

Every boat will – or should – have a sail designed for the boat with a shape and gaff angle that best fits optimum performance. Some may have a gaff that will closely parallel the mast while others will have one at a lower angle. Visually compare the boats you see and note the difference. Generally those with less of an angle to the mast (peak higher) will point better, but that is not always the case.

In stronger winds the luff should have no sag between the hoops. Too tight and the saddle will bind when tacking so it should freely shift sides when tacking. The sail shape developed will enable faster speeds and better pointing. In lighter winds, slight sag between the hoops (not a lot) will help the sail to capture what wind there is and help improve boat speed. Watch the wrinkles in the sail, especially from the throat area – there should be none.

The gaff's peak directly affects boom height. The lower it is the more it will rake the cockpit and your head. But raising it just to create more clearance is wrong. Do this yourself: in a decent breeze - so you'll readily notice the change - lower and raise just the peak and observe the changes as you do so. Notice the change in the boats pointing angle and pressure on the helm. Up will cause the boat to fall off or away from the wind and down will do just the opposite - the boat will point higher. (This is exactly what happens on a windsurfer I might add!) Not only does the centerboard affect the boats helm pressure, but so also does the gaff. Less pressure is better but sometimes impossible to get rid of completely.

The gaff angle and tension are one of many factors affecting catboat performance. Those factors include (not limited to): bottom cleanliness; gaff angle and tension (including boom height); boom angle to the wind (boom over the hull's quarter is generally a sign you're pinching (i.e. pointing too high); sail shape (make sure the wind telltales fly freely); what are you dragging? (inflatable vs. dinghy and what kind?); where are people sitting (is the boat balanced?). This next boating season learn to play and experiment. You'll enjoy the learning experience.

For a single handing sailor, especially one racing as I sometimes do, you're at a distinct disadvantage – especially with wind. All traditional catboaters have the helm, main, gaff and centerboard telling us something, many times the need for a change. Leave the helm to raise or lower the centerboard, adjust the luff, or reef on my Menger 23, especially in shifting 10-25 kn. winds, and I can soon have a problem. Next bulletin I'll discuss my new helper, one legal in my new racing world and one that can be critical to cruisers as well, an autopilot.



Short Tacks

Trip to Italy in 2014

Morgan Daly



The Group (from left to right) Ettore, Artù (the dog), Roberta, Piero, Maria Pia, Chiara, Morgan, Franco, Marco, Tomasino, Laura and Rita.

Foiled plans can turn out to be a fantastic adventure, as this trip attests. Last June my wife Rita and I traveled to Italy. The highlight of the trip was spending a week in Venice with our friends Marco Dissera Baragadin and his wife Roberta along with their daughter Caterina, dog Otto and cat Jack (as in “Lucky Jack Aubrey” of Patrick O’Brian fame).

The special event of the visit for me was to crew with Marco on his custom cat *Cassiopea* on a Trans-Adriatic regatta from Venice to Cittanova, Croatia. It’s about a 100-mile round-trip. By the time we arrived in Venice the sponsoring yacht club had postponed the regatta. The new date for the regatta would be after we returned to the States. What to do?

I suggested to Marco that we, along with our other Venetian catboat friends, go to the city of Trieste for a weekend. Marco said “Va Bene.” As all you *Sound of Music* fans know, Trieste was part of the Austro-Hungarian Empire for centuries and

homeport to the Austrian Navy before WW I. The city’s architecture has a Germanic look very different from the rest of Italy. It is a beautiful city situated at the head of the Adriatic Sea.

On Saturday morning, Marco, Roberta, Rita and I took a train from Venice to Trieste. Joining us on the train trip was Ettore and Chiara Meneghetti and their dog Artù of the AC24 *Half Moon*. Joining us in Trieste were more catboat friends, Maria Pia Sangiorgi and Piero Seidmann of the custom cat *Catone*.

Marco arranged to have his friend and sometime crewmember Franco Todesco, a professional guide, give us a tour of the city in the afternoon. This was

followed by a ferry trip to the Mirarmare Castle overlooking the Adriatic, former home of the Prince Amedeo, Duke of Aosta. The Duke was one of the last of the house of Savoy (the old royal family of Italy). That evening we were introduced to another of Marco’s crewmembers Laura Badano and her son Tomasino (not a crewmember, see photo). We all piled into three cars and drove into Croatia.

There was no border crossing check-point with guards holding AK-47 assault rifles, as in the days of Marshal Tito. Just a sign saying “Leaving Italy – Entering Croatia”. We drove to a high plateau where we watched the sun set on the Adriatic. After sunset we all drove back to Italy for a great dinner at a lovely countryside restaurant.

On Sunday Marco, yet again, made wonderful arrangements for our entertainment. We had lunch at the Yacht Club Adriaco, see photo.



Lunch at Yacht Club Adriaco.

Check out the website www.ycadriaco.it. Founded in 1903, this yacht club is the second oldest yacht club in the Mediterranean basin. It is located on the harbor in the center of the city of Trieste. The club has a number of members with classic, wooden, sail and power boats.

I cannot begin to describe the lunch. Marco ordered off the menu for Rita and myself and left the Italians to do what they will, but with his suggestions. So many types of Adriatic seafood. All wonderfully prepared. This was the greatest compensation for not sailing the Trans-Adriatic Regatta. Rita and I are grateful to the Catboat Association and our M22 catboat *Wave*, for together they have introduced us to our catboat friends from Venice.



Fritto Misto Adriaco (before).

News from down in dee Bay

Steve Flesner

CCBA held its annual planning meeting at the Rock Hall Yacht Club on March 14th. Approximately 35 folks showed up on a gray, rainy afternoon, a good location considering our members come from all around the Bay. Lois and I drove 110 miles to get there! After a 10 year run as Commodore without portfolio, Marc Cruder announced he was stepping down and that he was passing the tiller or baton to Steve Flesner aka “Rover,” but now aka “Commode Door”! Marc took over from Bill Hoover who was the original Commodore of this eclectic group. After ten years, Marc said he needed to refocus on aging parents and other such priorities. Marc will still be the cruise planner and as such now has the title of Cruise Coordinator on our website. Marc presented Steve with the caricature masthead drawing that Frank Lovewell did for the cruising section of the Bulletin. One change was made in that it now appears to include the Commodore’s Portfolio! Steve thanked him and offered to carry on the Hoover rules, protests are not allowed and the club libation will remain a “Mars” (Myers) and Tonic. That said, everyone offered congratulations, or something! Marc did mention that at the CBA annual meeting, Jon Agne referred to our group as a “bunch of thugs”...enforcing a Hawaiian shirt dress code! Marc introduced the CCBA “Core” members and in parody from the Wizard of Oz, decreed that Steve Flesner, by virtue of his magnificent heart shall rule in his stead, assisted by David Bleil, by virtue of this highly superior brains and Butch Miller, by virtue of his courage. All were encouraged to obey him as they would the former Commodore. Running out of characters, the Handicap Committee Chair, David Morrow was likened to Toto...and “got away”... sparing him the embarrassment of formal decree.



