

# Catboat Association Bulletin



No. 168



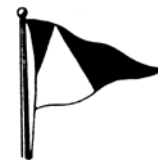
Fall 2015

## ON THE FRONT COVER

Brian Larkin, painter and printmaker, has always been an Edward Hopper admirer. His admiration developed, over the years, into a real inspiration and energy to create paintings and prints of subjects similar to those depicted by Hopper. Brian's story and some of the prints and paintings he has made are featured in this issue of the CBA Bulletin. The rich colors and energetic effects of Brian's printing techniques can best be seen by viewing this issue of the Bulletin on the CBA website. You can view it at: [www.catboats.org](http://www.catboats.org).

# Catboat Association

www.catboats.org



## BULLETIN NO. 168

Fall 2015

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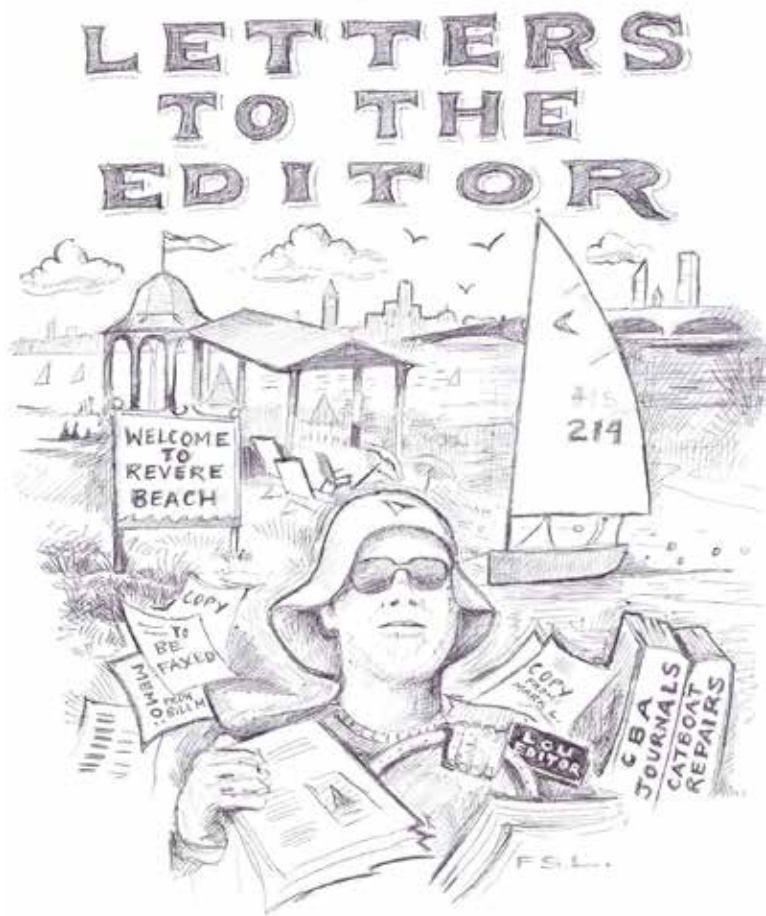
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## **WHAT TO DO ...**

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

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



## Memories from a past Catboat Owner:

Hi:

I have been a member of the CBA since 1980. I previously owned a 1974 Mystic 20 from 1981 until 2001, when my husband (Larry) and I purchased a home in Swansea, MA. We sold our catboat to a family in Brooklyn, NY, who kept it at Prudence Island in Narragansett Bay and named it *M*.

Fast forward to the beginning of this summer when friends noticed a lovely catboat sailing on the Warren River, RI at dusk. My girlfriend and her husband took a picture of it for me while they were celebrating their anniversary at the Wharf Tavern Restaurant. The picture of the catboat had a certain familiarity to me. I believed that it was my former catboat. I located it tied up at the Town Dock in Warren. I felt like I had found a long-lost friend.

Now that I am retired and a solo sailor, I recently purchased a pre-owned 1981 Marshall 18 Sanderling that will be moored in Swansea, MA. A man in

Middletown, CT previously owned this catboat.

I was not planning to buy a catboat when I began my search for a boat this spring. Never underestimate the power of a catboat to find a “suitable owner” even if it is resting on a trailer waiting for its next owner. It pursued me like a cat. I am so glad my former catboat inspired me to give catboating a second try. I’m also glad I listened to my inner sailing voice of memories and adopted another fine vessel.

I hope that all CBA members still savor the sweet memories of the previous catboat they sailed after they transition to the “FO” category of membership. These are just some thoughts from a happy and satisfied member of the CBA. Thanks for listening and keeping catboating alive for others to enjoy.

Sincerely,  
Martha Hayden Curtis





# Now Hear This!

## Dates for the 2016 Annual Meeting

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

## Dave Calder will be away...

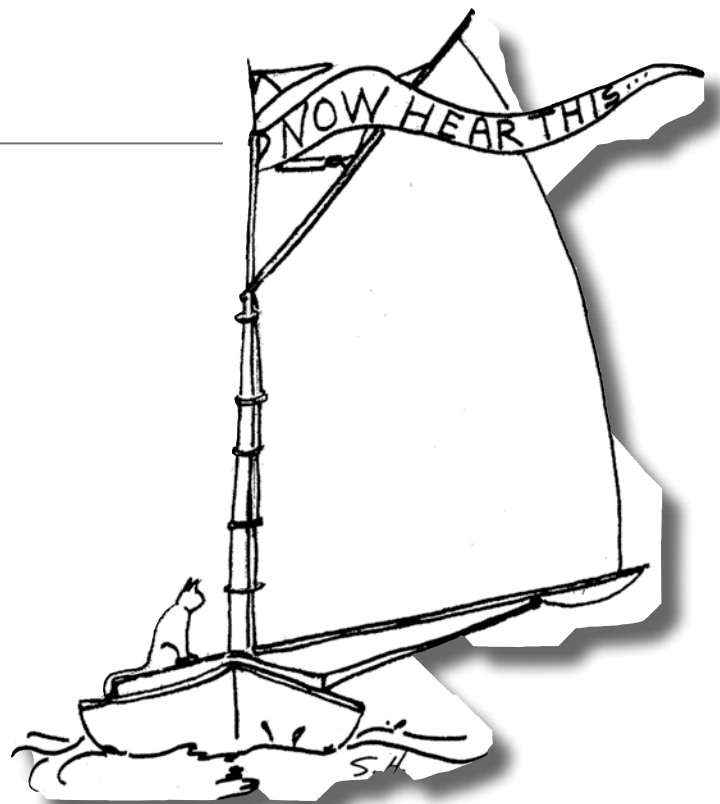
Dave Calder Chief of Membership and Updates, will be away from his snail mail address from now until the Annual Meeting in March 2016. However, he'll still be doing all the work, other than receiving the mail. He will be answering all questions and concerns and processing all the renewals. Tim Lund, the President of the Catboat Association, will be receiving Dave's US Mail until he returns. Tim's address is: 262 Forest Street, Needham, MA 02492-3126; 781-444-9695; tim.lund@catboats.org. Dave will resume handling his snail mail after the Annual Meeting in March 2016.

## Editors and Contributors Needed

New editors and contributors to the Catboat Association Bulletin are needed. Please consider volunteering and joining with us as we put together future issues the Association's publication. We need more people involved and we are going to make it really easy for you. Don't worry if you have no experience.

If you attend the Catboat Association Annual Meeting on Saturday, March 12 in Groton, Conn, know you will be welcomed at the 2nd annual Storyteller's Workshop: how to write, photograph and illustrate your own catboat story. Editors and past and future contributors will be on hand. More details later. We did this last year and were greatly surprised by both the attendance and the enthusiasm that followed. The workshop room was full with seats filled and many standing. Please come.

In the meantime, if you have an interest, don't wait, contact us. Talk with or email any of the existing Bulletin editors: Mark Lovewell, Lou Abbey, Gene Kennedy, Bruce Almeida or any of the Section Editors listed in the second page of the Bulletin. You will be glad you did.



## Catboat Calendar Available

One of our members, Jim O'Connor, is once again publishing his beautiful catboat calendar for 2016, his eighth year! It is now available for purchase through the CBA and a portion of the proceeds benefit the CBA. To obtain a calendar see the last page of this Bulletin or visit the CBA web site.



# News from Down on Dee Bay...Hon!

Steve Flesner

Honoring the tradition that Commodore Cruder...w/o Portfolio, created in the CCBA, Commodore Flesner with Portfolio, now dons the appropriate sailing uniform in hot weather... however there is one slight difference. Cruder wore striped POW pajama bottoms, Flesner, at the helm of Butch Miller's, Americat *Cathy*, wears a subdued twill making his own fashion statement! And yes, they were a heck of a lot cooler than the long pants he used to wear. Lois was quite shocked when he arrived home in PJs and suggested "the next time you go out catting around, get dressed before you come back home"!! Women...I'll never understand them!!



CCBA Commodore's Tradition!

*Shoveller* received a "clothespin" scarf to her mast that was almost the length of it. Mike Crawford found a soft spot last fall which led to the woodwork this spring. Of course we all know and can appreciate the continued maintenance that goes into keeping a wooden boat afloat!

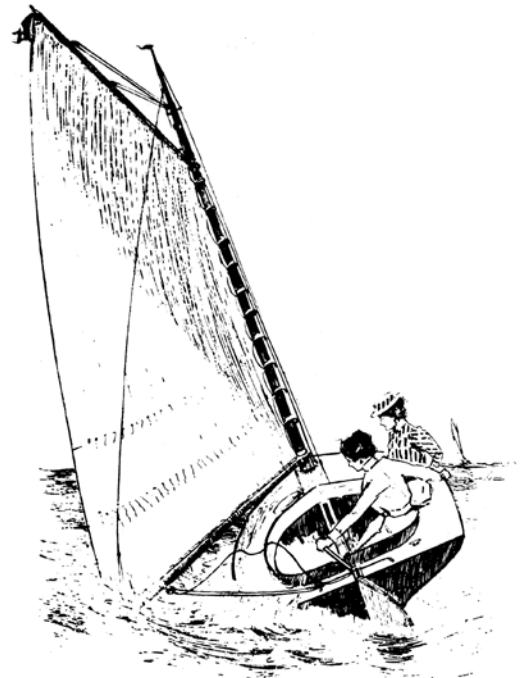


*Shoveller* gets a clothespin scarf to her mast.

Marc Cruder spent the winter season working on *Wanderer*. Details in the CCBA cruise article... even a fiberglass boat needs work regularly!



*Wanderer* got a facelift after 5 years.





## The Eagle Has Landed in Osterville

Osterville Historical Museum Unveils New Boat Shed, New Maritime Exhibits



*Eagle* has landed in Osterville this year--both literally and figuratively. The newly constructed Van Winkle Boat Shed opens this season and features two newly-acquired wooden boats. *Eagle* is a New Jersey sea skiff that has sailed the bays around Osterville for over 40 years. A fixture at the start of the Wianno Senior races, *Eagle* has found her forever home in the Van Winkle Boat Shed, a gift of Osterville residents Alan and Gail Van Winkle.



*Eagle*, skippered by Alan Van Winkle, on one of her last sails through West Bay in Osterville.

*Gypsy*, a modified catboat, designed by B.B. Crowninshield, is a classic turn-of-the-century wooden boat and also joins the permanent collection of the museum. Crowninshield is a well-known designer of American yachts in what is called the "golden era." Brother and sister, Frank and Marjorie O'Brien donated *Gypsy* to the museum. The boat

was a gift to Marjorie from her father as a college graduation present in 1942.

Originally called *Witch*, the boat is on The National Register as historically significant. In 1902, *Witch* sailed to earn a second-place trophy in a race in Osterville.

Also opening this season, a newly-installed exhibit in the Wianno Senior shed. Explore the life and legacy of the Wianno Seniors through archival images and a touchscreen with exclusive Crosby Boat Yard footage and interviews with Crosby boatbuilders Teddy and Malcolm Crosby by award-winning journalist and filmmaker Andrew Fone.

The new Wianno Senior exhibit is made possible by a generous grant from the Horizon Foundation.



The 1820s Parker House on the grounds of the Osterville Historical Museum.

The Osterville Historical Museum, located at 155 West Bay Road, is open through September 18. Hours are Thursday through Saturday from 10 a.m. to 2 p.m. Admission is free. Parking is plentiful. The museum is home to the Osterville Farmers' Market every Friday from June 19 to September 18, from 9 a.m. to 1 p.m.

The Osterville Museum--the Home of the Crosby Boats--is open from Thursday to Saturday from 10 a.m. to 2 p.m. The museum is home to the largest collection of both small and large wooden boats in Massachusetts. The Parker House Gardens and Colonial Herb Gardens are maintained by The Osterville Garden Club. The campus includes a 1720s home and an 1820s coastal schooner captain's house. For more information, visit [www.OstervilleMuseum.org](http://www.OstervilleMuseum.org) or call 508.428.5861.





# Yarns & Adventures

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John Orlando, Editor

## The Summer from Heaven and Hell

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John Orlando

I hope all Catboaters had a wonderful and fun filled summer; the weather certainly cooperated. It's been a while since I have personally contributed an article for this column myself. I also have an article submitted by Brent Putman and I cannot thank him enough for the submission.

This summer for me has had some very interesting events. Therefore, I want to name this article the summer from Heaven and Hell. You may be asking, why that is a strange title? Well sit back and read.

As many of you know I have had some difficulties in life a few years ago that caused me to lose my USCG Captains license and my license to practice Funeral Directing in the State of New York.

For the past year I have been dealing with the Coast Guard and was granted my license back. I have been running commuter ferries to Fire Island, a 75 Ft, 90 -passenger party fishing boat and a nature cruise through the Stony Brook Harbor Estuaries. I have never been so happy as I was returning to the sea as a Captain again. It has always been a lifelong dream to be a full time Captain. The Lord has treated well, He granted me the summer of a lifetime, "The summer from Heaven."

Ah, now the summer from hell - unfortunately my duty as a captain has taken much of my time since the middle of May when the *Erica Lee* was commissioned. I did not use the old girl at all from launch till the last week in August, when all hell broke loose. The first voyage was far from pleasurable. I noticed the boat was hardly moving as I was backing out of my slip. I really had to throttle up to get her to move. When going forward, the same thing, I raised the sail and she could barely get out of her own way. Hummm, very interesting, I went back to the slip. Two days later I had to haul my honey out. The prop was covered with barnacles and the bottom looked like a spinach farm. Alright! I cleaned her all up and *Erica Lee* made a second splash of the summer and miraculously she ran pretty good and slid through the

water like a dream. The next outing was "A Family Affair." Picture this: a wife who is nervous constantly and does not like sailing, A daughter who operates in high gear 99% of her life, a son in law who is being canonized a saint shortly and a two-and-a-half year old grandson who is a hurricane in disguise. Back to the story: We all are on board. It was a magnificent Long Island summer afternoon: moderate south west breeze, low humidity, what more could we ask for? We motor almost out of the creek the engine dies and, by the way, going out of the river I thought I smelled diesel fuel. I open the engine hatch and find the plastic bottom of the Racor Fuel Filter somehow fell of the top half and was lying in the bilge along with about eight gallons of diesel fuel. Now the fun begins. The channel is narrow and before you know it we are up on the beach. I tried, with my limited knowledge of diesel engines, to put the filter together and realized we are out of fuel. My saintly son in law flags down an outboard for help. This was a sight to see: the poor, Good Samaritan was about 80 years old and not an experienced boat handler. So he comes up on the beach and jumps in the water losing his shoes. Well now Vincent says I have to help this guy before he has a coronary. So Vincent jumps in. While he and the Good Samaritan are figuring out how to tow us in, "hurricane" Luca picks a 3/8 inch wrench and drops it the center board pennant hole. What we have now, among the other disasters, is a jammed centerboard. Well we get towed in of course. My dear spouse is spastic; my daughter is yelling at me while "hurricane" Luca is telling me, "poppy don't worry my daddy will help."

One thing I did learn is to be attentive to the fuel. Dirty fuel mixed with water does not make a happy Yanmar.

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## Willie and Moe move to the Dark Side

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Steve Flesner

Willie, aka Bill McKay, and Moe, his First Mate, have downsized their fleet. They reluctantly sold off their squadron of sailboats (and soon even *Calico*)

which they have owned for 22 years and moved to the dark side...sort of! *Calico* has been a fixture at events around the Cape and Martha's Vineyard area for years. However, as boats age, so do their owners and health issues forced Bill to rethink his boating activities. Bill said the only suitable replacement for a catboat would have to be a boat with character, charm and of course accommodations appropriate for Moe and the grand kids. Moe thought he meant an upgraded marine head, not another porta potti!



Sea trials are serious business.



It's tough to look at your past and present on a dock.

Bill had found last fall the "perfect boat" to 'someday' replace *Calico*, not an easy chore. Little did he know they would need it in 2015. They found a 2007 trawler with classic lines and many classic parts that had been built by John Johansen of Assonet, MA. Its construction is cold molded West System (he just couldn't get away from wood!), 28 ft. long, 8.5 ft. beam with a 1.5 ft. draft...I see some similarities to a catboat here! She has a canoe stern and stand up headroom...no more sitting on a bunk to get your pants on...or off! The cabin has a V berth, nice galley, excellent storage and a separate head that has met with Moe's approval! She is powered by a rebuilt 1955 Grey Marine engine with 60 hp that will run the boat up to 12 kn. while sipping 1 gal per hour at 7 kn. Bill became very familiar with the Grey Marine after the boat sunk in the Mashpee River and he had to refurbish parts of it...nothing like "hands on" learning! He must have done a good job because she started right up and didn't miss a beat. *Nonnie* is named after Moe (Grandmother in Italian). The grandkids picked the name!!

Bill took Lois and me out for a cruise on *Nonnie* while we were returning from our trip to the Cape in July. As you can see from the photo, the girls enjoyed sunning themselves on the poop deck

while the guys were hard at work steering the boat, which wasn't easy since Bill was waving at friends in every boat that passed by! We leisurely motored down the Mashpee River and into Popponeset Bay. In preparation for their annual weeklong cruise to the Nantucket, he decided to venture out into the sound to see how she would handle with some wave action. Given the flat bottom design, we rolled a bit and I suggested borrowing those harnesses the Coast Guard use when they cross over the Columbia River bar! His response was "A real sailor has sea legs!" I knew that because mine were wrapped tightly around the bar stool I was sitting on!! After about 15 minutes of finding the right roll pattern to the waves, we headed back into the bay where more wave action was caused by an inconsiderate harbormaster in a powerboat, not Mother Nature. Bill pronounced *Nonnie* sea worthy and a few days later he and Moe made the passage over to Nantucket in 3.5 hours for an unofficial rendezvous with catboat friends; they spent a pleasant week before returning home. All indications are that *Nonnie* is a keeper now that his beloved *Calico* is close to moving to a new home. After our enjoyable cruise in *Nonnie*, I'm thinking maybe there is some "light" over on the dark side!! Congratulations Willie and Moe, some of us may be following you in the not too distant future!!



Nantucket, July 2015, very nice lines.



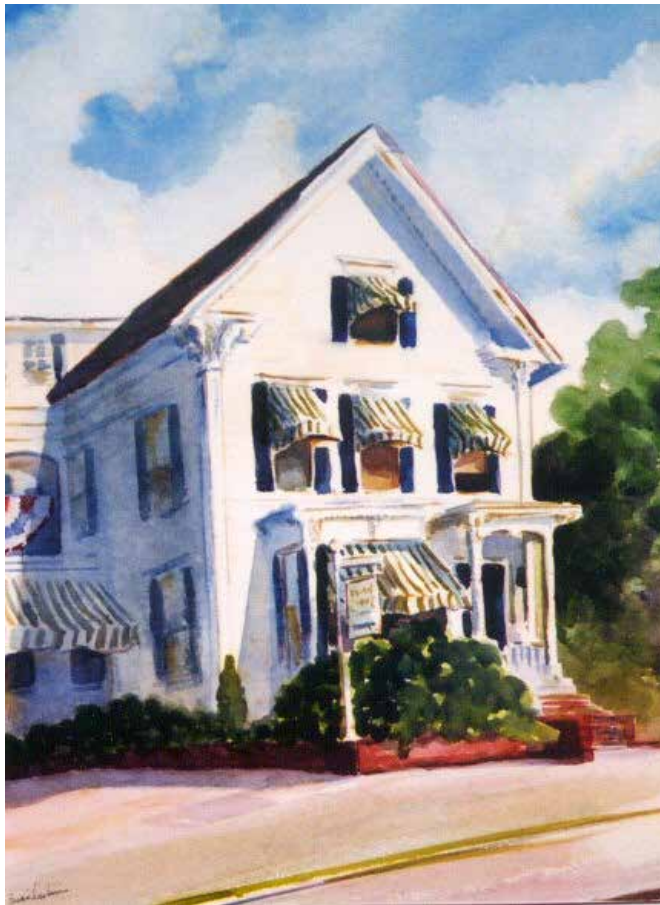


# Three Catboats After Edward Hopper

Brian Larkin, artist and printmaker

*Editor's Note: The prints depicted in this piece are striking in full color. This article will feature the full color prints when you view Bulletin 168 online at the Catboat Association web site: [www.catboats.org](http://www.catboats.org) Watch for it to be posted shortly after it comes in the U.S. Mail.*

On at least three different occasions I have painted scenes while sitting exactly where Edward Hopper painted seventy or more years ago. The first time was in Provincetown. Walking along Bradford Street one day a white Victorian building with striped awnings caught my eye. I immediately sat on a wall across the street and did several drawings that were later worked up and titled "The Sunset Inn."



The Sunset Inn, My homage to Hopper's "Rooms for Tourists."

Edward Hopper sat in the same spot about fifty years earlier and painted "Rooms for Tourists." Though many years apart, both Hopper and I made several paintings of The Dune Shacks at Ballston Beach in Truro.



The Dune Shacks at Ballston Beach in Truro.

What strikes me about this location, hard on the seashore, is that, though weather weary, it is all still there and recognizable in the paintings. Another connection I feel to Hopper's artistic eye is a Park Avenue railroad tunnel in New York.



Train Entering Park Avenue Tunnel.



In all of these examples I was not aware of the Hopper connection until later. Once realized, however, I felt both unsettled and reassured about sharing inspiration with an American icon.

I studied at the Fine Arts Work Center in Provincetown for many summers. On more than one occasion teachers told me they saw a haunting similarity between my painting and the works of Hopper. One teacher called it a “lonely look.” At first I was put off by such comments until an instructor told me “don’t apologize; you’re in good company.”

Having grown up in New York City, the urban landscape was my muse: darkened alleys, rooftops, railroad tracks, movie theaters and city parks. I still paint them and now more than ever, appreciate what, as a boy, I absorbed from books and trips to the museum. Hopper, along with John Sloan, George Bellows and Robert Henri are my art heroes.

During one summer in Provincetown a teacher asked me “tongue in cheek” if I ever heard of a guy named Ed Hopper. This teacher invited me to visit him at his studio in Truro. I discovered he lived just up the path from Edward and Jo Hopper’s cottage. Visiting the home of my hero was an epiphany. The landscape, his house and his paintings, all of which I thought were either stylized or surreal, turned out to be reality. The Hoppers are long gone but their house and surrounding area remain untouched. I find that comforting and I can still feel their presence!

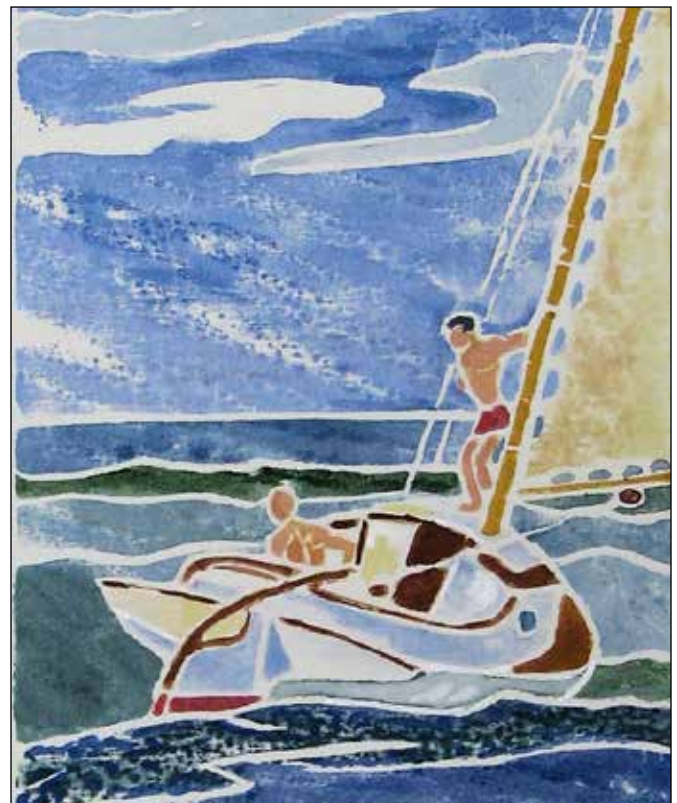
The process of white-line printmaking has been passed down through generations since its inception in Provincetown, MA around 1914. Like jazz, it is an art form that is wholly American. Western artists admired the eastern traditional woodblock printing used by Japanese artists. This method, however, required several blocks of wood to separate the colors and make a finished print. The Cape Cod printmakers created their style of woodblock printing using a single wood block and incising lines in the wood to separate the colors. These incised lines showed up white in the finished print and served to make up the outline of the subject of the print and to separate various colors. I studied the method with a direct descendent of the original printmakers. What I was taught and my own experimentation led to the invention of the so called “black line print.”

Edward Hopper and his wife summered in Truro for many years. While he must have been aware of the white line print, no evidence has been found that he did one. My creations started life as an exercise asking the question, “what if Hopper did a white line print?” “Sailing Off Truro” and the larger

block, “Catboat on the Bay” are imaginings based on several Hopper paintings, drawings and at least one etching.



Sailing off Truro #1.



Sailing off Truro #2.



Catboat on the Bay.

Hopper's "Ground Swell" painted in 1939 would seem to be the main inspiration. Nowadays, in the spring and fall, I stay in a cottage on Cape Cod Bay very near the Hopper house to relax, re-energize and paint... It is here that I feel the Hopper "aura" and here that I carved these blocks. I hope he'd be pleased with the result.

**About Brian Larkin, artist:**

Mr. Larkin is represented by Cortile Gallery in Provincetown, MA and The Providence Art Club in Rhode Island <http://providenceartclub.org/brian-larkin/>. It is at the Art Club that he currently teaches a cross-cultural course in the white/black line woodcut print incorporating early 20th century Provincetown literary figures. He has been visiting artist at the Fried/Orlowski Museum School in Provincetown, MA and the Newport Art Museum in RI. More of Brian Larkin's work can be seen at his Web site [www.brianlarkin.com/](http://www.brianlarkin.com/). Thanks to Alexandra Earle for bringing Brian Larkin's prints to our attention.





# Presto Launch

Frank Camm

August 2015

When I last reported on my progress with *Presto* in the Winter 2015 issue, I was busy with the wiring and other last minute tasks too numerous to list. While it was a busy winter, I was eager to launch in the spring of 2015 and it was very encouraging to be nearing completion after just over four years of work.

I rolled the boat out of my garage on May 1<sup>st</sup> and for the first time was able to really step back to assess and admire her.



May 1 Roll Out.

Stepping back to inspect had not been possible until then because I had only eighteen inches of clearance on each side and not much more at the ends. I then stepped the mast in my driveway and spent most of May doing the running rigging using much of the 600 ft. spool of Vintage Polyester that I had bought.



Mast stepped and rigging started.

I bent the Nat Wilson Oceanus sail and got a good sail cover designed and built. Then I disassembled the spars and rigging and got everything ready for delivery of the boat and spars to St. Andrews which is about a one and one half hours drive from my home in Fredericton, New Brunswick.

On June 1<sup>st</sup> the tilt-bed wrecker truck arrived to load the boat and take her to St. Andrews for launch.



Loading up for St. Andrews.



I anxiously watched as *Presto* was winched up the inclined bed and secured for the trip. The driver was an extraordinary person who treated *Presto* as if she were his own boat and consequently we got to our destination without any difficulties.

On June 2<sup>nd</sup> it was cold and wet but I am blessed with some friends who are not quitters so we stepped the mast, bent the sail, ran the rigging and did all the pre-launch tasks. I am glad that I had tagged and labelled all the blocks and lines so installation was made fairly easy.



Rigging and pre-launch in the cold.



Finally launch day (June 3<sup>rd</sup>) arrived and we dragged the cradle down onto the beach at low tide. With a tidal range of some 25 feet there is plenty of opportunity to simply let the flood tide lift the boat off the cradle.



Launch day.

Soon *Presto* began to stir and wriggle a bit in the cradle as she entered her preferred environment and then suddenly she was free of the cradle. It was a gratifying moment for me and I was pleased to share it with a small group of close sailing friends.



Free at last.

They too seemed to be gratified and doubly so when I produced a bottle of fifteen-year-old dark rum. And yes, Neptune got a small portion!

I should report that the Fenwick Williams 18 is everything that I hoped it would be. It is solid and stable and has a really good feel in the water. The helm balance is really good and the boat is capable of speeds over the ground in excess of hull speed when the conditions are right.



*Presto underway.*

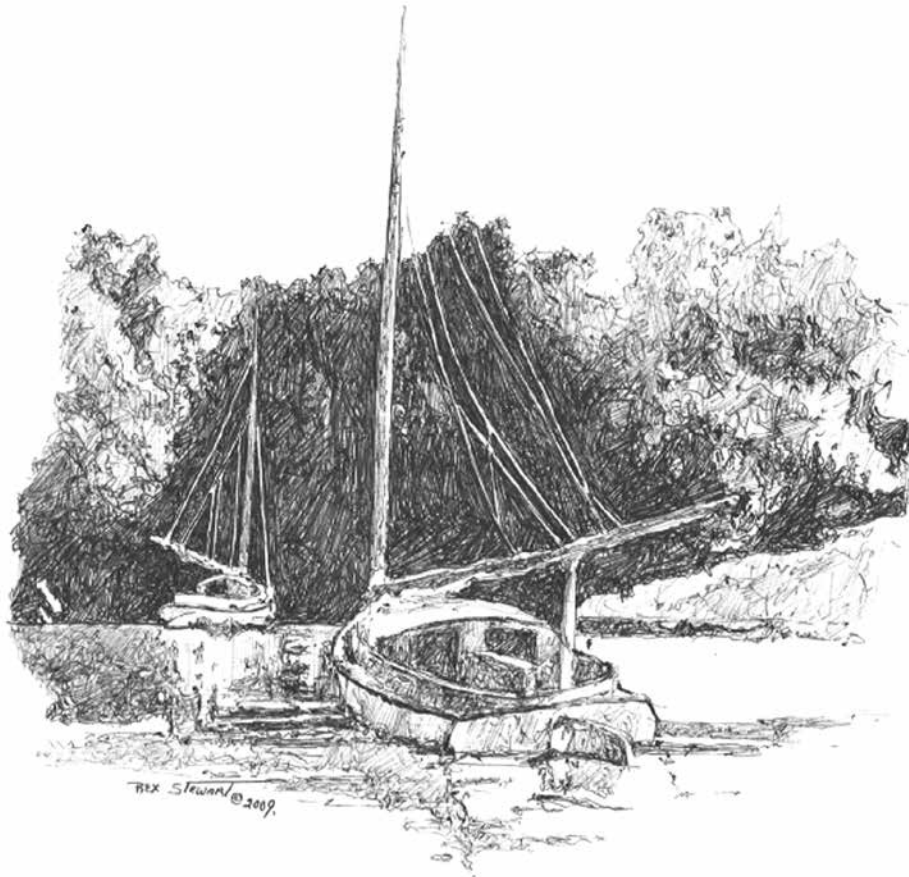
While not a large boat I have found the interior is quite roomy at least in a horizontal sense. When my brother and I did a five-day cruise in Passamaquoddy Bay, Campobello and Eastport Maine we found it roomy enough for two people.

I am really pleased with the sail that Nat Wilson built as it shapes perfectly to my eye. He gave very good instructions as to how the sail was to be initially broken in and I followed them to the letter.

Some readers might be interested to know that my Tohatsu 6HP Sailpro with a 7.9 X 6 prop works really well giving me hull speed on flat water at half throttle. I bought the ultra long shaft model that seems just right for this boat.

This summer I have had more than thirty sailing outings and have been gradually learning the procedures that need to be followed to get off the mooring, to raise the sail, to trim a gaff-rigged sail properly, to reef underway, and to get the sail down and secured.

Many people have suggested to me that I must be proud of having built such a boat and my answer is that rather than being proud of my accomplishment I am grateful. I am grateful for the friends, near and far, who have encouraged and assisted me. I am grateful for the fine design provided by Fenwick Williams, and I am grateful that most of the many detailed design issues I had to decide on have apparently worked out in a satisfactory way.





# In His Own Words

Stephen C. White



Grand Bob and Grandma Sala at the helm of *Sea Hound* c. 1962.