Commodore Marc transfers the “portfolio” to Commodore Steve.

Lunds visit Marco in Venezia!

Tim Lund

The Lund Family trekked to Italy to drop off a student for the spring semester and took advantage of our proximity to Venice and paid a visit to Marco & Roberta Dissera Bragadin, President and First Lady of the Catboat Association de Venezia. They were exceptionally graceful, taking time out of their busy holiday schedules to show us a Venetian's Venice. We were honored to be shown their pride and joy, *Cassiopea* (a 1991 Wittholz design, 7.8m – 25.5 ft.) with a full tour of the vessel.



Cassiopea.

We were also shown their yacht club, had lunch and were presented with an honorary club burgee by one of the officers.



Lunch at the club.



David Bleil – Superior Brains, Butch Miller – Courage, Marc Cruder – The Wizard of CCBA and Steve Flesner – Magnificent Heart.

We met some new members who said they were looking to buy a catboat. There was a Herman 17 for sale next to the clubhouse that was checked out. We hope they will show up with a catboat at our next event which will be the Patuxent Shootout held over Memorial Day weekend at the Calvert Marine Museum, in Solomons, MD. A buffet was served and after a brief...”CBA brief”...business meeting, the “Sail Everywhere Cruise” up the Choptank River was discussed and plans were made for the upcoming sailing season. On the way home, Lois and I checked out *Shoveller*. She was just down the road under cover awaiting sunshine and work! A word of thanks to Marc for herding the CCBA cats for so long. He and Bill set the standard; I only hope I can be as successful in my efforts to do so.



Shoveller patiently awaiting Spring.

Now for the difficult news: Lois and I lost dear sweet Ruby Jane, our Corgi companion who has often been mentioned in my articles in the Bulletin. She helped us find catboats on our road trips and brought us love and affection that can't be measured. She will be missed.



The Burgees.

While visiting their house on a “rest stop,” first-daughter, Megan came out of the lavatory with a big smile on her face and a copy of the fall CBA Bulletin in her hands, exclaiming, “just like home!”

Sandpiper Class, Purring Along Together

Gretchen F. Coyle



Author Gretchen Coyle at an island near Useppa Island, FL with granddaughter Molly Pritchard and friend Nick Rivers.

What floats your boat? As far as your sailing interests in catboats, that is ... Do you want to read about and meet catboat aficionados worldwide, participate in general rendezvous, and share an historically-relevant, but modern and easy to rig and go, love of Catboats? Or does your interest lie in racing only?

Enthusiastic Catboat sailor, Jim Cadranel, sees the benefits of both: “I view them as having

different aims, I belong to the Catboat Association (CBA) and the Sandpiper Class Association (SCA), I love being part of the CBA, and always enjoy reading the Bulletin. It appeals more to my sense of yachting history and tradition. I view the SCA as purely a racing organization that is promoting healthy one-design competition. I think the best approach is to belong to both and enjoy them for their uniqueness.”

Jim, who is from Summit, NJ and summers in Bay Head, NJ, races with the Barnegat Bay Yacht Racing Association on Upper Barnegat Bay. Each week one of the local yacht clubs hosts the fleet. Yet, he enjoys casual sails, like a cocktail cruise up the Metedeconk River with wife Heather, or taking a half dozen gabby pre-teens along with daughter Gretchen out for some fun.

Geoff Marshall, owner of Marshall Marine in South Dartmouth, MA that manufactures the Sandpipers, feels that the Catboat Association and Sandpiper Class can easily work together: “My thoughts on the relationship between the two is that they can help each others in attracting new members and foster interest for each. While the two organizations have different purposes, they are not competing for membership. I strongly encourage Sandpiper sailors to join both.

Marshall continues: “Similarly, the New England Beetle Cat Association has been in existence for many years now as the organizational structure of the Beetle Cat fleet. I think the majority of the CBA members have little interest in racing and I don’t want to push racing onto the membership. However, racing catboats is another way these great boats are being enjoyed.”

There is a whole general experience to be found in catboat sailing. For those strictly interested in racing Sandpipers – some catboat sailors are retired from more aggressive and physically demanding classes of racing boats – the SCA fills that competitive urge.

The Catboat Association fulfills so many other subjects related to messing around in catboats – cruising, rendezvous, general class racing, and family sailing. The informative CBA magazine also deals with particulars including maintenance, repairs, and equipment.

Hey, Sandpiper sailors, for about the cost of a good dinner, you can be a member of both the Catboat Association and the Sandpiper Class Association. Makes good sense, huh? In short, purring along together is the way to go.



Book Reviews

Ned Hitchcock, Editor

Silent Maid, A Catboat History

By Kent Mountford

303 pages.

Illustrated with photographs and drawings
Fishergate Inc.

2216 Piney Creek Road,
Chester, Maryland 21619

\$49.50 plus S&H

(The CB Publications group has a few
copies at \$45 or they may be ordered
directly from the author,

\$45 plus \$5 S&H at

kentmountford@chesapeake.net)

Reviewed by Ned Hitchcock

This book is a feast! It's a feast of information, history, visual beauty and careful, elegant presentation. The book is, in some senses, encyclopedic. It goes into substantial detail about the geology and ecology of Barnegat Bay, the years spent preparing for and building this remarkable catboat and the histories of the families who have owned and cared for *Silent Maid* over the years. With substantial and welcome support from Peter R. Kellogg, Kent Mountford has produced a history well worth the investment for anyone seriously interested in Barnegat Bay, catboats and catboating in the late 19th, all the 20th and into the 21st centuries and the individuals and families who have been integral to creating this fascinating history.

The book is divided into nine chapters, an epilogue, an appendix and includes a glossary and a useful index. Chapter One is devoted to the history and ecology of Barnegat Bay and early sailing there. Chapters Two through Four relate to the Schoettle family, the original owners of *Silent Maid*, Francis Sweisguth, the designer, and Morton Johnson, the builder of the boat. We learn many details about the Schoettles and their world, the ins and outs of yacht design and the tensions of creative individuals working on a common project. Chapters Five through Nine cover the subsequent owners including the Mountfords and Sally Schneider, who will be familiar to many catboaters. If we didn't know her,



we have heard about her. The epilogue covers the post sailing years, restoration of the original *Silent Maid*, and the creation of a replica by John Brady and the Philadelphia Seaport Museum staff and volunteers. All this was funded by Peter Kellogg, who many of us met during the season of the CBA 50th anniversary as he campaigned her in a series of races with Tim Fallon and the *Kathleen* crew around the northeast and joined our celebration of the CBA's 50th anniversary.