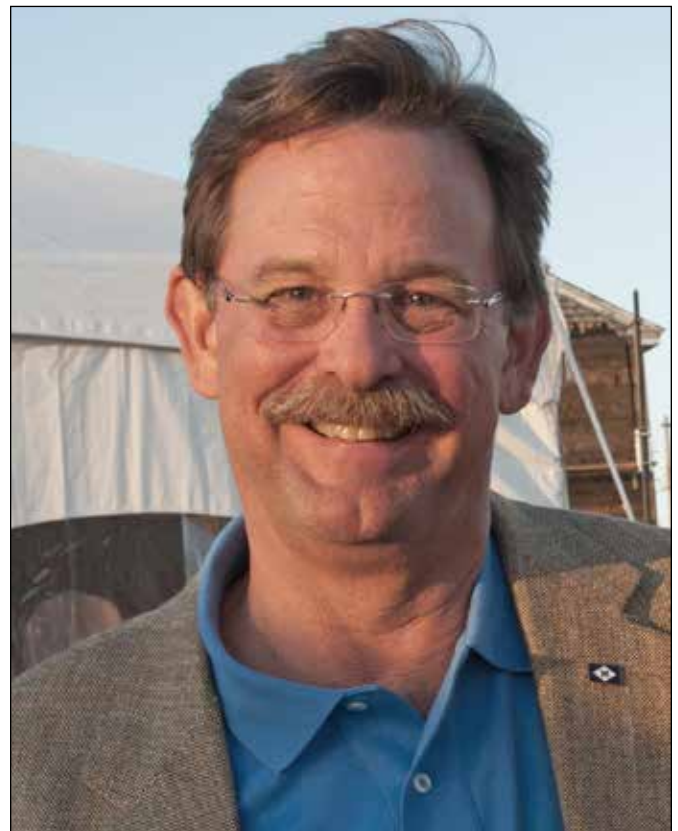
Grand Bob and Grandma Sala aboard *Ranger*.

## ***Editor's Note:***

*There is no greater gift to pass down through a family than taking grandchildren for a sail. We often talk about parents taking their children sailing; but as everyone knows grandparents have a special place too. Go for a sail and tell them stories of the sea. Go fishing and get their hands in the water.*

*While the gift is a wonderful experience in the moment, there is no telling where that youngster is going to take the memory, the fellowship and the love. The stories become a part of a family legacy.*

*Stephen C. White has a story to tell about his grandparents and the huge influence they had on him. His story crosses the generations, and today describes some of the key ingredients to his fabric. White is the president of Mystic Seaport, the museum of America and the Sea. He along with his colleagues and friends of Mystic Seaport just completed a huge effort to get the whaleship Charles W. Morgan out sailing for the summer of 2014. It was his idea when restoration began in 2008 to take the ship from a restoration project beyond, to the larger effort of sailing her. What are the true ingredients of his thought? White's own story began with a far greater treasure in his life, sailing with his grandfather. — **Mark Alan Lovewell.***



Stephen C. White at the helm of Mystic Seaport, visiting Martha's Vineyard.



I got my first love for the sea by sailing with my grandparents. There was Grand Bob and Grandma Sala. My grandfather's real name is Dr. Robert R. White, Jr. with my grandmother Sarah. She was also known as Sally. They lived in West Orange, N.J. and had a farm on Martha's Vineyard. It was a 70-acre parcel of land in North Tisbury, at the corner of State Road and South Indian Hill Road.

He cultivated a small portion of the land and called it Takemmy Farm, as it is still known today. The property backed up to Arrowhead Farm in those days. The farm portion later passed to my father's sister's family, Mary (White) Bailey and her husband Bud. We enjoyed visiting them there very much.

I remember Grand Bob taking me sailing on his 25-foot catboat *Hull Down*. Previously, before I was born, he owned the Crosby catboat *Ranger* from 1941 to 1952. *Hull Down's* original name was *Sea Hound*. They sailed for pleasure, and together they taught us grandchildren how to row, sail, dig for cherrystone quahaugs and fish for flounder. We did all this from *Hull Down* and their little dinghy. They kept the cat at a mooring not far inside the Vineyard Haven breakwater.

I remember my grandfather driving us in his convertible for a day of sailing. I recall his driving up Main Street and taking a right down a road that ended at the harbor. We walked down to the beach, and there was the dinghy and farther out *Hull Down*.

I remember fondly to this day the damp, musty smells of *Hull Down's* cabin and the small coal stove. My grandmother seemed very comfortable in that small cabin, always preparing something for us to eat.

My grandparents were early members of the Catboat Association. When they sold *Hull Down* in the 60's, they bought a Crosby Stripper and remained loyal to the Association.

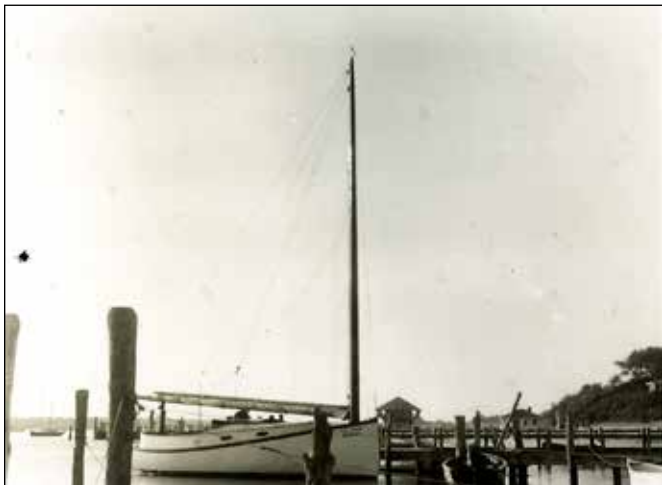
My father, Henry, familiar with the big gaff mainsail, bought a Friendship Sloop when we moved to Maine in the early 60's. It was our family boat until all the boys moved away from home.

My grandparents sure would be pleased that I am working at Mystic Seaport. I'd like to think that I carry with me some of my grandfather's love of things maritime. His old ship's clock from *Hull Down* is in my office.

*Sea Hound* (once known as *Hull Down*), is a Crosby cat, built in 1911. There is an excellent story about her in "Rudder Magazine," April 1912, Volume 27, page 290. *Sea Hound* still floats and is listed for sale, by Pease Boat Works & Marine Railway, in Chatham.



*Ranger.*



*Hull Down* in Edgartown harbor. Vose Family Boathouse in background.



Below deck in *Hull Down*. Grandma Sala with the stove.



# Race Rendezvous Results

Gayle Cornish, Editor

## The 25th Annual Great Whitehall Bay Catboat Race & Rendezvous

Butch Miller

The 25th annual Great Whitehall Bay Catboat Race & Rendezvous was held September 6th at the Providence Yacht Club in Annapolis Md. Started by the late Capt. Bill Hoover on his home waters, this event is traditionally the CCBA's most popular of the season. Carolyn, Bill's first mate has continued the tradition by graciously hosting the event since his passing in 2005. This year was a year for celebration, remembrance and appreciation of the Hoover's dedication to that tradition.

Racing was a bust that started with shifty light winds to no wind coming out of the NE through the dreaded "slot" in the tree line along the peninsula that borders Whitehall Bay. When there is wind it causes dead zones and swirls. Seven boats started, four finished. Unfortunately, the race committee neglected to tell the volunteers who picked up the outer marks that some had not rounded the last turn. While it could have been an unfortunate move, the two boats that didn't finish as a result were happy to be put out of their misery being an hour behind the first finisher and drifting. The other non-finisher saw no point in continuing at the half way mark and dropped out.

*Anna*, *Bubbly* and *Gull* managed to finish before the wind dropped completely. They remained in that order throughout the race but *Bubbly* managed to take the day considering *Anna's* low, but well deserved, handicap. On corrected time *Bubbly* nosed out *Anna* by 7/100 of a minute.

After racing, the celebration began with the tapping of a keg of Bill's favorite beer, Ballantine India Pale Ale, provided by Marc Cruder. Distribution of T-Shirts sporting the drawing of Bill sailing away in *Gull* drawn by Dave Park on the front and a chart of the venue done by Bill many years ago on the back. Carolyn Hoover and family were presented with a wonderful cake noting CCBA's appreciation

for hosting the event for 25 years. The awards presentation followed with first place receiving the Bill Hoover Memorial trophy, a mounted half hull of a Mystic 20 donated by Peter Legnos. The infamous Clewless Award went to Butch Miller for running out of gas in the dark up the wrong creek (following his GPS!) the first night of the CCBA week long cruise in June! Steve Flesner, aka Commode Door or Commodore, presented Marc Cruder with a framed sketch by Frank Lovewell for Marc's 10 years of herding cats as the CCBA Commodore W/O Portfolio.



1st Place *Bubbly* & crew.



CCBA thanks Marc for herding cats for 10 years!

Everybody had a great time. Marc Cruder regaled the Hoover boys, John and Howard, with tales of Dad by during their mission to finish off the Ballantine and make the keg float! Mission accomplished...but oh, the next day...ouch!

## RESULTS:

Place	Boat	Skipper
1	<i>Bubbly M-18</i>	Paul Cammaroto
2	<i>Anna M-18</i>	Dave Morrow
3	<i>Gull M-20</i>	David Bleil
4	<i>Paws AP-16</i>	Richard Rogers
DNF	<i>Sara KHA-18</i>	David Park
DNF	<i>Wanderer W-25</i>	Marc Cruder
DNF	<i>Mystic Wind M-20</i>	Craig Ligibel

## 10<sup>th</sup> Annual Vineyard Cup, July 10-12

The Vineyard Cup is the major fund raising event for the nonprofit, Sail Martha's Vineyard. Headed by its Director, Brock Callen, this organization does a great job teaching over 400 island children about Martha's Vineyard Maritime Heritage including sailing, rowing, etc. "Because sponsors underwrite the whole event, every penny that a sailor spends

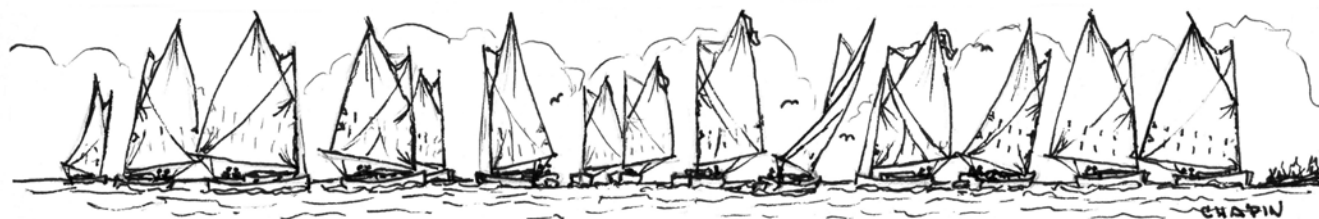
drops right to the Sail Martha's Vineyard bottom line" said Mr. Callen.

While the weather was perfect, the wind was not. The Catboat Division has only one race on Saturday. We floated around the committee boat for over an hour waiting for some breeze, any breeze, to fill in. It was a classic Nantucket Sound weather pattern where the morning northerly fights the afternoon southwesterly to a draw. As a faint northerly re-emerged around 1:00 P.M., the race committee asked if we wanted to start in less than ideal conditions. Everyone voted yes, despite our hearing via VHF of boats in other divisions dropping out.

The race committee selected the shortest course available. The first leg consisted of a close hauled starboard tack to RG N, which is located at the western end of Hedge Fence. John Stout on *Isabella* sailed a great first leg and rounded the mark with over a 4 minute lead. Now outside of the protection of East Chop and West Chop, the adverse tidal current slowed the fleet. The second leg to G "23" off of East Chop was full of "holes." That rearranged the standings. The final leg to the finish seemingly took forever with a dying breeze and a strong flood tide. Just keeping the boats moving was a challenge.

The after parties at the Vineyard Cup are open to all the sailing divisions, with excellent food (a roasted pig on Friday and a smoked BBQ on Saturday) and lots of Sam Adams and Gosling's to wash away any concerns. Mark your calendars for 2016, it would be great to get more catboats returning to this special regatta!

1	<i>Pandora</i>	Bernie Huddlestun 20'	Burt & Drew Staniar	Chatham, MA
2	<i>Zena</i>	Marshall 18'	Skip Richheimer	Vineyard Haven, MA
3	<i>Isabella</i>	Bella 21'	John Stout	Vineyard Haven, MA
4	<i>Catfish</i>	Marshall 22'	Gordon Litwin	Chilmark, MA
5	<i>Julia Lee</i>	Stimson 21'	Charles Bowman	West Tisbury, MA
6	<i>Chocolat Chip</i>	Marshall 22'	Richard Washington	Oak Bluffs, MA
7	<i>Mariah</i>	Legnos Mystic 20'	Jean Lewellyn	Vineyard Haven, MA





## CCBA Patuxent Shootout...

### 2 cats = Race, 3 cats = Catfight!

Steve Flesner

Somewhere in my memory I'm reminded that this is the 10<sup>th</sup> Shootout. Lois and I started holding it at our house on St. Leonard Creek, but after 5 years and finally being rained out all weekend while everyone hung around on our back porch, we moved it to the Calvert Marine Museum boat basin where it has remained the first CCBA event of the year. I guess Memorial Day has proven to be a bit too early for many who are getting their boats ready for the week long cruise in mid-June as our boat numbers for this event have declined. Attendance was off this year; we only had three catboats and 17 cat people! On the bright side, there would be a trophy for everyone unless you sunk...no one sunk!

After spending the night in Black Walnut Cove at the south end of Tilghman Island, Butch and Denise Miller sailed in on Saturday afternoon for their maiden cruise in *Cathy*, their new/used Americat 22. No need to ask Denise how she likes 22'...just look at the enclosed head and luxury accommodations along with standing headroom...no additional description is necessary! Saturday night, seven of us headed for the Ruddy Duck brew pub for dinner, avoiding the growing concert crowd assembling at the Marine Museum to see the musical group Heart. 6,000 people make for a bit of congestion in Solomons Island!

Early on Sunday I motored *Scotty*, my Marshall 18, to the Lore Oyster House after experiencing outboard problems on Saturday. I had launched her on Friday afternoon and was still working out the bugs. At "0 dark 30" on Sunday morning, my neighbor got the outboard running and called to ask when I was going to get out of bed...no comment! David Bleil and John Brown arrived and were assisting with docking. *Gull* was still on the hard being prepared for the cruise. I had drafted David for crew on *Scotty* while Mr. Brown chose to avoid the sun! Ken Spring arrived in the committee boat in his new/used Rampage 26...a replacement for his wooden boat that sunk (no trophy!) a year ago. Paul Cammaroto, with *Bubbly*, his Marshall 18 in tow along with crew was running a bit late so Butch held the Captains meeting via cell phone shortly before we headed out into the river. Winds were fluky...probably blowing from 6-10 kn. from multiple directions....read 360 degree Windex! Mr. Bleil had

recently read Munity on the *Bounty* and promptly informed me that he was taking command of *Scotty*. I relented thinking it would be an opportunity for him to sail something other than his Mystic 20; but I also made it clear that I had no intentions of rowing!

*Bubbly* took the lead across the start with *Scotty* nipping at her heels. Butch was still getting used to *Cathy* and it took him a bit of time to get moving. We got in two races with *Bubbly* finishing first in both. They also kept us entertained watching the two mermaids crawling all over the boat, dangling their feet in the water and just having a great time! *Scotty* finished second in the first race and last in the second race. You can figure where *Cathy* placed! I mentioned the wind was fluky, how else could you explain that all three boats entered the Bermuda Triangle, aka: hole in the wind somewhere between the second and third mark and literally were drifting within a few feet from each other before finally getting a puff!



*Scotty coming up on Cathy and Bubbly.*

After returning to the boat basin, trophies were given out while a few dark and stormies were mixed! Lois had the pot luck under control while Paul introduced his ringer crew...Tracie, and the two mermaids, Sydney and Talia, both laid claim to his trophy! Paul said they really enjoyed their first sail in a catboat...hey, who wouldn't when you come in first! Festivities ended around 8 P.M. with the setting sun bathing the boat basin, Drum Point light house

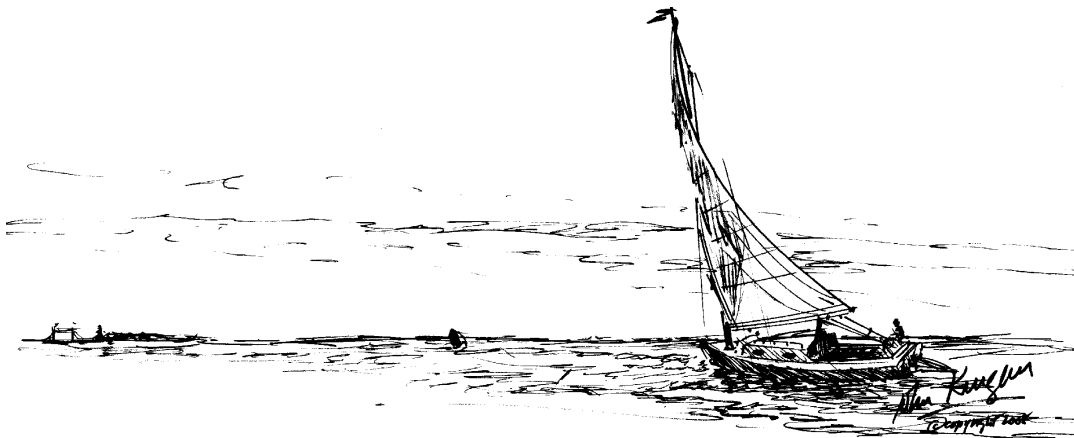
and two catboats. It was an early night for such a rowdy group!! Butch and Denise took off at 5 A.M. on Monday and arrived at their slip on the Magothy at 2 P.M. They had more than enough wind from the SSW and finally doused their sail and turned on their engine making a run for home. I motored *Scotty* home and got her to our dock around 11 P.M. Oh, and Captain Bleil got the trophy, fair is fair, plus he did all the sailing!! My thanks go to Lois, she did all the work; all I did was sit on my duff watching the other catboats!!!!

**RESULTS:**

1	<i>Bubbly</i> - Marshall 18	Paul Cammaroto
2	<i>Scotty</i> - Marshall 18	David Bleil
3	<i>Cathy</i> - Americat 22	Butch Miller



L to R with trophies, David Bleil 2nd, Denise Miller 3rd, Sydney & Talia 1st, Ken Spring Committee Boat.



# Piloting, Navigation and Electronics

*Editor's Note: This time around we look at two different methods of using electronic charts. John King shares an overview of chartplotters and the installation of a unit on his Marshall Sanderling, Julie, and Peter Knowlton provides a detailed review of the Navionics Boating apps for Android devices. Thanks to both for their submissions!*

## Navionics Boating and Boating HD for Android

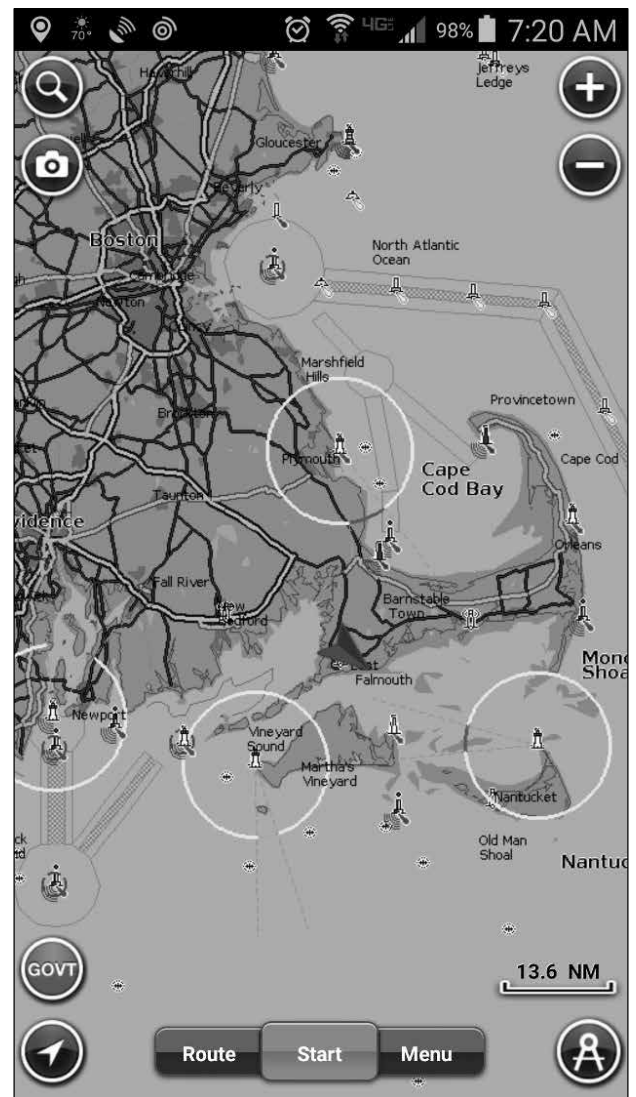
Peter Knowlton

On my Marshall 18, *Willow*, I use weatherproof strip charts and an old Garmin GPSMAP 162 chart plotter for my primary navigation. However, this summer, as backup and for extended coverage (the Garmin has limited storage capacity) I decided to try a navigation application that would run on either of my two android devices: a LG Lucid smartphone, and a NOOK Samsung Tab 4 (7-inch, Wi-Fi only). After reading some on-line reviews, I decided to try the Navionics application. Each device required a different application: Boating for the smart phone, and Boating HD for the tablet.

The FREE version of both applications is based on US Government Vector style charts. The base charting covers a limited geographic area, which is selected at initiation. I downloaded the northeast (NYC to the Canadian border). Initially I thought the Vector charts looked a little cartoonish, but became used to them. Our familiar paper charts are Raster based. Charting is downloaded from within the application, rather than from the NOAA site. Higher detailed charts and a NavPac may be purchased from inside the application: Boating \$10+/-, and Boating HD \$50+/- . The smallest area available is coastal US with some inland rivers and lakes. If purchased, the charts can be updated for a year.

The basic program and charts operate as stand-alone devices if the phone or tablet is GPS enabled. Some of the special features require a Wi-Fi or data connection.

After fiddling with the application for a while I bought the Boating Navionics+ with NavPac for my smart phone.



Navionics Boating HD main screen.

### ***Boating HD (Free)***

Although the literature indicated that the charting is US Government charting, it appears that several layers are turned off, and some of the inland and harbor charts aren't included. Primarily,



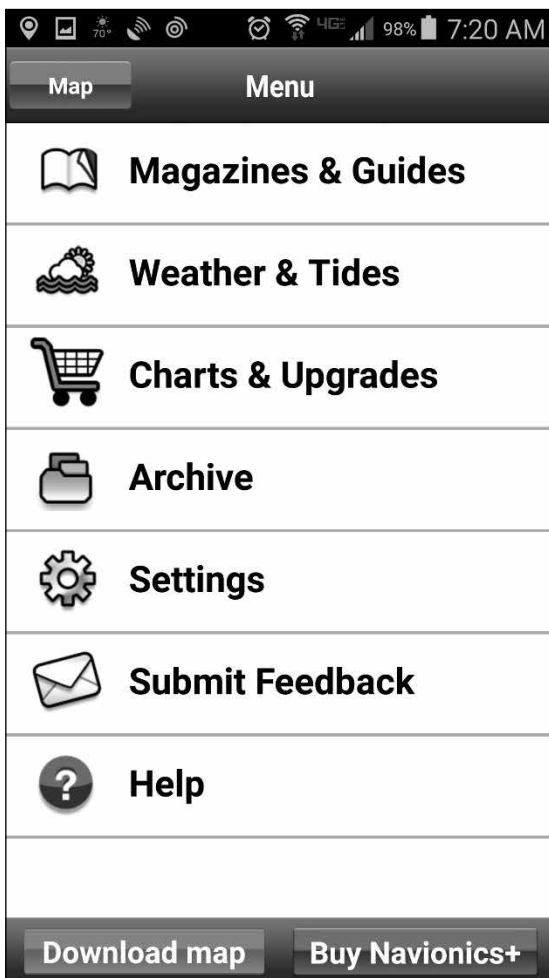
the alpha-numeric designation for NavAides is not shown, only the graphic icon. NavAide detail may be obtained by locating the crosshairs over the icon and tapping the [?] icon. This wasn't too bad in my home waters, but was a little frustrating on my cruise to Padanaram. It was difficult to keep a deck log based on the shown data.

Four functions may be shown on the screen: 1) **route**, a blue line, 2) **heading**, a red line projected from the vessel icon, 3) **track**, a yellow line, and 4) **speed over ground (SOG)** in a window. Routes are easily entered by touching NavAides, markers, or any point on the screen. This was easier at anchor than underway, and sometimes the difference between tap and touch was hard to master. The program also allows the bearing and distance between two points (one may be the GPS) to be determined.

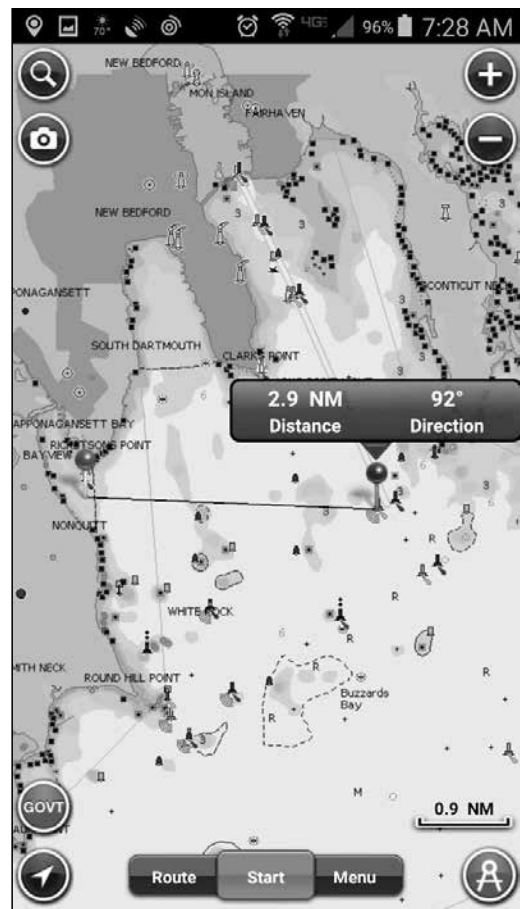
NOTE: all directional information is presented in TRUE NORTH formal only – variation cannot be entered. Charts may be presented in course up, north up, or direction unit is pointed.

**Additional features:**

- Weather and tides: In the free version, only sunrise/sunset, moonrise/moonset, and wind strength and direction may displayed for limited sites.
- Archive: Routes, tracks, and markers set by the user may be saved to an archive, and synced between devices (this didn't always seem to work for me). For powering, an average speed and fuel consumption can be entered and used in route planning: 4.5 knots and 0.5 gph for me!
- Usage: This version only shows a vessel icon and projected heading on the chart along with the SOG window. You may navigate to a point by keeping the red heading line on the point. If a route is entered, align the vessel icon and red heading over the blue route, a divergence represents cross-track error, tide set, leeway etc. The yellow track line allows monitoring progress, estimate tacking angles etc. Once archived, a track may be recalled to show: start and end time, distance traveled, average speed (based on total time not moving time), and maximum speed.



Navionics Boating HD menu.



Navionics Boating HD map detail.

### *Boating with Navionics+ and NavPac (\$10+/- in application purchase, 1-year of updates)*

All of the above mentioned features remain usable, with the following enhancements.

1. A full suite of government charts appears to be provided, including alpha-numeric NavAide designation along with the graphic icon. Inshore and harbor detail charts are included.
2. Weather and Tides. For selected sites tidal and current data is presented on the charts, and may be called up to graphically show the diurnal variation of tide and current. I found this quite handy, even in home waters, and I should have paid more attention to it entering the canal from Buzzards Bay – but that’s another story.
3. Windows indicating distance and bearing to the next waypoint of a route. REMEMBER this is in TRUE NORTH.
4. Large overlay window with heading (TRUE) and speed over ground.
5. In “Map Options” with Wi-Fi or data enabled you may view satellite or terrain overlays. I haven’t tried these, but the satellite view may be handy in shoaling areas around Cape Cod. In both versions it is possible to adjust some map functions such as water level, shallow area depth, depth shading, and depth contour interval.
6. Points of interest information. Icon and descriptions on marinas, launching ramps, yacht clubs, etc., may be accessed by highlighting the icon and tapping the [?]. This was handy for finding information on services in new harbors. Telephone No’s. to reserve a slip or mooring.
7. User data. notes, comments and photos may be entered and tagged on the Navionics+ charts and shared with other users. I didn’t look at this much.
8. Navigation use. Although windows show route data and next waypoint information, you still navigate by tracking the vessel icon along the route line, etc., similar to the free version.
9. There doesn’t appear to be a user’s manual available, although there is some in-application help. You need to play with this program, and experiment with tap and touch. Don’t just download and head out.

### *Thoughts and Comments:*

1. For a backup navigation system the Navionics+ with NavPac appears to work well, particularly because of the added chart detail and tide and current data. Offering regional chart groups might save memory space.
2. Need to be aware that the application is based on TRUE North only, this requires some math, and in the heat of battle may be confusing or dangerous.
3. My devices were very difficult to read in the cockpit even on the “high brightness” setting. They were hung on the door louvers with slip mounts I made from art plywood, aluminum channel, sheet aluminum and heavy duty mounting tape. The glass is highly reflective, and a couple attempts at using cardboard shades weren’t very affective.
4. I found it difficult to manipulate the devices underway (I mostly single-hand), heaving- to helped.
5. “Full brightness” and “always on” drains the device battery quickly, so you need a ships-power connection. You may not want to risk draining your cellphone for a backup chart.
6. Accuracy is dependent on the quality of the GPS and its ability to process a signal. Occasionally, and not at the best times, I lost signal on my devices but not the GPS/chartplotter. Also, a couple of times my devices shut down to “high battery temperature” when exposed to direct sunlight.
7. Have current charts aboard, even if you print them off a government site, and keep a deck log.
8. If you have an android device onboard, a navigation program similar to Navionics is a good and economical backup to your primary navigation - charts and/or GPS chartplotter.
9. Navionics has applications for Apple and Windows, as well as onboard primary units.
10. What else is out there? Apparently quite a lot, and more seem to be appearing in the publications every couple of months. What have other catboaters tried/used? What about a discussion group at the next annual meeting?



# Sailing Techniques and Seamanship

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Butler Smythe, Editor

***Editor's Note:** As I write this section of the Bulletin I'm sitting on the porch of my families summer home in Blue Hill, Maine looking out over Blue Hill Bay and several boats that are out enjoying this beautiful Labor Day weather. There's not a cloud in the sky, with a light and favorable breeze tearing at my heart ... I'm not out there - ouch! Unfortunately, I will not get out on the water today but have promised myself that will change soon... and I will take a swim before I leave the house for home later this PM. My immediate task is to get something written and ready to submit before the evening is out – that I will do – and will be thinking of others on the water as I write, and the day they are enjoying. Have fun!*

*As I said last issue, Sailing Techniques & Seamanship can mean a lot of things and I'm using 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.*

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## “Laying To”

John G. Stanley

Ever find, when single-handing, you need a few minutes to get your act together; clean up the cockpit, get out the boathook, anchor, or lines and fenders and get ready for mooring, anchoring, or docking? Or maybe you just want a few minutes to drift and have your lunch. If so, it's time to “lay to” (for a few).

“Laying to” is different from “heaving to.” “Heaving to” is for those situations where you're in circumstances, i.e., heavy weather, where sailing just isn't possible. So you take in all sail and, in order to relieve the stresses to the boat as much as possible, let the boat seek her own equilibrium. This way you ride out the storm.

Now, if you've grown up sailing sloops, you know it's not all that hard to keep a boat “in irons”. The center of effort being so far aft, the boat just seems to want to stay there. Not so with a catboat. Yes, they will hang up on a tack; we've all been there. But for the most part they want to sail; and they want to go forward. So here's what to do.

Head up close to the wind, and let the sail fly; tie the tiller to leeward, then bring the sail in so the boom is off the quarter. Doing this, the boat will eventually fall off and attempt to sail. But as soon as she does, she heads up into the wind and luffs again. She will then drift for a moment till she falls off; the rudder assists this by pulling the stern to windward. Then the sail fills, she moves forward, heads up and luffs again, and so on. She'll do this over and over while slowly drifting to windward.

This may take some practice. When I mentioned catboats want to sail forward, I wasn't kidding. I've found that when “laying to,” as the boat falls off she may start to sail forward, often gaining enough way to actually tack. I've had to bring the rudder more amidships to keep this from happening. So keep an eye on that.

“Laying to” is a nice way to take a break, wait for a friend, or just enjoy a moment when you don't need to be going anywhere in particular.



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## The Private Signal

Brent Putnam

Throughout history, flags have been used as symbols and signaling devices. Nowhere is this more evident than at sea, where from a distance, one ship looks like another. Before sideband, AIS and other modern methods of communicating, we used flags – both to communicate, and to identify the nation of origin, owner and captain. The latter is known as a private signal.

Unlike national or club flags, the private signal is an individual's flag. According to the United States Power Squadron ([www.usps.org/f\\_stuff/etiquett.html#o-p-signal](http://www.usps.org/f_stuff/etiquett.html#o-p-signal)), the modern private signal is, “designed by the individual owner to depict a personal interest, hobby, family tradition, initials, or the like.”

When designing a private signal, there are guidelines. The Power Squadron notes that, “A



private signal should be a unique design and always in good taste. It should not include or be the ensign of a foreign country, nor duplicate a design previously adopted by someone else.”

Avoiding the ensign of a foreign country is relatively easy; there are only a few hundred. However, private signals are another matter. For historical signals, a great reference is Mystic Seaport’s “Directory of Private Signals Flown by American Merchant Sail” ([www.library.mysticseaport.org/initiative/Signal.cfm?BibID=36294](http://www.library.mysticseaport.org/initiative/Signal.cfm?BibID=36294)). Club signals (and a few private ones) can be found at the International Burgee Registry ([www.burgees.com](http://www.burgees.com)), or by using an Internet search engine.

Unfortunately, there is no single, complete collection of private signals. There can’t be – there are too many possible variations. However, this ensures that any effort to create a unique signal will likely be successful.