I have few reservations about this book. It is well written, and beautifully designed and illustrated. There is, perhaps, more information about various details than necessary, and there is some unnecessary redundancy. However, if you're having a feast, a surfeit is better than wanting more. I'd also point out that that, in Padanaram, "a" is the only vowel. Also, it's "Breck" not "Brett" Marshall. All things considered, this book is a real treat.



The Book of the Gloucester Fisherman

By James B. Connolly

The John Day Company, New York, 1927.

Reviewed by Peter Knowlton

This is a particularly good winter book, when you're feeling sorry about the snow and ice dams. I found the book among materials from my parent's house, and it does come up on the internet.

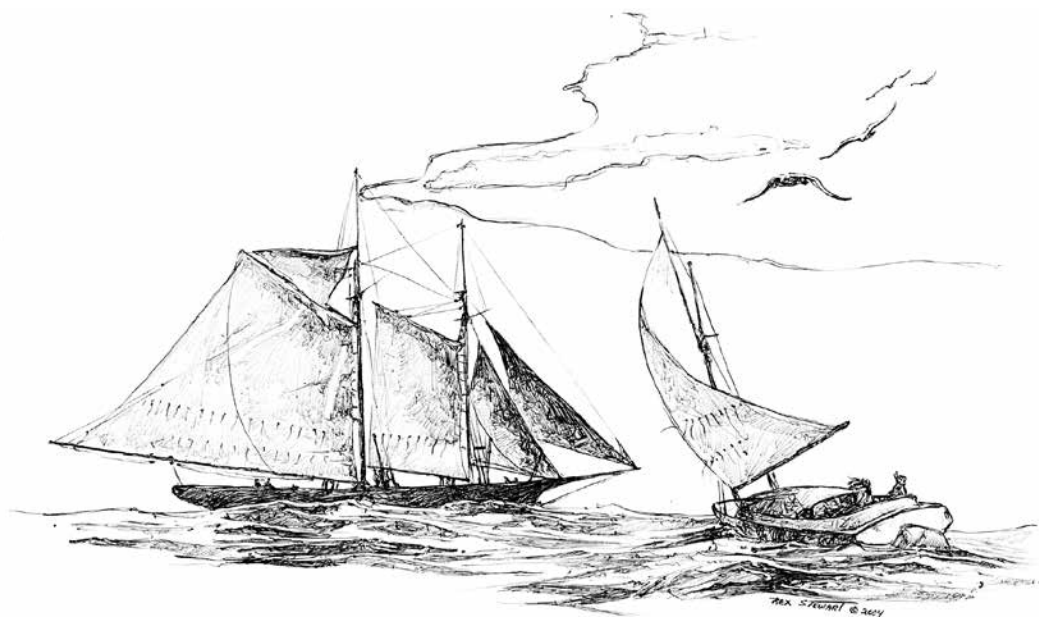
Mr. Connolly sailed on many of the Gloucester schooners fishing the Grand Banks and Georges Bank, and discusses in detail the handling of a schooner in the various fishers – dory tub-trawling for cod and haddock, hand-lining cod and halibut, mackerel seining, and sword fishing. He also sailed in one transatlantic race (placing third behind the three-masted racing schooner *Atlantic*), and in the early US/Canada races – the book was written before the great races of the 1930's. He doesn't forget the small boat sailor in two stories of Gloucester's lone voyagers.

In 1876, Centennial Johnson sailed a deck fishing dory solo across the Atlantic in 96 days. In 1901, Howard Blackburn (who had lost most of his fingers and toes rowing a dory in a winter gale after being separated from his ship – which may be a familiar story to many readers in New England),

sailed his 25 foot Great Republic solo to Portugal in 38 days – a long standing record for a solo crossing. Centennial Johnson lived to be 82 and Mr. Blackburn 73, better than most large boat sailors. (Catboats aren't large – even big ones).

Of particular interest to the catboater may be, Chapter IX – In the Wake of the Gale. Mr. Connolly was on the small (46-foot waterline) sword fishing schooner, *Lafayette*, on Georges Bank when the fleet was struck by the July 30, 1911 hurricane with a substantial loss of vessels and lives. Also on the Bank was Mr. Bob Jackson of Edgartown in his large auxiliary Cape Cod cat. After *Lafayette* survived the storm and made it to Newport for repairs, they heard about Mr. Jackson and his cat. It appears Mr. Jackson sensed the storm coming early enough to make a run from the lightship to Noman's Land and remain in the lee for the duration. As related in the book: "He's got a cockpit in that cat of his, and when he locks the cabin up tight he's got a reg'lar lifeboat." Reportedly the cockpit filled three times and was bailed three times by Mr. Jackson and his brother. In the current "WoodenBoat" magazine (No. 243), Harry Bryan has an article on dewatering small boats, and the 2½ gallon bucket in an able hand still wins the capacity race. Know where the cabin door dogs and the bucket are, and sail on.

As harrowing as the stories of winter gales are, it should be remembered that they are mostly the tales of the survivors. "They that go down to the sea in ships".



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



167-1. For Sale: 1978 Marshall 22' Catboat. Offering Catboat Broadway, Hull # 120. "Head Turning" lovingly and well-maintained sailboat. She is fast and handles rough seas. Sailed by experienced seniors. Has an inboard Gray Marine 4 cylinder Sea Scout, under 250 hours, rebuilt in 2005 by Van Ness Engineering. 2006 brought to St Pete, FL. from N.J. She has Edson wheel steering, a bronze spoke wheel with wooden handles and a wheel cover. Bottom hull refinished by Embrey Marine in 2014 who also installed a new cutlass bearing. Comes with a Coastline Trailer (Mass mfg), custom made in 2004 (at cost of \$6,700) with less than 1,500 miles. Custom mast crutch for long distance trailering. Cat is fully equipped with cockpit cushions, Danforth anchor and rode, blue dodger, a special gas filtration and new gas line shut off. Also a larger efficient water filtration was installed, 2 sets of sails, standard large sail with bag and smaller one, two boom crutches, custom attractive blue neoprene cover for entire boat made in 2013 for dry storage. New lazy jacks in 2014, VHF Marine radio, wind vane top of mast, alcohol stove, porta-potti, radar reflector, parachute flare, flare gun, a hook anchor, adequate floatation cushions, adult and children life jackets and many mooring bumpers. Two matching deep cell marine batteries, (new 2013), battery switch to alternate batteries and state of the art electrical system, a Ritchie bulkhead compass, stainless covered weatherproof outlet in cockpit. Cockpit has mahogany floor boards. Spare engine parts included. Sail or trailer her, Reasonably priced \$24,900. Contact Bob, 727-742-0423 or halcommusico@aol.com