Aside from the general Power Squadron recommendation, we can turn to the North American Vexillological Association for more specific guidelines. Their guide, “Good Flag, Bad Flag: How to Design a Great Flag” ([www.nava.org/digital-library/design/GFBBF\\_English.pdf](http://www.nava.org/digital-library/design/GFBBF_English.pdf)), recommends following basic principles:

- Keep It Simple – The flag should be so simple that a child can draw it from memory
- Use Meaningful Symbolism – The flag’s images, colors, or patterns should relate to what it symbolizes
- Use 2-3 Basic Colors – Limit the number of colors on the flag to three, which contrast well and come from the standard color set
- No Lettering or Seals – Never use writing of any kind or an organization’s seal
- Be Distinctive or Be Related – Avoid duplicating other flags, but use similarities to show connections –

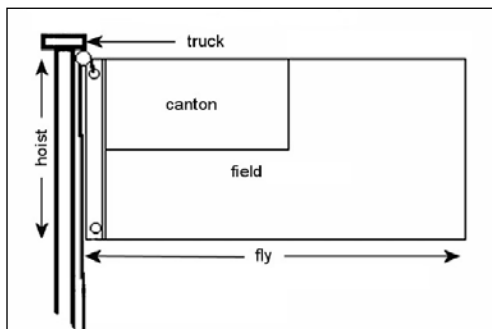


Fig. 1 - Parts of a flag.

Before we look at an example, here is some flag terminology (Figs. 1 and 2):

- Burgee – A swallowtail/guidon with the ends of the fly angled together. The Ohio state flag is a burgee. Burgee also refers to any flag that identifies membership in a boating organization such as a yacht club.
- Canton – The upper quadrant of the flag along the hoist. This is the most important part of the flag because it will be more visible than other parts when the flag is limp or barely flying. An excellent example of a canton is the blue field of white stars in the United States’ flag.
- Fanion – A triangular flag; the CBA burgee is actually a fanion.
- Field – This is the basic, background color of the flag. The state flag of Connecticut has a blue field, whereas Massachusetts has a white field.
- Fly – The horizontal measurement of the flag. Also used to describe the edge of the flag furthest from the flagpole.
- Hoist – The vertical measurement of the flag. It also refers to the vertical edge closest to the flagpole.
- Pennant – Used to refer to a flag with an especially long fly, or a triangular flag with a right angle between the hoist and fly. The term is sometimes associated with the triangle/fanion.
- Swallowtail/Guidon – A rectangular flag with a triangular section along the fly removed.
- Truck – The top section of the mast above the gaff.
- Vexillology – The study of flags.

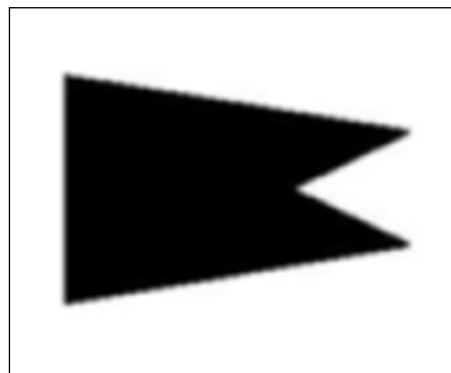


Fig. 2 - Burgee.



Fig. 3 - Bunker Hill Flag

Now let's examine the elements of a real example – my own private signal:

- Shape: Every flag starts with a shape, usually a rectangle or some variant thereof. Private signals are typically a guidon or burgee shape; I chose the former because the overall rectangular shape is simpler. Common proportions are 2x3 and 3x5 (hoist x fly), but other shapes can be used. Officially, the U.S. Flag is 10x19.
- Overall design: My ancestor, Israel Putnam, commanded the Connecticut militia at the battle of Bunker Hill. Although there are conflicting references, it is generally accepted that one of the flags flown by the militias was a blue flag with a white canton, within which was St. George's Cross and a green pine tree. See Figure 3. By expanding the cross to fill the entire flag and reducing the blue portion to the canton, this flag became the foundation for my private signal. (see Figure 4)
- St. George's Cross: My ethnicity is predominantly English. The original flag of England, the St. George's Cross, is red on a white field. Most will recognize the St. George's Cross as one of three crosses that compose the Union Jack, the current flag of the United Kingdom. The other two crosses are a white X on a blue field – St. Andrew's cross of Scotland – and the Irish St. Patrick's cross, a red X on a white field.
- Papa: Flying papa – the "Blue Peter" – is by itself a call for everyone to return to the ship when it's about to set sail. A blue flag with a white center, papa is also conveniently the first letter of my surname.

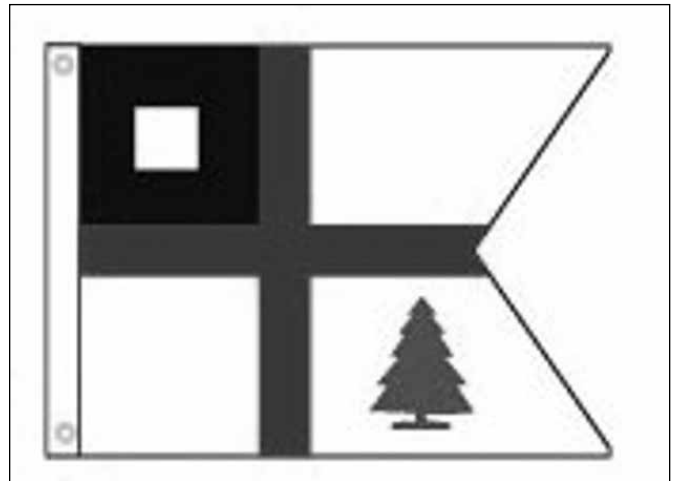


Fig. 4 - My Private Signal.

- Green Pine Tree: I grew up in Maine, the "Pine Tree State," which has a long history of shipbuilding facilitated by an abundance of tall, straight pine trees. As previously noted, the militia flag at Bunker Hill included a pine tree, and the pine tree was also used on several different New England flags in the 16th and 17th centuries. Massachusetts and Maine are the only two states with naval ensigns, both of which have a white field with a green pine tree in the center (Maine also includes a blue anchor and the words "Dirigo" and "Maine").

Aside from identification, the traditional private signal can serve additional purposes. On a single-masted vessel such as a catboat, the private signal is typically flown from a pig stick at the truck of the mast. This is also where we'll find wind indicators such as a Windex. However, a flag on a pig stick is a more attractive, and often more visible substitute for showing wind direction and speed. With that in mind, the hoist should be the same size as other flags you might fly on the pig stick, such as the CBA burgee, so they can be interchanged as needed. With a 12-inch hoist, a typical private signal will be 18-20-inches along the fly (2x3 or 3x5).

As for making a flag, if you're handy with fabric, you can sew your own. If you have two left thumbs, there are many shops that specialize in making custom banners and flags. Mine was ordered from Brewer Banner Designs in New Bedford.

# Single Handed Sailing – Where is the help when you need it?

Butler Smythe

A single handing catboat sailor, especially when racing or cruising as I've been known to do, is at a distinct disadvantage – especially with wind. All traditional catboaters have the wake, helm (#1 indicator), main/gaff and centerboard telling us something, many times contributing to the sense of, or need for, a change in the amount of sail carried. Hopefully you recognize that early. When I'd leave the helm to raise or lower the centerboard, adjust the luff or reef/unreef on my Menger 23, especially in shifting 10-25kt. winds, I could quickly have a problem. For years I just accepted my fate.

Before I left Solomons, MD for my trip north I added my little helper, a CPT Autopilot. For a catboat with a wheel the CPT will work well – for a catboat with a tiller you'll have to get an Autohelm or the like. What I want to say about both is that they are legal for short-handed racing as long as the sailing rules your club uses are written to accept them. In all races that I've participated in, especially here in Maine, they are legal– it makes absolute sense and for a single hander it is indispensable – at least I think so.

Note: I minimized the number of holes drilled in the installation. The bracket to hold the motor unit was bolted to the cockpit walls but I did not permanently mount the control unit bracket. Instead I attached it to a suction cup assembly that can be easily moved and removed as needed. It works! I can place it where it best suits my needs –next to the helm or next to the companionway.

I chose the CPT Autopilot for several reasons:

1. Simple to use and operate
2. Powerful and able to handle weather helm
3. Relatively inexpensive (approximately \$2,100)
4. Easy to install
5. Portable

I used an earlier model of the same product on my Island Packet 35 sailing in 35+ kn., of wind and following/surfing seas... and it worked. I used my current model almost 95% of the underway time from Maryland to Maine.

So when do I use the CPT now? The autopilot is extremely helpful for the prevention of boredom

and fatigue while underway and enables you to leave the helm to do housekeeping chores as well as take a catnap, if your trip so requires. Eating and essential activities can also be safely conducted while maintaining a steady course. No fancy stuff here. The need to maintain a safe lookout is still the responsibility of the skipper.

When sailing, I will use the CPT to reef. When your wind condition changes to the point you feel the need to reef – or take out a reef –do it, and do it safely. Turning into the wind and setting the heading on the autopilot, or using the heading controls to do the same, gives you time to:

1. Tighten your topping lift to ensure the boom does not drop too far.
2. Lower your main and throat halyards enough to give the reef lines more than enough length. Make sure the sail is down all the way the first time.
3. Raise the throat and gaff halyards in sequence to achieve the correct sail shape.
4. Fall off the wind and get back on course.
5. Repeat if necessary to get the leech reef point secured.

Optimally this takes about 1-2 minutes (maximum) but the leech reef line is generally the hardest to reach and secure if the boom is shifting across the cockpit above or into your head.

I have heard stories of processes taking 15 minutes to reef - and am amazed – it should not be that way. What I do NOT do is use the sail reef tie lines – ever. That's time consuming and a deal breaker. I do not even have them reeved on my 435 sq. ft. sail. I find them to be particularly unnecessary and time consuming during a race, and unless it is a consistent wind, the lines will take a ridiculous amount of time to tie in or un-tie. I believe they are a hazard to your sail by placing stress along its length – especially if tied tight under the boom. If used they should always be tied under the foot of the sail - if your cat enables you to do so. The bottom line is, I've not found a speed increase in using the lines.

Last summer I hesitated and failed to reef when it was most needed. One race included upwind, downwind and broad reach legs over an approximately 10-mile course –and I was definitely the smallest boat. All was well for much of the first ¾ of the race until we rounded Long Island in Blue Hill Bay. I saw it coming in the boats ahead – an increase in wind that came close to 10 additional kn.



I estimated that as the boats crossed under the lee of Long Island. I could/should have reefed early – I had no reef in at the time. When the wind hit I had the boat under control but at a great cost in speed and a weather helm. Knowing we had to jibe round a rocky island ahead, my mind was working. I could do it and did. It was a mistake. Despite controlling the boat, jibing close round the rock to decrease the wind's impact and racing off relatively close hauled, my resulting boat speed was at least 1.5 kn. slower than it could have been had I tied in the 2 needed reefs. Those boats behind me at the time (sloops with full keels) raced by me and I ended up last, through my own error in judgment. I had the CPT, but did not use it.

When in doubt – reef – and if you have one installed, use an autopilot to help you.

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## Boom Gallows – I can't make up my own mind!

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Butler Smythe

When I first bought my Menger I'd had the standard teak gallows added to my list but had decided a couple of years later that it visually got in my way and seemed to unnecessarily clutter the boat – that was my thinking at the time. I then shifted the design to a scissors type gallows arrangement – both of which are depicted below. The latter arrangement allowed me to take unimpeded photos and to see the fleet trying to catch me from behind – or so I dreamed... But then I learned (especially on the trip north) that a hard permanent gallows does have its distinct advantages.

1. Quicker and safer place to drop the boom as you drop sail or even reef
2. Something to lean on should you need to lean/stand near the stern
3. When you need or want to see more ahead, standing on the seat now includes a safe leaning structure

The install depicted below was just completed so it has not been fully tested but I can assure you that it will be this fall.

There is no reason to go to the expense that I have done in this installation that includes Port Townsend Foundry cast bronze fittings and custom

teak gallows piece and wedges. What it does give me is a much stronger installation than the all teak gallows included in my Menger delivery, as well as a beautiful creation that includes handholds and much more confidence in its longevity.

I'd just dropped my sail entering the crowded and busy Annapolis Harbor with power boat wakes and unknown disturbances that seemed to knock the boat and the unsupported boom back and forth until I got to calmer water. My topping lift was strong but could not stop the lateral swinging of the boom that annoyed me to no end. My scissor gallows were neatly and securely stowed below and with the traffic in the harbor I dared not get it. If I'd had the gallows at the time the boom would have been secured as it dropped and my frustration would have been lessened as it needed to be in that crowded place.

With the addition (reintroduction) of a permanent gallows (it is removable if needed by removing four setscrews) security and safety are enhanced.



Figure 1 - Original Gallows: Original Teak.



Figure 2 - Scissor Gallows.



Figure 3 - New Gallows constructed with Bronze & Teak.

*Butler is a 1977 graduate of Ithaca College and is a retired Naval Flight Officer (EA-6B's) and retired from Defense Contracting in the Solomons, Maryland area. He and his wife relocated to Blue Hill, Maine the summer of 2014 and can be found sailing Caerulean III, their Menger 23. Butler also races on other people's boats (specifically Atlantics this past summer) and can be reached at caerulean3@me.com.*

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## Short Pieces

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John Stanley

### Good Advice

When I served as a 3rd mate in the Exxon fleet (in a previous life), I often stood the 8-12 watch which meant I also had the 20-24. The evening watch was stood with only the mate and helmsman on the bridge. On one particular ship I had a captain who would come up onto the bridge each evening and prepare the orders for the night. He would then walk out onto the bridge, have a look around. After his

eyes adjusted to the dark, he would say, "Okay mate, I've got it, go read the night orders."

I would go back into the chart room and do as he said. Then when I was done I would come back out and say, "All set, sir."

"Very well", he'd say. "Don't hit anything and don't run aground. I'll be in my cabin. Goodnight." And with that he would go below.

Good advice if I ever heard it.

### My Second Favorite Knot

When I was a boy, and my dad taught us kids to sail (on a Sunflower (yes, flower) no less), he said we had to learn one knot – a bowline – so we could tie the sheet to the traveler (which amounted to a small plastic ring on a line). You know how it goes: loop the line and the rabbit goes up the hole, round the tree, and back down the hole. I believe the bowline is truly the most useful knot on a boat. It can be used as a loop, a hitch or even a bend. I know guys who use bowlines for nearly everything.

But that got me thinking, what's my second favorite knot? Reef knot? Clove hitch? Actually, it's an obscure knot found deep in "The Ashley Book of Knots." So obscure in fact, that even in that voluminous tome, it is un-named. Numbered 1043, it is referred to simply as "A strong, secure loop that is tied with a bight and may be put either in the end of a line or in the bight of a rope." What I like about it is it the lead after the knot is tied; the line continues in the same direction as it started. Looping the line around a fixed object then back to then allow you to tighten the line as desired; finish it off with a sheet bend.

### Oops!

I want to make a correction to my last article (Keeping Cool, Thinking it Through - CBA Bulletin No. 167, p. 61, right column, last paragraph) and I realized I'd made a mistake. I'm sure others noticed too. I was talking about opening sea room by altering course the right. In doing so, I said, you give the other guy a nice big *green light*. Oops, wrong. By altering course to the right you give the other guy a nice big RED light (any ninny knows that!) That makes your intentions clear. Just wanted to set that straight.

### Small Boat Sailors are the Truest of Sailors

Though I sailed on large ships, I have to admit my heart is truly with small boats. Here's something I found in "Small Boat Sailing (1912)" by Jack London that struck a chord. He said, "The sailor is born, not made, And by "sailor" is meant...the man who will take a fabric compounded of wood and iron and rope and canvas and compel it to obey his will

on the surface of the sea. Barring the captains and mates of big ships, the small boat sailor is the real sailor. He knows – he must know – how to make the wind carry his craft from one given point to another given point. He must know about tides and rips and eddies, bar and channel markings, and day and night signals; he must be wise in weather-lore; and he must be sympathetically familiar with the peculiar qualities of his boat which differentiate it from every other boat that was ever built and rigged. He must know

how to gentle her about, as one instance of a myriad, and to fill her on the other tack without deadening her way or allowing her to fall off too far.”

Something we can all relate to.

*John 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*



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## New Members

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Dave Calder, Membership Secretary

***WELCOME ABOARD to our new members who have joined since March 1, 2015***

Allen, Becky & Chuck (N. Kingstown, RI)  
Anderson, Jerry & Fran (Ft. Pierce, FL)  
Becker, Diana & Paul (Boston, MA)  
Billings, Jono & Sue (Bourne, MA)  
Bornemann, Geoff (Saratoga Springs, NY)  
Brigham, Bob & Monica Church (Poughkeepsie, NY)  
Broholt, Lars & Lillian (Nysted, Denmark)  
Bryan, Bill & Connie (Hopkinton, NH)  
Buckley, Jim & Donna (Plymouth, MA)  
Canning, Keith & Maria (Portland, ME)  
Carson, Russell (Vineyard Haven, MA)  
Casanova, Andre (Portsmouth, RI)  
Collins, Will (Morristown, NJ)  
Craig-Muller, Jurgen & Julia (Marston Mills, MA)  
Damon, David (Crawfordville, FL)  
Dombrowski, Hilary & Barbara (Gloucester, MA)  
Ernsting, Norman & Nina Cucchiari (Charlotte, VT)  
Faber, Carol & Roger (Grand Rapids, MI)  
Feagin, James & Evelyn (Kents Hill, ME)  
Ferrie, Adrienne & Ralph (Brick, NJ)  
Fields, Jay & Cathy (Litchfield, CT)  
Gately, Bill & Noreen (S. Yarmouth, MA)  
Goodwin, Bill & Susie (Kennebunk, ME)  
Halley, Doug & Luci (Shelton, CT)  
Harvey, Mitch (Key Largo, FL)  
Hewertson, George (Brevard, NC)  
Joslin, Pete & Ginna (Dahlongega, GA)  
Laird, Jim & Laurie (Ada, OH)  
Lake, Mickey & Brenda (Magnolia Springs, AL)  
Librera, Bill & Nancy (West Camp, NY)  
Loftus, John (Rye, NH)  
MacLean, Norman & Lisa (S. Yarmouth, MA)  
Maggi, Lin & Dennis (Farmington, NM)  
McHugh, Dennis & Susan (Chelmsford, MA)  
McManmon, Jack (Needham, MA)  
Miller, Dave & Jill (E. Grand Rapids, MI)  
Monnig, Justin & Lisa (Malvern, PA)

Murphy, Jim (Boston, MA)  
Nagle, Luke & Laura (Haiku, HI)  
Notterman, Dan (Cranbury, NJ)  
Offinger, Don (Wilton, CT)  
O'Neill, Joe & Jennifer (Haddonfield, NJ)  
Pado, Mike (Oceanport, NJ)  
Pickrell, David & Marcia Reed-Pickrell (Milford, DE)  
Pore, Susan (Sarasota, FL)  
Rehmet, Robert (Sherman, TX)  
Richheimer, Skip & Ricky Smith (Vineyard, Haven, MA)  
Rizzi, Bob (Philadelphia, PA)  
Rochelle, (D Noank, CT)  
Roth, Steve & Ken Binder (City Island, NY)  
Roy, Raymond & Jacinthe (Louiseville, Quebec)  
Ryan, Connor (Salem, MA)  
Schellens, Kit & Kathy (Essex, CT)  
Schuchart, George & Laurie (Seattle WA)  
Sherman, Garry & Lisa (Dedham, MA)  
Sibley, J (Haddam, CT)  
Silberhorn, Eric & Carole (Columbia, MD)  
Silvia, Scott & Ruth (Bryantville, MA)  
Smith, Ezra & Tracy Nan (Wickford, CT)  
Speight, Wayne (Severna Park, MD)  
Stanton, Bernadette & Kevin (Charlattetown, PEI)  
Steele, Robert (Dartmouth, MA)  
Steppler, Chris & Chelsea (Amherst, MA)  
Strigh, Bruce (Mays Landing, NJ)  
Tietje, James (Falmouth, MA)  
Tryder, Gregory & Michaela (Burke, VA)  
Turoski, Nick & Teresa (Mesa, AZ)  
Umberger, Scott & Eric Grieshaber ( Bay St. Louis, MS)  
Vecchi, Charles & Susan (Millis, MA)  
Vecchi, Rob & Andrea Wizer (Needham, MA)  
Whitworth, Sandy & Art (Vineyard Haven, MA)  
Williams, Jerry (Uncasville, CT)  
Wolfe, Stephen (S. Dartmouth, MA)





# Boat Building and Maintenance

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Doug McQuilken, Editor

## Thank you, Bob.

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Brent Putnam

I learned how to sail as a Boy Scout. In high school, I learned how to fix my own car, so I was comfortable being my own mechanic. By the time we purchased our first *Cranberry*, a 1970 Marshall Sanderling, I had built a sailing rig for an Old Town canoe and had started restoring a 1962 Pearson Ariel. It's fair to say that I knew my way around boats.

However, knowing how is only half the battle. Our current *Cranberry*, a 1973 Marshall 22, has her original, Palmer P60 inboard engine. Although I knew how to maintain and fix gasoline engines, finding parts was another thing entirely – the Palmer Engine Company had long since ceased to exist.

Bulletin #139 arrived not a moment too soon.

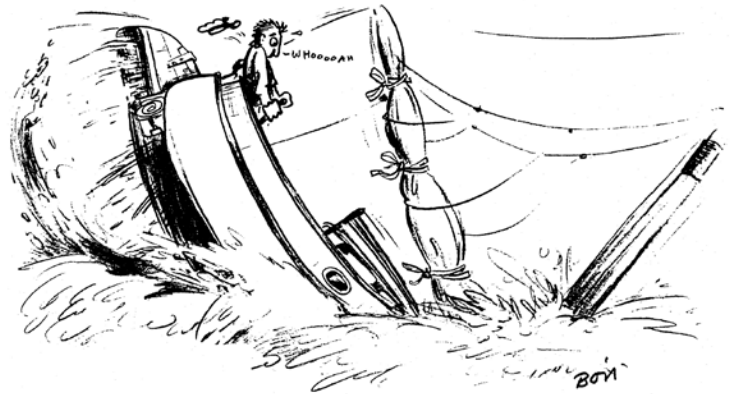
Nestled amongst race results and cruising articles was a piece in the Boat Building and Maintenance column by Wayne Cole, “Palmer Power,” detailing his maintenance schedule, and – more importantly – parts lists and suppliers for *Catfish's* own Palmer P60.

Wayne's was the first of many articles featured in the Boat Building and Maintenance column which helped us maintain and improve our catboat.

Later that year, Bulletin #141 featured an article by Stuart Hopkins, “Make Your Catboat Cabin Warmer and More Comfortable,” in which he detailed improvements made to his 1971 Marshall 22, *Muskrat*. As our kids grew, they outgrew the original high, narrow forward bunk. When we undertook a major refit of *Cranberry* in 2012, I pulled the bulletin from the shelf. Like *Muskrat*, *Cranberry's* forward bunk was lowered, cantilevered and hinged, and an adult can now comfortably sleep there.

That same summer, we repainted the spars. Enter Bulletin #125 and an article by Peter Arguimbau, “Painting Your Spars to Look Like Wood.” Three years on, people continue to believe that the spars are wood, even when they're just feet away.

These are just a few of the projects we've done on *Cranberry* over the years. The common thread was Bob Reddington, whose tireless work as editor of this Boat Building and Maintenance section brought to us the information we needed to maintain, upgrade and



improve *Cranberry*. Along the way, I was inspired and encouraged to share some projects of my own.

Thank you, Bob. We couldn't have done this without you.

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## *Blue Goose, ... the continuing saga ... The House Leaks*

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Al and Pat Parker

In the Spring Bulletin, no. 167, you learned about the first 7 months of work done “on the hard.” To update a bit, we bought the *Goose* in January 2014, hauled her at the end of June, after sailing thru the Spring. After completing the work below the rail and the mast work, she splashed at the end of January 2015, almost exactly a year after purchase. Then we started looking more closely into why the cabin was always wet after a rain.

We should have figured things out much sooner, but there were plenty of things to keep us busy, as you may have read. When we bought her, the previous owner always used two 25-quart coolers, normally set into the galley counter, to catch drips in the two large areas, one on each side in the forward cabin. He had stated that he had tried, with the help of a friend with a hose topside, to chase down the entry points of the water. No luck. The last part of our story showed two repairs that had been made in hope of slowing the flow – they didn't help much.

After closer inspection, Mike, the fellow who had done the great work below the water line, said, “I need to sand the paint off all the house (coach) sides to see just how bad things are.” He spent a Sat.

morning doing so, and cutting away the rotten areas. When I saw it that afternoon I felt quite sick. Our poor old boat looked like Toothless Joe after a bad fight.



“Toothless Joe.”



No, two pictures cannot show how bad it was; but these two, inside the cabin may help. You can see the black water/rot markings on the oak, as well as some old patch attempts.



Port side.



Starboard side.

Mike said, “We’ll have to remove the whole house, make some forms for bending, and replace the sides, all around. I had ordered some oak to use in repairs, and in my despair said, “No, we’ve been seven months and many thousands of dollars, can you just close it up as best you can for this year?” He reluctantly agreed. Then a day or three later I got an email in which he said he would not be able to continue the job, with no explanation. I asked him to return the wood of mine that he had, and he did. I went on another search for a qualified wooden boat carpenter, and found Jeff, who lived about a 90 minutes drive away.

Jeff was eager to work on *Blue Goose*. He had known the boat from a few years ago, but hadn’t worked on her before. He had other work going on, but said he could work on the weekends. He also felt the entire cabin sides should be replaced. He said he could do it, with my help, by supporting the roof, and cutting away everything else holding it up. This time I agreed.







The house sides were originally 1-inch thick oak, apparently steam bent around the forward curve. Jeff planned to use 4 layers of ¼ inch marine plywood, bent cold and laminated in place with epoxy for the curved area. He used two layers of ½ inch plywood for the straighter aft sections.

This work started the last weekend of April, and continued for four weeks. Jeff cut and fitted all the layers, and once he was prepared, we both worked quickly to prime, apply epoxy, and temporarily screw the laminations in place. This took several sessions to complete.



Again, we used four laminations ¼-in. thick forward and two ½-in. thick aft. Once in place, all temporary screws were removed, holes filled, sides sanded smooth, and port light holes cut in place. We applied primer and two coats of off-white paint, installed port lights, and only the interior remained to be finished off.



As of this writing, late Sept. 2015, I have not completed the finish work. I have 3/32-in. thick oak to use as veneer all the way around the inside, with a trim piece below it. Hopefully it will look much like it had before, as seen above. The interior still must be sanded smooth, the veneer pieces cut to fit and applied.

Then the next major challenge in the continuing saga of the *Blue Goose* descended upon us a week after finishing the work above, as we went for our first sail in almost a year, Memorial Day weekend, 2015. As they say, “stayed tuned for coming events!”

You may see many more detailed pix at:  
[www.boatanchors.org/BlueGoose/House](http://www.boatanchors.org/BlueGoose/House)

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## Can Old Cats Learn New Tricks?

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Douglas McQuilken

Welcome to the next topic in the restoration series for the catboat *Valiant*: sprucing up the exterior cabin and coaming. As you can see there has been water intrusion behind the upper and lower moldings as well as serious rot along the vertical seams.

I’m the analytical sort, so before embarking on each project within the restoration I research the





Fig. 1 - Condition as Purchased

options and “pro/con” them the best I can before deciding on a course of action. My decision criteria for this project were: easy and economical with no vertical seams. The obvious options were cold-molded and strip-planked.

Luckily I have a friend nearby who is building a strip-planked kayak. I borrowed some bead and cove cedar to give it a try. After some experimentation, I found this would have been an ideal solution BUT the costs were prohibitive.

Looking over my project wood, I had some extra 2x12 cypress (the *why* is for a later article) that I could rip into strips. This is a modified strip-planking approach. Strip planking is typically edge glued over a mold then glassed, but for *Valiant*, I would also be gluing to the cabin/coaming surface obviating the need for glass.

The following is a summary of the steps in my plan:

**Prepare Boat Surface** - This step was relatively straightforward. Scrape off the loose paint (carefully if lead); cut out the serious rot; saturate with penetrating epoxy and block gaping holes for structural integrity.

**Prepare Material** - After some experimentation, I decided to rip at ¼ in. with a 45 degree bevel on all four sides (thus, a trapezoid shape). Then, I applied penetrating epoxy to all surfaces.

**Assembly** – Staple and glue each row starting from the hull (I used Titebond III). Position each piece so the lower bevel is open to receive a bead of caulk (I used 5200) and the upper bevel faces down towards cabin/coaming in order to interlock with the next row. You may find that old wood fibers may not hold staples sufficiently. In this case you’ll need to supplement with clamps.

When steaming is required, and no box is available, use the kayaker trick. Wrap the piece to be steamed in a wet towel and heat with a clothing iron. When the glue sets, remove the staples (you can use the cheap staples for this).



Fig. 2 - Creative Clamping

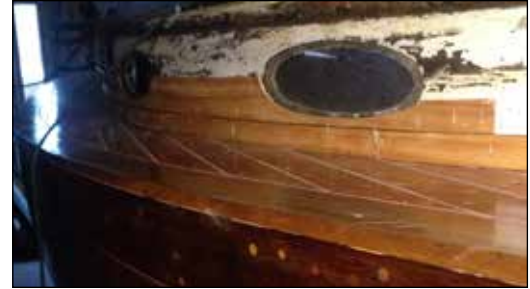


Fig. 3 - Planking in Progress

**Finishing** - First, fair the planking to suit the situation.



Fig. 4 – Fairing

Then, paint. I used the traditional catboat white scheme.



Fig. 5 - Ready for Molding

The finishing touches to be applied are the upper and lower molding.

The next project, after the Georgetown Wooden Boat Show, will be applying canvas to the cabin roof - yet another learning experience!

# Covering a Destroyer Wheel – Color Wheelz Product Review

Brent Putnam

*Cranberry*, our 1973 Marshall 22, is equipped with a destroyer wheel. When we purchased her in 2006, the wheel was covered in a cord coachwhipping that had been painted – presumably for waterproofing and durability.

Over time, the paint started to flake off. We spent the summer of 2012 doing a lot of maintenance and improvements on *Cranberry*, and the wheel was on the to-do list. Options included another coat of paint, or stripping the whipping and covering it with something else – new whipping, leather, or paint.



The wheel with the original painted whipping in 2006.

Something new was in order, so first and foremost, the old whipping had to come off. It was messy, in part because the wheel itself – cast aluminum – had corroded under the whipping. White powder – aluminum oxide – was caked on the wheel. A wire wheel brush in a drill cleaned it up nicely.



The stripped wheel.

I was leaning toward leather whipping. To protect the metal from further corrosion, I started

by priming the wheel with a spray-on aluminum etching primer. It was about this time that I saw an ad in “Good Old Boat” magazine for Color Wheelz, a Scandia Marine Products company that uses a vinyl dip to cover the wheel. The idea became more attractive when I priced the leather kits, which were in the same ballpark as the Color Wheelz at about \$200.

Time pushed me over the edge. Among other things, we were rebuilding the forward bunk, installing a new wiring harness, painting the deck and applying new nonskid, and stripping and painting the spars. Something had to give, and for a few dollars more than a “do-it-yourself” leather kit, I could have someone else coat the wheel in one of 14 different colors. The Color Wheelz web site, [www.colorwheelz.com](http://www.colorwheelz.com) is very detailed and even provides instructions on how to pack the wheel for shipping.

A month later, I had the wheel back with a note of apology. The cast aluminum was apparently venting when dipped, causing bubbling in the coating. Moreover, because of the extensive corrosion, the surface was uneven in places. Although I had only ordered a single coat [note – two coats are now standard], they were not satisfied with the result, so they applied three coats in order to get a good finish. Even then, there were still a few, small blemishes – hence, the apology. In spite of the extra work, they didn’t charge me a penny more than my original order.



Victoria at the vinyl coated wheel in 2013.

Color Wheelz comes with a 10-year warranty. The blemishes were hardly noticeable to begin with, and three years later the covering still looks new. Occasionally, some black spots (mildew?) will appear, but a damp cloth is all that is needed to clean it. I chose the red, and while it isn’t as salty as leather, it fits the color scheme for *Cranberry*. Most importantly, it has met my expectations.



# Building, Restoring or Maintaining a Boat & Need Parts?

Doug McQuilken

I've created a solution to help boaters by developing a website: BoatUsedPartSearch, aka BUPS. Visit the website: [www.boatusedpartsearch.com](http://www.boatusedpartsearch.com).

I am restoring a vintage Crosby Catboat, *Valiant*. During this time, I have been frustrated attempting to find needed parts. While the major sites for this sort of thing are Craigslist and EBay there are many small businesses that specialize in used boat parts. I know this because I have been creating a list over the past five years while searching for needed parts.

I have spent a considerable amount time building a search engine just for this purpose for my own use. Recently, I decided to make it generally available to individual boat owners at no cost to them.

The inventory continues to grow as I am adding marine stores at the rate of one per week. Unfortunately, it takes a bit of research, customization and testing to implement each one.

Having just boat part listings makes search VERY easy & efficient. For example:

- Enter Catalina into BUPS and you'll find masts and sails; on Google you'll find information on the island in California.

- Enter Palmer into BUPS and you'll find engines & parts; on Google you'll find a town in Alaska, a golfer, and a Bed & Breakfast among other things.
- And my personal favorite – enter mushroom into BUPS and you'll find anchors; on Google you'll find more information about fungi than you probably ever wanted to know.

Ultimately, searches will be self-service. In the meantime, while software development continues, I'm willing to personally assist catboat owners. If you need a part or just want to see it in action, send me an email describing what you are looking for. I'll set up a search and if there are any results, you'll receive an email – for the initial inventory followed by daily updates.

The only thing I ask for in return is feedback – both positive and negative. For example, let me know if you receive results which don't seem appropriate. I'll use this information to “tune” the system.