167-2. For sale. 1990 Marshall 18' Sanderling Catboat. White hull and deck. Excellent performing 9HP Yanmar Diesel Inboard has only averaged 18 hours per year running time. Single axle heavy duty trailer with surge brakes, in good shape. Marshall installed hinged tabernacle mast. New running lights. Two sets of sails, newest one is four years old in excellent shape. Freshly applied bottom paint. Appearance and condition of hull



and deck are excellent. Many many extras, two anchors, cabin cushions, compass, whaler manual bilge pump plus electric one as well, etc. Located Pismo Beach, Ca. \$17,000 Contact Hank Benjamin 805 773 8400 or cell 805 748 4824; To contact by e-mail henrybenjamin@charter.net

167-3. 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.

167-4. For Sale: 2004 Marshall 18' Sanderling hull #787. Excellent condition. Hinged mast. White hull, navy bootstripe, light blue deck. Bottom stripped to gel coat 2011 four barrier coats and two coats of Pettit Vivid red applied. 2010 Tohatsu 5 hp 4 cycle outboard with low hours. All lines replaced 2011 with Sta-Set and Regatta Braid main sheet. Harken Aero Blocks, Harken Racing Main Sheet System plus an alternate Harken Swivel Block and cam cleat system led aft, Rope Clutches, a disappearing reef line system which keeps reef lines tidy. Masthead Windex. Sail is not new but still wins races. Electrical System: A custom Teak Box houses a



73 amp gell battery, a 3 stage Smart Charger, A 1000 Watt inverter, a six position circuit board and a digital volt meter. Navigation Lights, LED anchor light, six 12 volt outlets, two 120 volt outlets which will power a TV, coffee maker, computer, blender etc. Simrad Tiller Pilot. Hand held VHF. Hidden LED Rope lights provides indirect lighting in cockpit. Beautiful new custom teak louver/raised panel companion way doors. Custom new teak grate for cockpit sole. New custom Sunbrella canvas work includes improved sail cover design, cabin/cockpit cover, cockpit cushions with flow thru foam and beautiful nautical upholstery. Delta plow anchor in a protective bag, four new dock lines, two Big B fenders in Navy, Ritchie Tactical Compass, rudder lock, swim steps, cockpit "table" with custom inlaid compass rose and lots more. Dual axle trailer with new bearings and springs 2010. A really nice boat located in Key Largo, FL. \$27,900. Call Karl (954)755-9108 or (954) 695-8355. E-mail klfreestyle@aol.com . Pictures are available.

167-6. FOR SALE: TED BREWER DESIGNED 12.5' CATBOAT. Built half scale from Ted Brewer's Chappaquiddick 25' design, "Freddie the Cat" is 12 1/2ft. long. The hull is cold molded of African mahogany veneer over cypress planks. The stem, ribs and other structural members are of white oak. The spars are of sitka spruce. Details of Freddie's construction were published in CBA bulletins #65 and #71. Complete with standing and running rigging. Includes two sails (newest built in 2010), oars and anchor. Boat stored under cover. Trailer included. Located Cedar Key, Florida. Asking \$8,000. Contact Bob Treat at (352)543-6881 or treatsfleet@gmail.com



167-7. For Sale: 1987 FENWICK WILLIAMS 18' catboat. Built by the Apprenticeshop for a very knowledgeable owner. 'GOBLIN' is in fine shape and will pass any survey. She's cedar on white oak, copper riveted and bronze fastened. She has all period correct bronze hardware and wood shell blocks. She is just out of a two year refit and good to go for another 25 years. New engine installation, fuel tank and electrical system. All new self-bailing cockpit (both under sail and at mooring) with P&S storage lockers. Her larger, well ventilated cabin affords more storage space for serious small boat cruising and the Yanmar diesel will get her home on time. She needs only finish painting of her hull sides and a couple more coats of varnish on her transom before launching. Can be easily transported on the included HD trailer. I'm building a new house which is far over budget and which will allow me no sailing time this year so I am reducing my asking price to \$18,500 for a quick sale! See her listing on Yachtworld for more photos. Contact: George @ 231-439-9772 (days only please) or email: georgeoncherryst@gmail.com

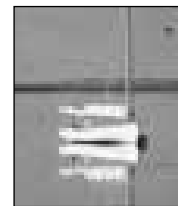


167-8. For Sale: 1971 Marshall Sanderling 18 foot catboat. Sailed and raced every year. Beautiful, classic boat that turns heads everywhere. She's featured on the cover of this year's Bayport-Blue Point school calendar! Fast, strong boat, that consistently finishes at the top of the fleet. 3 sets of sails: Racing sail, everyday sail, older sail. Sail cover and an older, but functional, cockpit cover. The trailer was professionally reconditioned in 2011, and although it is not currently registered, I have the documentation needed to do so.



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 for more photos and information. Thanks!

167-9. For Sale: 1975 Cape Dory 14' Handy Cat. Very good condition, on trailer. Asking \$6,500. Located Chatham, Cape Cod, MA. ArtBloomer@comcast.net or 508-432-3231



167-10. For Sale: 1979 Bill Boyd 23' catboat. 23 x 10 x 27" draft (5' board down); 6000lbs heavily built fiberglass. New ElectricYacht inboard with gel cell batteries will go 6hrs at 4mph. Charger plugs into reg 30 amp shore pwr. Sleeps 3. Porta potty. 20 gal pot water and galley sink. Hinged aluminum mast. Triple axle king trailer. Good sail. New cushions. New sail cover. Huge cockpit. Roomy, stable, lots of character. Beautiful big little boat, a joy to sail. User and environmentally friendly. Located in southern Iowa. (I tow her around with Chevy 1500). \$15,000 gets her a new home. Email fsbrockman@hotmail.com or phone 641.203.0319



167-11. For Sale: 2009 Hutchinson 17' Sun Cat, in excellent shape, new bottom paint, cockpit cushions, life jackets, and compass. Swing Tongue trailer is included with new tires. 4HP Yamaha outboard engine included. \$14,000. Contact Jeff Robertson at 260-668-9404 or email jeffsilnr@aol.com

167-12. For Sale: 2013 4 hp 4-stroke Yamaha outboard. Long shaft. \$ 650. Used very little. Phone 570 326-1339 Daniel Fry ffry1305@comcast.net

167-13. 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



167-14. 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 \$18,900. Contact Bill Adams email wadams726@aol.com or call 203-637-5257



167-15. 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> \$22,900 or best offer. Call Dana Marcocelle at 978-621-5452 or email bmarcocelle@verizon.net and come see her. Worth the ride.