If you have any questions or want more information please write me: [dougmcq000@yahoo.com](mailto:dougmcq000@yahoo.com)

## Forward Mast Step Cover & Stern Table

Wayne Braley

I made the forward mast step cover (Fig. 1) and a table for under the tiller (Fig. 2).



Fig. 1 – Mast step cover.



Fig. 2 – Stern table.

The mast step cover provides for a nice pillow to lean against against with a portable light for reading. The shelf aft underneath the tiller provides space for

drinks, food etc. if you remove the tiller. Both are done in cherry and I have the pattern for the forward cover. <[wabraley@comcast.net](mailto:wabraley@comcast.net)>

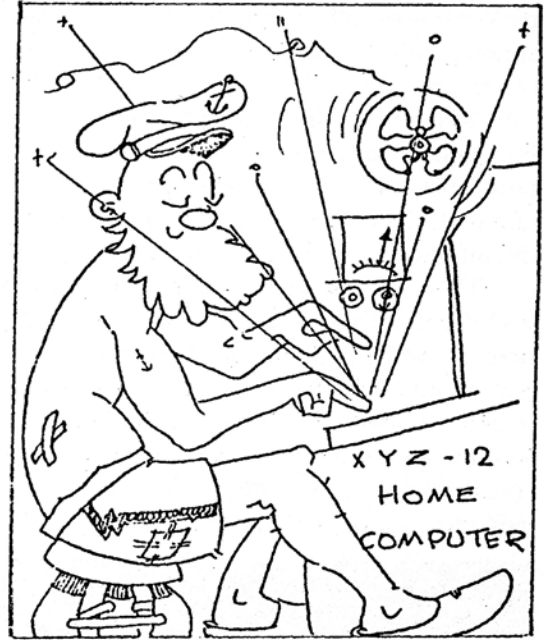




# CBA Discussion Group

C. Henry Depew, Editor

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



**Q:** *My Marshall 18 is in need of some bottom painting. I do not want to do it with the boat on the trailer. I am thinking about boat stands. Does anyone have any experience with this technique? How tall do the stands need to be? Yes, I know that I should measure the distance from the ground to the hull, but I don't have access to the boat right now. It sits on the standard issue LoadRite trailer that Marshall Marine sells with the boat.*

*Is there a particular brand of stand I should look for?*

## Answers Summary:

Respondents noted that you need six - so you can maneuver them. Moving the boat from the trailer to stands is bit of a chore. It was noted that you want to minimize the lift from the trailer while still giving you adequate bottom clearance. This should be the lower setting on the boat stands, so you can maximize lift.

Brownell sets the industry standard for boat stands and is located in Mattapoisett, so should be very well acquainted with Marshalls!

**Q:** *What is the best wood to make mast wedges for an 18-foot catboat?*

## Answers Summary:

As with most such subjects, there were mixed responses as to the type of wood and how to insert the wedges. It was also noted that the mast material is a consideration, as you do not want to use a hardwood wedge with a soft-wood mast. It was also noted that the wedges should be cut with the grain going the length of the wedge and no knots in the wood.

While some respondents considered only soft wood for the wedges, some used Black Locust, Oak, or the like. If using a hard wood, each wedge should be driven in tightly. If the wedges are cut at a shallow angle and driven in firmly when dry, they should stay in place. One respondent noted that hard wood wedges tend to slip on an awl-gripped mast, especially when the boat is rocking on an exposed mooring. One trick is duct taping the wedges below decks to the mast, right under the deck to make the wedges resistant to moving either up or down. Another method is to use a strong, stainless steel band pipe clamp around the wedges and tighten the clamp (use a wrench instead of a screwdriver).

A final note was to make sure that the mast does not move in the step.

**Q:** *Where is your depth sounder mounted and what kind do you use? Are there any tips and tricks?*

## Answers Summary:

This thread was quite lengthy and very interesting. It seems that most respondents either mounted the transducer on the stern or in a box forward inside the hull. A few used a thru-hull transducer. It was noted that if you are going to install a transducer (thru hull or in a box) it should be as far forward as possible and level.

Quite a few of the respondents use the centerboard to warn of decreasing depth. Another non-technical approach was a sounding pole marked in 1-foot increments (or a lead line). A third approach was a handheld digital depth marker that could be used by holding it over the side. Your list

editor would suggest a line from the handheld tied around the wrist to avoid losing the device.

One respondent noted that, "Basically, if you are working in less than three feet of water, all that will keep you from running aground is a lack of a sense of adventure."

**Q:** *My Palmer (the original gas inboard) starts OK, but stalls if I open the choke. I can open the throttle only when the choke is closed - when I start to open the choke, she starts to run rough and will stall if I don't close it up again. I suspect the high speed jet is clogged, but would appreciate any insight and advice you can offer.*

**Answers Summary:**

Most respondents suggested the carburetor might need to be disassembled and cleaned. The float bowl, its needle jet, and possibly the jets are clogged, likely with gum, Ethanol, or varnish. While some "instant" cleaners were mentioned, most do not clean the bowl or jets and those that do are not recommended for enclosed spaces.

One odd cause for stalling was traced back to a mud wasp nest in the fuel tank vent line, that restricted the airflow and put the tank under negative pressure which the pump couldn't work against. Additional concern was expressed about the EPA promoting E-15. Sculling oars, anyone?

**Q:** *I'm buying a new mainsheet for my boat and don't want the line to be too short or too long! My best guess is between 100 and 110 feet. I have a 4 to 1 advantage, and sometimes sailing with crew take the sheet forward to a block off the boom above the middle of the cockpit.*

**Answer Summary:**

The Marshall site lists 108' x 7/16".

**Q:** *I'm trying to sort out the advantages and disadvantages of having mainsheet block leading to the middle of the cockpit. This is listed as an option in the Sanderling. Let me know your thoughts as to the advantages and disadvantages of choosing this system.*

**Answer Summary:**

Some put a bail on the boom above the middle of the cockpit and a block (easily removed/added with a snap shackle) can be attached to keep the sheet forward if the sheet is controlled by another person. When you want to have sheet aft near the helm, remove the mid-boom block and the sheet goes to the end of the boom. You can have the sheet where you want it!

Sometimes you just have to ease the main quickly and would prefer not to look aft at the same time. When trimming you can look up at the sails, then forward again quickly. Nice for racing or sailing in puffs or a strong breeze. The down side is that it's in the way of the crew when tacking or jibing.

Another recommended placement was a mainsheet block/jam cleat assembly mounted to the after part of the centerboard trunk, along with a matching bail and block for the middle of the boom.

**Q:** *I keep my boat in the water all winter in Warwick Cove RI. Water leaks into the bilges, and I need pumps to limit the level in the bilge. Some winters, it gets cold enough to freeze the salty bilge water.*

*But, my batteries keep going dead. Last year, I connected the boat to shore power to keep the batteries charged. That should have worked fine. But, if the battery ever reaches zero power, a safety mechanism in the boat's charger assumed the battery was disconnected, and refused to push any voltage. This past winter, I got a separate Deltran Battery Tender, but had the same problem.*

*I have an old trickle charger without such a safety mechanism. When it is on, you can measure 12 volts across the battery connectors, even when they aren't hooked up to a battery. On the battery maintainer, you get zero volts until you hook it up to a battery with a little bit of a charge. But, the trickled charger will overcharge the batteries if left unattended for long periods.*

*Is there any advice from others who are trying to run bilge pumps in cold waters all winter?*

**Answers Summary:**

Most of the respondents named the batteries or a wiring short as the problem. If the batteries check out OK, one suggestion was to install a pulse desulfator. Another suggested purchasing a pump with a float switch that runs on 120v. If you do not want the float switch, you can purchase one that cycles periodically to ensure that water does not build up in the bilge and has no floats or other mechanical devices to get fouled.

If the batteries are OK, others suggested replacing the float switch and/or checking the wiring. Also suggested was adding a solar charger as most small solar panels can't overcharge the batteries and will keep the batteries from going to zero. A float switch could get jammed in the up position by floating debris, or even skim ice, in the bilge, thus depleting

your battery. A smaller bilge pump, as opposed to a large one, has a lower current draw when it starts up and might be easier on a battery subjected to frequent startups.

**Q:** *We cannot read the compass, because there is not enough "oil" in it. The compass is the original from 1976; Ritchie 4.5" bulkhead mount unit, I think model # SB-N-40. So how do we refill it with "oil" and what type of "oil" should we use? Or should we just send it to Ritchie for a 40-year refurbishment or replacement?*

**Answers Summary:**

Most were amazed the compass had lasted that long. Sending it back to Ritchie for a little TLC from Ritchie's repair department was the recommended action, as their staff will tell you if it is better to replace or repair. It was noted that West Marine sells Ritchie Navigation Fluid (WM Model# 289118 or WM model# 1295047). The compass can also be refilled or topped off with Isopar L, an odorless, colorless, refined synthetic fluid. Its low viscosity promotes quick swinging. Won't freeze or boil off at temperatures from -40° to 200° F., and it may be mixed with the mineral oil already in compasses made before 2001. Or you can use odorless mineral spirits for the fluid. The mineral spirits should be very cold when you refill the compass.

Before refilling the compass, it was suggested that you check for a perforated diaphragm. The diaphragm may have a small hole/tear and adding more fluid would not be useful, as it would just leak out again.

**Q:** *Does anyone know where I can get the pintles and straps for my rudder? I lost it in a storm last October and am now building a new one.*

**Answers Summary:**

Marshall has them in stock, at least for Sanderlings. I suggest purchasing un-drilled if you are matching holes on your boat or rudder. Marshall also has a rigging diagram on their website for sheet lengths.

I recently purchased pintles and gudgeons from Marshall Marine. Size was perfect. Also the pintles fit perfectly into the old gudgeons. The person I discussed this with at Marshall recommends changing both at the same time.

**Q:** *I have always used mast hoops, but am thinking of trying lace line for the first time in 20 years of sailing. Comments?*

**Answers Summary:**

Lacings were noted for their tendency to "hang" when the sail is being raised or lowered, although some respondents favored lacing, as hoops need repair and refinishing from time to time. Most respondents favored mast hoops. You can purchase wood hoops or make your own from Schedule 40 PVC pipe. You can then tie or pop rivet the shackles to the PVC for connection to the sail.

Of interest was the person who uses "hoops" made out of strong Dyneema rope with no stretch.

**Q:** *Can anyone recommend an off-the-shelf waterproofing for fabric? Cranberry's dodger was a little porous last year. I know there are various kinds of waterproofing available, but I was wondering if anyone has any experience with them.*

**Answers Summary:**

A number of products were recommended to solve the problem:

- 3M Scotchguard, sprays on easy,
- 303 Fabric Guard if the dodger is Sunbrella,
- Starbrite "Waterproofing" with PTFE.

No matter what is used, it was suggested that the canvas material be first cleaned to remove any dirt, mildew or mold. Rinse thoroughly and allow to it dry. If one uses Starbrite, it was suggested that the Starbright Waterproofing agent be put on with a 2 in. disposable paint brush rather than a spray bottle as the brush works the chemical in to the fabric. Use a generous amount; two applications was considered best.

The *Boat US Magazine* of December 2014 has an article on upkeep of boat canvas, windows and material. It said Sunbrella has long recommended 303 Aerospace Fabric Guard.

**Q:** *I can find a great deal of information on how fast water will flow through a hole depending on the size of the hole and the "head" of water (i.e. depth of hole), but no information on the impact of the displacement of the hull on the flow. I would think that if the boat displaced 1,000 pounds the hydraulic impact would increase the rate of flow. But, I cannot find any information on the subject. Any ideas as to a source or how to calculate the impact of displacement on water flow into a boat?*



**Answers Summary:**

The size and depth are the factors. Displacement has no impact. The head and the size of the hole are the only things that determine the rate of flow. The head will change as the flow enters the boat, and thus, the head will increase, as will the rate of flow. The weight of the boat doesn't "squeeze" the water, if that's what you mean. It makes negligible difference if the hole is angled up, down, or however.

**Q:** *Are there any summertime Carolina Catboat connections happening? I am in the Beaufort, NC region....Anyone else out there willing to sail their cat out to Lookout Lighthouse for a rendezvous, or some other destination on the Crystal Coast?*

**Answer Summary:**

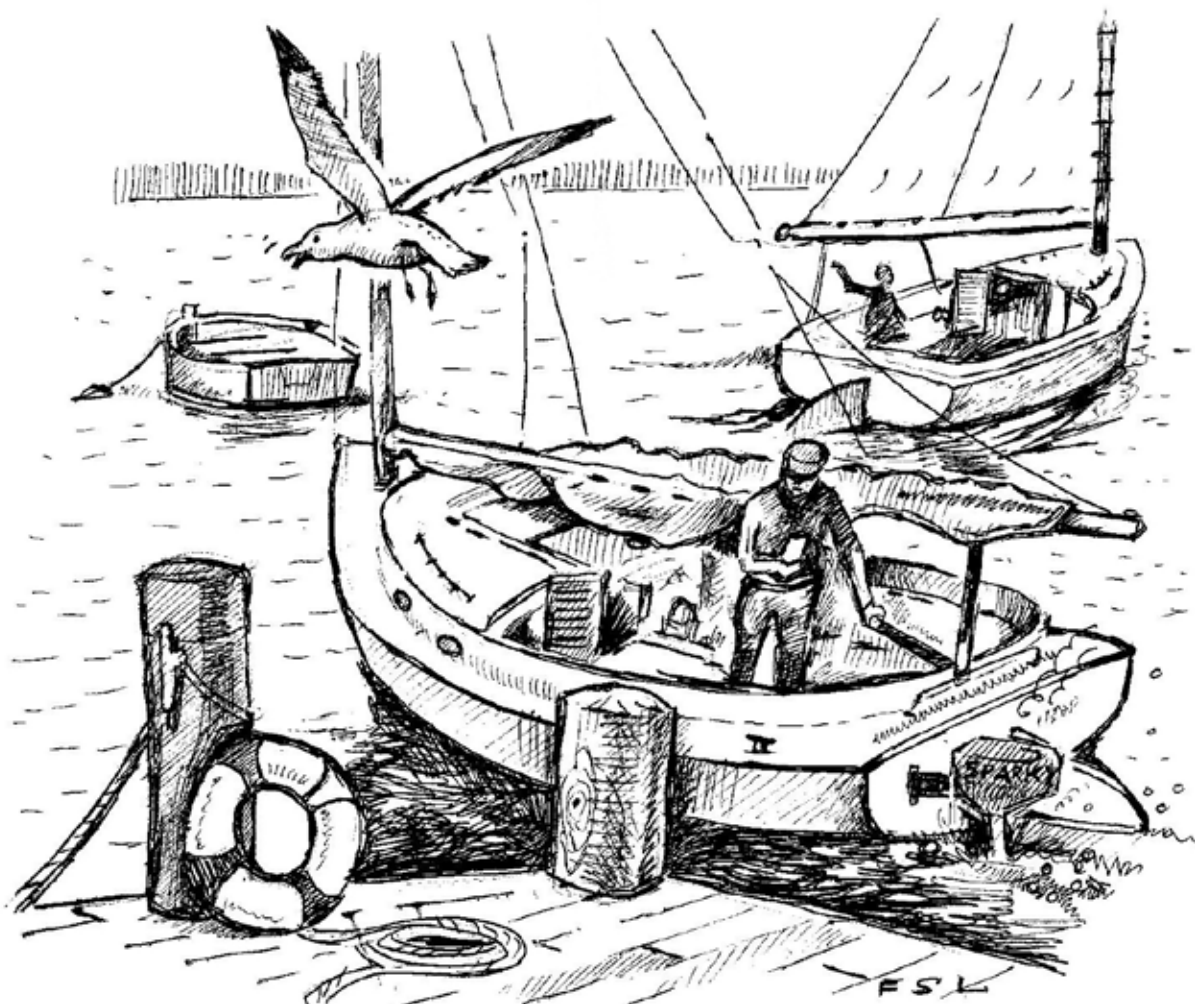
There's a new feature on the brand new website that allows you to search for members by location.

There are a couple of ways to do it. The simplest option, if you're logged in to the site a member, is to just type the state into the Search box on the top left and a list of members will pop up. This search feature will also search past bulletins, so the list is long. There's another way to search via your individual member page.

**Un-answered Question:**

*Does anyone have experience with a tiller extension on a Marshall Sanderling or similar catboat? Any suggestions/recommendations?*

**List 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!*



# Cruising

Steve Flesner, Editor

## A Circumnavigation of Cape Cod, Part I

Brent Putnam

*Editor's Note: Brent shares with us the first four days of a nine day cruise around Cape Cod, he, his wife Rebecca and their daughter Victoria took earlier this summer in Cranberry, a 1973 22-foot Marshall catboat. Part II will be in the next issue of the Bulletin. They sail out of Falmouth, Massachusetts.*

### Day 1 – Saturday, June 6

Waquoit Bay, Falmouth to Stage Harbor, Chatham

Small craft advisory

Cloudy with occasional light showers early 65 degrees

Winds N-NE 15-20 knots with gusts to 25 knots

Seas 2-3 feet

**“You can’t cross the sea merely by standing and staring at the water.” ~ Rabindranath Tagore**

We finally shoved off at 10:30 A.M. The plan had been to depart by 9 o’clock to catch the eastbound flood to Chatham. Our departure was later than desired, but I had purposely included some leeway into the schedule; distances were conservatively estimated, and travel times were based on an average of 4 knots, knowing full well that *Cranberry’s* theoretical hull speed is a fraction more than 6 knots.