167-16. For Sale: 1933 Herbert F. Crosby 16' Catboat with dinghy. 16 feet long, buddy cabin, spruce mast with douglas fir boom and gaff. In excellent condition with Garmin GPS, mooring pennant, 5 hp 1999 Mercury 5 outboard (well maintained), remote gas tank, new batteries, Danforth anchor, pickup stick, cockpit bench cushions and rudder lock. Interior contains 2 storage shelves and full pine ceiling. Ventura trailer Model VB-2200 (2001) New sail and cockpit covers. Solar panel battery charger, Jack stands and keel blocks. Dingy is fiberglass, Marblehead and Manchester SailOar 8, eight feet long, bronze oarlocks, new centerboard, rudder and sprit rig... with new sail. Sold as a unit- not available separately. Must be seen to be appreciated. \$14,000. Contact: Garry Sherman at 781-326-3362 or email: glsass@live.com



167-17. For Sale: 1973 Herreshoff Catboat by Nowak & Williams, Gaff rigged, bronze hardware and ports, tiller steering, with outboard motor well, 2002 Honda 4 stroke 5hp. on Heavy duty 26 ft. single axle trailer with new tires, made by Yarbrough Manufacturing Co. 3125 GVWR(\$300) or 2007 Galvanized Load Rite Karavan Trailer(\$1000). Boat has 8 ft. beam x 18'-2" LOA, (20 ft. with bow sprit). Newer sail in excellent condition 2 sets of reef points, lazy jacks, nice boat in great shape but will need some varnish in spring.(complimented many times for its good lines and looks) Covered for Winter in Old Greenwich, CT. \$6900 Boat only price. Will sell trailer separately only after sale of Boat call 203 637 9670 or email thalheimsix@hotmail.com



167-18. For Sale: 1988 Menger 17' Catboat. Original owner. Yanmar diesel, tabernacle mast. Extras. Well maintained. No "Sandy" damage. Located Long Beach Island, NJ. \$16,500. Call Ray Pavia 609-992-7695.



167-19. 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; professionally repaired cockpit floor, asking \$5750 OBO, 631-563-4856, spudsailor@aol.com



167-20. For Sale: 1984 Menger 17 Catboat. This beautiful boat is unexpectedly for sale , as I now have two catboats! I am in the process of upgrading paintwork and teak trim . She's in good condition, price includes-2013 Tohatsu 6hp 4 stroke outboard with very low hours. Good Thurston sail new in 2006. Trailer in good condition with new bearings, new battery, etc-write for more details. Located on Long Island, NY. Delivery possible. Priced to sell at \$10,750 email me at pcben@optonline.net



167-21. FOR SALE: 1972 HERRESHOFF AMERICA 18' Catboat built by Nowak & Williams, 8 HP 1984 Johnson outboard with low hours in well, galvanized trailer, beautiful laminated wood tiller, sail, galley with sink, Port-A-Potti, cabin & cockpit bench cushions, sail & cockpit custom covers, brass oil running lights, Danforth anchor with chain and rode, bulkhead compass, swim ladder, boathook, fire extinguisher, bilge pump, buff aluminum mast, boom & gaff, teak cabin top and handrails, bronze ports & deck hardware, 6 GL outboard gas tank with hose. An extensive restoration including re-gel-coating of hull & deck finish to original condition and luster resulted in high-end appraisal of \$21,000 in 2009 by Capt.G.W. Full & Assoc., certified marine surveyors in Chatham, MA. The survey stated "this vessel is steps above any others of this class that are around"... "the vessel is like new. . .would be considered a good marine risk for coastal navigation." Since mint restoration, it has had inside storage year-round by Arey's Pond, Orleans, MA. \$16,000. Please contact A. M. Proctor 508-945-0143.



167-22. For Sale: 1999 14' Classic Cape Cod Catboat made by Compass Classic Yachts. Excellent Condition. Fiberglass hull newly painted. All Wood has been refinished or replaced. Sail in good condition. Boat is fun and safe to sail with a large open cockpit. Tohatsu 2.5 HP outboard and Magic Tilt Trailer. Located in Central North Carolina. \$6,800. Call or email for more information and additional pictures. Delivery can be arranged. 910-691-7599 or michelle.peele52@gmail.com



167-23. 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

167-24. For Sale: 1998 Menger 19' Catboat. Great day sailer or weekender. Sleeps 2, large cockpit, slide out galley, drop leaf table, porta-potti, tabernacle mast, Yanmar 9 H.P. diesel, winter cover, rope deck pipe, bronze step on rudder and transom, compass, lighting package, load-rite trailer. Lots of extras all in excellent condition. Located in Rockledge, FL. \$20,000. Call James @ (321) 208-8767 or email: jmh1890@gmail.com



167-26. 1999 Menger 19 – Electrical & Mechanical: Inboard Yanmar 9hp diesel with 110hrs., quick change impeller housing, 3-blade feathering Max-Prop, navigation lights, mast head light, 2 brass cabin lights, 2 deep-cycle 12volt batteries, 11-circuit 12V breaker panel with battery selector switch, digital battery



voltage panel with selector switch, 12V outlet in cockpit, wind vane. Rigging & Sails: Quantum Tanbark color sail, custom dodger, Harken blocks, Lewmar peak and throat halyard clutch blocks, lazy jacks and single line reefing system. Menger supplied sail and tiller covers. Deck & Hull: Tabernacle mast, cabin top hatch with screen, bronze folding steps on rudder and transom, fore deck anchor chocks and thru-deck anchor rode pipe, Danforth/rope/chain, 4 pc. teak drop board, 1pc. teak drop board

with screens, teak cabin screen doors, cabin cushions, double bunk filler board with cushion. Electronics: Bulkhead mounted Ritchie compass; lighted, automatic/electric bilge pump, depth gauge with through hull, VHF with mast antenna. Cabin: White interior with varnished ash wainscoting cabin sides, teak and holly cabin sole, centerboard trunk varnished drop leaf table, ice box and Porta-Potti. Additional: Sunbrella custom cockpit cushions with matching sail and tiller covers, Cordura winter cover, Interlux InterProtect 2000E Epoxy water barrier system, Micron CSC Copolymer ablative bottom paint, 3200 lb. capacity Load Rite trailer. Additional pictures are available. Boat is located in Brick, NJ. Asking \$23,000. Contact Bob @ 908 229-5724 or boblu001@gmail.com

167-27. FOR SALE: 1982 MARSHALL MARINE 18' SANDERLING updated & yard-maintained, in near-mint condition. Here's why: It has a new Awlgrip Forest Green hull, white boot-stripe & beige decking with a trailer-ready "Tabernacle" hinged-mast & comes with Highland double-axel trailer,



a new Quantum cruising sail, a Colie Dacron Racing Sail & a Sobstad cruising sail. Rigging includes Lazy Jacks, new Garhauer Marine blocks & Harken self-tailing ratchet winch. She has a distinguished racing record as GYPSY on Chesapeake Bay & Penobscot Bay & later as WILD DOVE at largest annual catboat gatherings on East Coast. Equipped with yard-maintained 2008 Tohatsu 9.8 HP 4-stroke electric-start outboard with mounted hydraulic motor bracket, a Gel Deep Cycle Marine Battery (1 charge/year), running lights, a VHF Marine Radio, a Garmin GPS, a 2013 Ritchie 4" bulkhead compass & cover. Custom sail-cover, custom cockpit rain-cover, bronze steps on rudder and transom, detachable custom stainless steel ladder with transom mounted ladder brackets, Danforth anchor & chain, 75 pound mooring & chain. Cabin has 3" foam berth cushions, shelves installed over double berths, Teak drop leaf centerboard trunk table with the house-end of centerboard in Teak & an extra Bow-Eye porthole. Cockpit has foam seat cushions & Marlinespiked ash tiller. New Cetol 4-coat finish on Boom Crutch, Teak Rub Rails, Coaming Cup, Cabin Hand Rails & Louvered Companionway Doors. Bottom has fresh double-coat of red anti-fouling paint. Well cared for by her only two owners & "Dry Sailed" for 76% of her life. Make us proud & continue the tradition. Maintenance records available. Priced reasonably for all extras at \$19,900. Located Orleans, MA (508) 255-5636 thedjcapehouse@comcast.net.

167-28. For Sale: 2001 Compass Classic Catboat. 14'. Lightly used on fresh water lake. Fiberglass with douglas fir mast and spars, oak trim. Sail and mooring covers, battery, electric bilge pump, Harken blocks. Boat, sail and trailer in VGC. Asking \$6500. Virginia cccatboatforsale@gmail.com



167-29. For Sale: 1974 Herreshoff America 18' Catboat, roller trailer, sails, rigging, and some gear included, (10hp Yamaha electric start motor included needs work) selling for \$5000 as is. Please call Dave Fallon at 508-524-9370 or email at dfallon407@gmail.com



167-30. For Sale: Legnos Mystic 20 (Hull No. 24). Beautiful boat in very good condition. Bottom was refinished in 2006 by Reuwer Boat Works. Peter Legnos provided new tiller and larger rudder (per Gull specs) for the boat at that time. Boat has been maintained professionally by Weeks Yacht Yard in Patchogue, Long Island -- and stored indoors during winters -- since then.



Aluminum mast from Marshall (2011). Exterior woodwork is all varnished regularly: boom, gaff, and teak hatch, doors, and toe rails. Yanmar diesel (8 hp) with upgraded control cable. Ready to sail away: includes, 252 sq. foot sail with double reef points and jiffy reefing lines, lazy jacks, boom crutch, sail cover, hatch cover, bronze cage blocks, cushions for V-berths, cockpit cushions, dock lines, bumpers, sink, water tank, portable head, bulkhead compass, anchor, running lights, interior lights, VHF, electric bilge pump, wired for shore power, custom canvas winter cover, and storage trailer. \$15K. Contact dkparkny@gmail.com or 917.576.9356

167-31. For sale: 2001 12' 4" Compass Classic Rainbow, KARIN ELIZABETH. Fiberglass replica of classic wooden catboat. Loadrite galvanized trailer with spare wheel and tire. North Sails sail, Danforth anchor, pump, jiffy reefing. All in good condition. Boat sailed only in fresh water on Mousam Lake, Maine. Boat winters in garage. \$4000 Mat Leupold, Wayland, MA (508) 358-4897 or matleup@comcast.net



167-32. For Sale: 2009 Arey's Pond 20' Cruising Catboat - Cold molded, custom designed, meticulously maintained, and ready to sail. Awlgrip topsides and awlwood teak work performed in 2014. Interior features an enclosed head and shower, cozy galley, stove, and V-berth. Systems include a Yanmar 2YM15 diesel, cabin and nav lights, 2 bilge pumps, manual pump, 3 batteries, and Edson quadrant and self steering gear. Carbon fiber mast and gaff, fir boom, Quantum-Thurston white Sail, Posh double braided halyards and mainsheet, Garhauer block. Dodger, bimini, and sail cover. Load Rite American 2010 Trailer and custom outside storage cover. Contact Bill Womack or Michelle at the Beetle Boat Shop in Wareham, MA for more information and photos. Tel: 508-295-8585 or E-mail info@beetlecat.com . Asking \$98,000.



167-33. 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: W LHopkins@charter.net 860.868.9092



167-34. FOR SALE: 1970 Marshall 22' Catboat, Lizzie Mae Whipple II. Well maintained in excellent condition. Clean and ready to sail. Has a Yanmar fresh water cooled 16 HP 2GM20F diesel with less than 200 hours, yard maintained, installed new in 1999. Equipment includes Richie compass, Datamarine depth sounder, sail (new 2004, cleaned and serviced annually), 2 anchors (Danforth and CQR) and dock lines, Seacock propane stove and removable teak cockpit floor grates. Also includes, original sail in good condition. Nice interior with varnished trim and berth cushions. Currently located in Providence, Rhode Island. \$16,000. Contact Randy, 609-790-3296. Email wright2randy@gmail.com



167-35. For Sale: 2005 Barnstable Catboat by Howard Boats, dark blue hull, Sail cover, trailer, Edson motor mount. Exact copy of a Beetle Cat without all the issues of maintaining an all wooden hull. Excellent condition, very lightly used. Located Oakdale, NY. \$9500. Call 631-574-7410. spudsailor@aol.com



167-36. For Sale: 1916 catboat classic 26' Sea Rover. Originally built in 1916 Sea Rover, suffered a complete, decade-long reconstruction at the hands of Jim Ledger. Not one single original stick remains, it was all replaced, and a Sabb diesel installed. Winner of the 2008 Broadaxe Award. Offered for sale at \$20,000. Jim Ledger jmlldr@gmail.com 631-775-9706



167-37. 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



167-38. FOR SALE: 1986 Sloop-rigged Marshall 22' Catboat "Vol-au-Vent". Very light use, excellent condition, and professionally maintained, including inside winter storage. Traditional fiberglass white hull, green bottom, red stripe, buff decks, and Teak: soundproof engine cover, hatch, louvered doors, centerboard trunk, drop-leaf table, drawers and trim around seats. A beautiful head turning boat with toast dodgers and sail covers. A roller-furling jib. 3 berths with new berth and cockpit cushions that are toast with white piping. 20 hp Yanmar diesel engine, double battery with control panel. Self-contained head, fully insulated ice box, electric bilge pump, self-bailing cockpit. Ritchie 4 1/2 compass, radio, fathometer, autopilot. Aluminum fuel tank and stainless steel water tank. Two anchors (1 Danforth), sink, stove. The boat is fully equipped and ready to sail now. There are too many extras to list here, but an inventory can be supplied, if interested. Comes with 7' 6" fiberglass dinghy and oars. Asking \$32,500, located in Duxbury, MA. Please contact François or Anne Poulet at: (617) 227-6979, cell: (917) 903-5197 or e-mail: annepoulet@yahoo.com

167-39. For Sale: New Centerboard for Herreshoff America 18. Half inch steel, stainless insert for pennant, for pick up on Long Island, NY. Possibly two available, made one for myself and had enough steel for two more, these are new, never in a boat, \$600 each. 631 574-7410, Spudsailor@aol.com



167-40. For Sale 2013 4 hp 4-stroke Yamaha outboard. Long shaft. \$ 650. Used very little. Phone 570 326-1339 ffry1305@comcast.net Daniel Fry

167-41. Wanted: Mast, gaff, and boom, and any other parts for a Beetle cat restoration; need as soon as possible. Will pay reasonable price and all shipping, or can pick up. Contact Greg at grundyswoodworks@roadrunner.com, or 716 352 8815.

167-42. 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



167-43. For Sale: BUCK-RAMMER: Historic 24' 1908 Crosby Catboat. Legendary boat of the best-selling books Catboat Summers & Buckrammer's Tales. Sail-away condition. Two sails, 15 HP Westerbeke diesel ; 4HP Yamaha, CQR anchor & tackle, Apelco VHF, Garmin GPS, digital, full-screen depth sounder, original Shipmate #2 and propane stoves; Enclosed head. Sunbrella cushions and bedding throughout. Full safety equipment. \$25,000. Serious offers entertained. eMail: jeconway3@gmail.com ; Phone: 617-821-7890



167-44. Wanted: Good Condition Sail for Marshall 18' Sanderling. I'm looking for a used sail for a Marshall Sanderling in good condition. I'm located near Cape Cod, Mass. Please call Don Phipps at 508-596-8853 or piyc_donp@yahoo.com

167-45. For Sale: 1996 Menger 19 Catboat. Well maintained and in excellent condition. Boat is equipped with a Yanmar 10 hp 1GM10 diesel engine, raw water flush out, engine owner's and shop manuals along with all spare parts needed for maintenance or an emergency, electric and manual bilge pumps, deep cycle and starting batteries with onboard charger. On deck boat has a tabernacle mast, lazy jacks, jiffy reefing, cockpit cushions, compass, bronze transom and rudder steps, running lights, sail cover, CQR and Fortress anchors, custom storage cover. In the cabin: DSC VHF with mast mounted antenna, radio / CD player with aux. music jack and cockpit speakers, two AC power jacks, small slide out galley with pump sink. Porta-Potti and ice chest / companionway step, drop leaf table. Magic Tilt trailer with surge brakes, and spare tire included, Located in Westport, MA. \$23,000. Call Dan Harrington (508) 965-1250 or email d86harrington@charter.net



167-46. For Sale: 1975 Marshall Sanderling, 5 hp Johnson outboard motor, two sails, sail cover, cockpit cushions, Harken blocks, other equipment. Boat in good condition, located Bay Head, N.J. Asking \$8,900. Bob Reddington, cell 732-814-1737; Home 732-295-1590.

167-47. For Sale: Sail Cover for Marshall 22. Brown. Asking \$300+shipping. Bob Reddington. Cell 732.814.1737, home 732.295.1590.

167-48. For Sale: 1974 Herreshoff Scout Cat Ketch built by Nowak & Williams open cockpit daysailer with centerboard. The sails are in good condition and the motor well has an 8 hp Suzuki motor with destroyer wheel style steering. Stored on a new trailer and located in East Tennessee. \$7500. Call 305-970-6124 or silv9748@bellsouth.net for more information.



167-49. For Sale: 2000 Menger 23. Kemah Texas (\$38,500 – will assist with reasonable transportation cost) – Yanmar 2GM20F, jiffy reefing, marine head, steering pedestal with teak table, compass and depth sounder, VHF radio, masthead antenna, lightning dissipater, two 12 volt batteries, anchor chain and rode, anchor chocks behind mast, rope deck pipe, steps on transom and rudder, dodger, pressurized water system, shower at stern, stainless steel sink, folding table, 4 interior lamps, electric bilge pump, louvered cabin doors, cabin top hatch, opening port in head, covers for sail, wheel and steering pedestal. Recently installed Raymarine autopilot and new JABSCO toilet. Bottom paint, hull waxed, bright work updated December 2013. Brightwork update scheduled for May 2014. Contact: flint1866@gmail.com .



The Catboat Association

Mail completed form to:

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



*Founded 1962
Incorporated 1983*

Membership Application

One-time initiation fee:	\$20.00
Annual membership dues:	\$30.00
TOTAL AMOUNT ENCLOSED	\$50.00

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

Name: _____ Spouse: _____

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

Dates mail goes to 2nd address: _____

Catboat Name: _____ Year: _____

Date Purchased: _____

Home Port: _____

Former Names: _____

Former Owners: _____

Designer: _____

Builder: _____

Where Built: _____

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

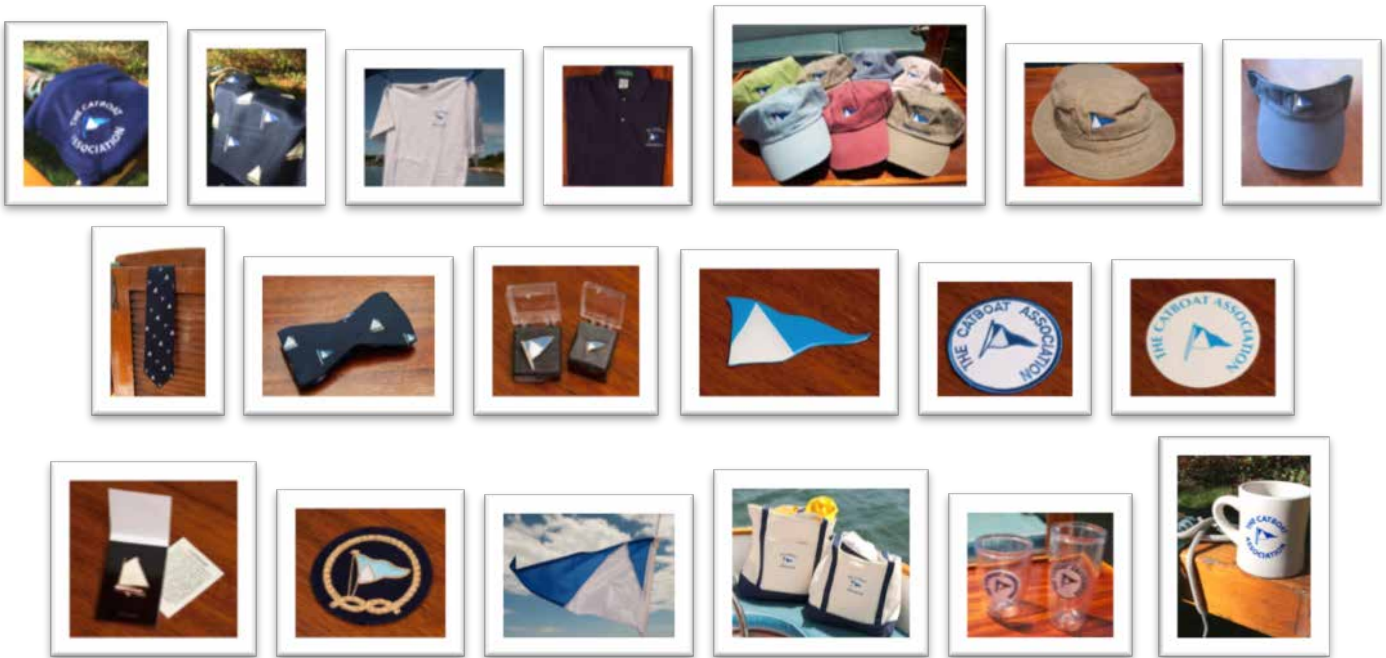
Description: _____

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

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

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

Make Checks Payable to: Catboat Association, Inc.



CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

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

* 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 \$ _____**

Name
Address
City, State, Zip
Phone

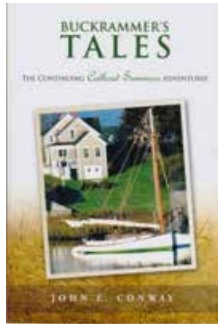
To order merchandise, specify color, size, quantity and total for each item. Make check payable to Catboat Association, Inc. in U.S. funds. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 55 Brandt Island Road, Mattapoisett, MA 02739. Questions? mary.crain@catboats.org; 508 758-8081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



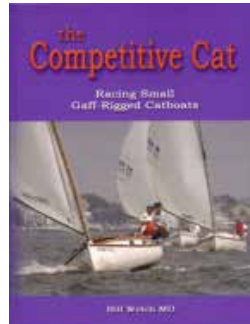
Catboat Association Publications



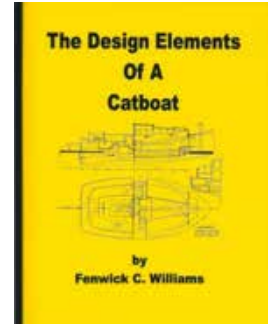
Buckrammer's Tales
by John E. Conway
\$19.95



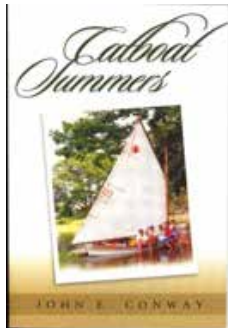
"The Catboat and How to Sail Her"
edited by John H. Leavens
\$10.00



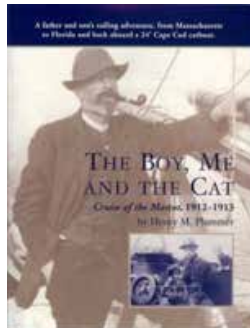
"The Competitive Cat"
Racing Small Gaff-Rigged
Catboats. By Bill Welch MD
\$19.95



The Design Elements
of a Catboat
by Fenwick Williams
\$15.00



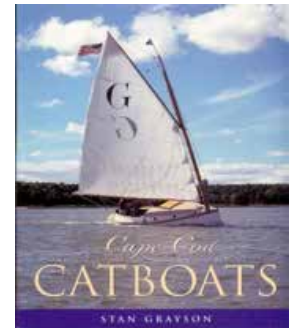
Catboat Summers
by John E. Conway
\$15.00



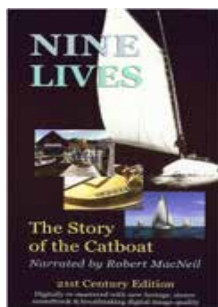
"The Boy, Me and the Cat"
by Henry M. Plummer
\$29.95 (hardcover)



The Catboat Era in Newport
By John H. Leavens
\$34.95 (hardcover)



Cape Cod
CATBOATS
by Stan Grayson
\$39.95 (hardcover)



Nine Lives - the Story
of the Catboat DVD
\$24.95



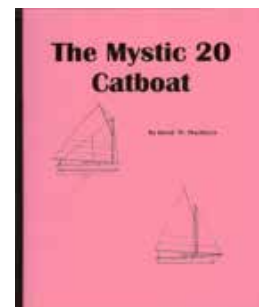
Reprints from "Rudder"
Design plans of 12 cat
rigged yachts \$15.00



A Cats a Century of
Tradition by Gary Jobson
and Roy Wilkins \$49.95
(hardcover)



The Boat That Wouldn't Sink
by Clinton Trowbridge
\$19.99



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

To order publications: List items you want and mail with check to: Carol Titcomb, 38 Brookwood Dr. Branford, CT 06405-2325. Shipping and Handling are \$2.00 for EACH item. Foreign orders, please include \$5.00 extra.

ON THE BACK COVER

The catboat *Mascot* presents her frames in this stunning photograph. See part one of the story, “Building *MASCOT*”, by Jim Ledger on page 52 in the Boatbuilding and Maintenance Section of this Bulletin.