“One or two reefs?” I asked Victoria as we unloaded the car. A small craft advisory had been posted, but the wind was from the north, and we’d be following the south shore of Cape Cod, so there wouldn’t be as much fetch as with the typical summer sou’wester. Now 16, our youngest daughter has grown up around the water and she has a good feel for the wind – better than I.

She hesitated, and then replied, “Two.” Two it was.

We tied in the reefs before sliding away from the town dock at White’s Landing. At the head of Waquoit Bay, we raised the sail and cut the engine.



Drawing courtesy of Frank Lovewell

Here in the shelter of the bay, the GPS was already registering 5 knots. We debated one reef versus two, and Victoria reminded Rebecca and me that the conditions out there – in Nantucket Sound – wouldn’t be as quiet.

One year earlier, Victoria and I were slogging our way home from the North of the Cape Rendezvous. Then as now, a small craft advisory had been posted, so we had tied in a reef before leaving the Plymouth Yacht Club. By the time we reached the Duxbury Pier, Victoria’s read on the wind led us to round up and tie in a second reef.

It was slow going at first. The advisory was for the afternoon, so the expected 25 knot gusts hadn’t yet arrived, and the second reef – having been hastily added while drifting in Plymouth Harbor – was only at the clew and tack. The belly in the sail from the untied reef points was adversely affecting our ability to point to windward.

Sometimes you need to motor, and while off Manomet Point I started *Cranberry’s* Palmer; without some assistance, we weren’t going to make the westbound current in the canal.

We were making better headway motor sailing, but more spray was tossed as we pounded through the building seas. Victoria was relatively dry in the shadow of the dodger, but at the wheel I was getting soaked. On land, it was a warm, sunny day, so I was dressed in shorts and a t-shirt. By the time I got my jacket on, it was too late – I was already wet and starting to shiver from the 60-degree water. To make



matters worse, I had forgotten my waterproof pants at home.

It was one of several lessons we learned that day – if you have to reef, you should be wearing slickers.



Victoria and I departing Waquoit Bay.

Fast forward to the present, and Victoria and I are head-to-toe in slickers and boots. Although our timing is a little off, we still catch most of the flood. The current in Nantucket Sound can reach 2 or 3 knots in some places, and having it with us – as opposed to against us – could double our headway. With a double-reef and a roughly ENE course, we're on a close reach and relatively comfortable while averaging 7 knots over ground in 2 to 3 foot seas.

Well, mostly comfortable. Early on, the ladies groan about the heeling. It's our first real journey of the season, and both still need to find their sea legs. Like most catboats, *Cranberry* is best sailed flat. A 10-degree heel is typical, but in today's conditions 20-degrees is not unusual. Before the trip is out, we'd experience heeling nearly twice that.

From Falmouth to Chatham, the south shore of Cape Cod points roughly ENE. As the day wore on, the wind slowly veered from the north to the northeast, forcing us to tack twice to the northwest. The first was as we were approaching Point Gammon – I realized we weren't going to make the gap between it and Bishop and Clerks.

After tacking back east and clearing the gap, we were halfway between Point Gammon and Chatham when we tacked again. Clouds were parting by then and the wind, while still gusty, was quieting. The flood current had diminished, and although we were

still making 4 to 5 knots, it was noticeably slower. We were closer to Chatham, but slowly moving further away, as the northeast wind was right on our heading into Stage Harbor. Ever the pragmatist, Rebecca recommended starting the Palmer. Always the purist, it was now my turn to groan.

Early June is still technically spring. With clouds and wind, the day hadn't started out particularly warm, and as the sun sank toward the western horizon, it got even cooler. Practicality won, and we turned toward Chatham Roads under power. It was slow going as we pounded into the remnants of the day's blow, with the outgoing tide and a few gusts on the nose holding us to 3 knots for the next hour.

Inside the harbor, we tied up the sail and hailed Stage Harbor Marine; I had reserved a slip for the night. The dock master motored out to the main channel, and guided us into the marina between a USCG lifeboat and *Pandora*.

It was 7 p.m., 8-1/2 hours after our delayed departure. I'd estimated 8 hours for the 32-mile trip to Chatham, but with tacking the overall distance was probably closer to 45 miles. We averaged better than 5 knots and only had to motor for about two hours.



Tied up at Stage Harbor Marine.

For the ladies, the journey had begun that morning. Although I'd been planning this trip for months, it really began when my father passed away about two years ago. Writing the eulogy led me to contemplate my own mortality. Sorting his possessions made me question what I kept and why. Along the way, I realized that my own children might someday be doing the same for me.

Not long after my mother passed, Dad went on a cross-country trip to visit old friends and new places. It was something he and Mom had talked about, but life got in the way. The trip inspired me to make a



bucket list of my own. The time had come to start checking things off that list.

## Day 2 – Sunday, June 7

Stage Harbor, Chatham to Old Harbor, Chatham, via Butler Hole

Sunny 65 degrees

Winds NE veering to S 5 knots

Seas calm with light ocean swells

**“Never in my life before have I experienced such beauty, and fear at the same time”**

*~ Ilen MacArthur, Sailor*

We awoke around 7 a.m. and set about cooking breakfast. There was some early entertainment at the marina as a few dramas unfolded. In carefully choreographed motions, Coasties jumped aboard the 42-foot lifeboat next to us and surged away from the dock. We turned the VHF to 22A and listened as they joined commercial towboats, harbormasters, and fireboats from Chatham and Harwich responding to a boat on fire just outside Saquatucket Harbor.

At our dock, a boat pulled up, the operator sharing news of another powerboat in distress. This one was in the middle of Stage Harbor, had run out of gas and didn't have a radio. A friend of mine says folks like this are not boaters, but rather, “people with boats.”

We left Stage Harbor at 10:30 A.M. and motor-sailed down the west side of Monomoy Island, more motoring than sailing. For a vessel of any significant draft, getting around Monomoy means going around Handkerchief Shoal, which extends about 5 miles southwest from the island into Nantucket Sound. Catboats can ignore it in fair weather.

Having never been here before, some caution was in order. I was standing on deck, watching the water slowly change color from dark blue-green to aqua. Rebecca was at the wheel, keeping an eye on our new depth finder as it counted down to the single digits. A swath of light breakers ahead disappeared into gentle ocean swells, and we crossed over the bar into the dark, deep water of Butler Hole.

The Monomoy Shoals – Stone Horse, Bearse, Great Round and Little Round – guard the eastern entrance to Nantucket Sound. When the Pilgrims sought a place to land, the rips and breakers here sent them north, and for hundreds of years claimed ship after ship that dared drift too close.

Pollock Rip's reputation was my nightmare. I became a scholar of this graveyard of the Atlantic,

and extra days were added to the itinerary in case a layover was needed to wait for better conditions. I read, “Riding the Wild Ocean,” but didn't tell Rebecca, fearful that the book's cover alone would scuttle this journey. In the days leading up to our departure, I studied the weather like my life depended on it. [An aside – In truth, a sailor's life always depends upon the weather.]

Now, all of my worries were but a distant fog, burned away by a bright sun shining in a clear, blue sky. The wind was light, and was it not for the remnants of yesterday's blow – long, northeast rollers – there wasn't a hint of the historical horrors of this place. It was anticlimactic.

Shortly after noon, we rounded Monomoy Point. At about 12:30, we sighted our first seals. There were no sharks. Believe it or not, you can plan for that.



Butler Hole and the end of Monomoy Island.

Timing is everything, especially when sailing in the waters around Cape Cod. There are few places in the world that have such strong tidal currents without correspondingly significant tides. Moreover, most of the harbors we were going to visit were – from the water – new to us. Prior experience taught us that arriving after dark in a strange harbor can have unexpected and unpleasant surprises – just ask the folks from Bass River.

For this trip, we needed enough time to complete each leg during the day, so long days and favorable currents were a must. Because the trip would begin by taking advantage of the eastbound flood current in Nantucket Sound, we needed a Saturday when the current would turn east early in the morning so we could ride it all day to Stage Harbor. “Eldridge Tide and Pilot Book” told me that there would be two such Saturdays in June, and two in August.

An early season trip had a number of advantages. The days in June are more than an hour longer than

in August. Although hurricane season begins on June 1, early season storms are exceedingly rare this far north. Our daughters Kaytlen and Victoria would be out of school, and it's easier to get time away from summer jobs before the tourist season on Cape Cod starts in late June.

Originally, only the girls were going to accompany me on this trip. Rebecca joined – reluctantly – when she realized that I was serious. I would've loved to see a great white shark – Rebecca not so much. It just so happens that in early June, the sharks haven't yet migrated north to their summer feeding grounds around Monomoy. The stars were aligned for an early June circumnavigation.

Rebecca is not a sailor, but she does find joy in the sun, the sea, and wildlife. Monomoy did not disappoint. Victoria was at the wheel when we sighted the first colony of seals. Rebecca urged us to get closer, barely containing her excitement as she snapped picture after picture with her iPhone.

Although we kept a safe distance from shore, that didn't stop the seals from coming to us. All around *Cranberry*, seals would pop up. I kept a lookout, telling Victoria to steer to port or starboard to avoid a collision, but after a while we realized that keeping a straight course was probably best. Grey seals can swim at up to 20 mph, and no matter which way we turned, they would disappear here only to show up over there.

At the time, we theorized that they probably hadn't seen anything like us before. Few catboats venture into the Atlantic, and although we were under power, our slow, droning engine did not resemble the higher-pitched whine of the outboard sport fishing boats that are more common in these waters. We later learned that these were probably juveniles; the youth of all species are very curious.



Seals.

By 2 p.m. we had left the seals behind and were off of the Chatham Bar, now famous because of the book and soon-to-be-released movie, "The Finest Hours." Our relatively late departure today was planned to coincide with the incoming tide, which would be high at 5 p.m. The channel here is constantly shifting and is not identified on any chart; rather than being marked by the typical navigational buoys, there are lobster buoys on steroids, topped with flags to make them more visible in the surf.

We stood off to the south, watching as powerboats made their way into and out of Old Harbor. Once we had the line, we motored over the bar.

While I was refilling our gas tanks at the Chatham Fish Pier, Rebecca struck up a conversation with an old fisherman. We had only put 3.1 hours on the engine, emptying one tank and starting on a second, but tomorrow would be our longest leg – 12 hours to Provincetown – and we might need every gallon.

After anchoring *Cranberry* west of Tern Island, we went ashore and walked to Chatham's Main Street, which was closer here than from Stage Harbor.

Rebecca is allergic to seafood, which can make dining out a challenge. On Saturday night, we found the Chatham Squire to be good and accommodating. Tonight, Victoria and I wanted to try something new. The Wild Goose Tavern has completely segregated fryers – one for seafood, and one for everything else. Rebecca was able to enjoy a rare order of french fries.

### Day 3 – Monday, June 8

Old Harbor, Chatham to Provincetown

Partly cloudy turning cloudy with occasional light showers 70 degrees

Small Craft Advisory

Winds S-SW 5-10 knots increasing to 10-15 knots with gusts to 25 knots

Seas 3-6 feet

**"But where, after all, would be the poetry of the sea were there no wild waves?" ~ Joshua Slocum**

Dock, mooring, or anchor was the preferred order for tying up overnight. Chatham's Old Harbor is a working harbor with no marina for pleasure boats, but the fisherman Rebecca met the prior afternoon said we could tie up to the dingy dock at the far end of the Fish Pier. Since we were leaving at sunrise, no one would care – and no one did.

The alarm was set for 4 a.m., but it wasn't needed. There had been some activity at the dock overnight, and as is typical for me when on the boat, I was lightly sleeping. The songbirds had me half-awake by the time the alarm sounded, and by 4:15 I was getting the ladies up.



Fishing boats at sunrise in Chatham's Old Harbor.

The sun is rising at 5 a.m. when we slip away from the dock and south to the Chatham Bar. Rebecca insists that the north break is the way to go. That fisherman told her we'd have no trouble getting over the bar at high tide, and it would save a few miles. We bicker a bit, but I turn us around, swinging east of Tern Island. As we make our way north, I grumble to Rebecca, "You'll either get all the blame for this, or all the glory."

For me, this was unplanned anxiety. We've been out in small craft advisories; they're manageable if you reef. Breakers across an unfamiliar inlet? It's always at the intersection between two mediums where danger lies. Whether it's a boat leaving or arriving in port, a plane taking off or landing, or a spacecraft blasting off or returning, it's that transition between the earth and out there that is the most dangerous.

We spot a small flag waving atop a lobster buoy – one of the channel markers. I steer toward it and Rebecca stands up on the port seat, looking over the dodger for the next marker. Nothing. Mumbling about running aground, I turn *Cranberry* toward the ocean. Rebecca assures me that we'll get through.

There's no other marker in sight, but there is a gap in the breakers. The depth finder agrees. On our current heading there's 9-12 feet of water under us – more than enough for our 2-foot draft. That's when we spot the next marker to port – amongst the breakers. This area changes regularly, the ocean sculpting the sand as it pleases. Perhaps the channel was over there last week, but today it's over here.

And so we dance, zig-zagging our way through the breakers until they are behind us, the ocean's gentle rollers reminding us that we're not in Kansas any longer. The glory belonged to Rebecca.

I cut the engine and turn us north. We're sailing, but *Cranberry* is barely making four knots. The wind is relatively quiet, but experience has taught us how difficult it can be to reef when the wind is howling, so we had tied two at the dock in anticipation of the coming small craft advisory.

By 10 A.M., *Cranberry's* wheel is pulling as we pass Highland Light in Truro at hull speed and then some. Over the past several hours, the wind has risen and shifted from dead astern to our port quarter as we follow the contour of the Cape. We've progressively raised the boom with the topping lift and scandalized the gaff to reduce sail and maintain control. It's worked well.

The depth finder has proved to be a useful aide to navigation. The further from shore we go, the longer the distance and the more exposed we are to the rising wind. Getting closer puts us in the rolling seas and breakers along the beach. We skirt a middle ground, following the 20-foot contour line that lies about ½-mile to a mile off shore.

It's here, off the Truro Highlands, that trouble finds us. Rebecca might suggest that I look for trouble, and at least one catboater has – joking, but perhaps with some seriousness – called me crazy.

Our dingy, *5-4-Fighting*, is an 8-foot West Marine inflatable. For this trip, I've rigged her to be a lifeboat, adding a solid floor over the built-in slats, an 11-pound external tank for the Lehr propane outboard, and a ditch bag with flares, a radio and other emergency supplies.

Unfortunately, the building seas are splashing over the bow of and into our lifeboat. She probably won't sink, but if we don't get the water out, she'll become a sea anchor. Victoria takes the wheel and Rebecca and I pull in *5-4-Fighting*. We luff-up a bit, and when the dingy is alongside, I jump in and start bailing.

I remember one particularly big wave that splashed up and over the bow of *5-4-Fighting*, drenching me and refilling the dingy. Rebecca claims that I almost went overboard – twice – but I was too focused on bailing to notice. In spite of the rocking and rolling and the occasional setback, I get most of the water out.

Rebecca hauls-in on the line tied around my waist and I get back aboard *Cranberry*. We had previously kept the dingy about 25-feet behind us,



but that clearly wasn't working. It's far easier to let the line out than to pull in a swamped dinghy, so we tie *5-4-Fighting* less than ten feet from our stern and watch. She stays dry, and we've learned our lesson.



The Truro Highlands.

The GPS says we're averaging 6.5 knots. The waves are building. Off to our port side, the Provincetown Monument mocks us, being always visible, but never getting closer. A USGC helicopter flies overhead, apparently toward Stellwagen Bank, north of Provincetown.

As we round the wrist of the Cape, turning progressively to the northwest and then west, the sail luffs. A little at a time, we raise the gaff, lower the boom and haul in the mainsheet. We dodge lines of lobster buoys. We do this over and over again – wash, rinse, repeat – until we're close-hauled on a port tack along the north side of Provincetown.

*Cranberry* buries her bow in the waves here and there, but she pops up and shrugs it off. I'm surprised – but not – by *Cranberry's* buoyancy. She reminds us why catboats have plied the waters around Cape Cod for more than 150 years. [An aside...As I write this, I recall a picture of a catboat sailing amongst icebergs near...Labrador?]

"Are you enjoying yourself?" Rebecca teases. There's a saying that a bad day on the water is better than a good day in the office. Some weeks before, I had expressed to her that I enjoyed being on the water, even when it was blowing like this.

"I'm just taking it all in," I reply. As on Saturday, I'm head-to-toe in slickers and an acrylic winter cap, and in spite of the earlier drenching, I've stayed mostly dry and warm underneath. Our current situation is demanding all of my attention; I've no bandwidth to think about whether I'm having fun or not. I'm at the helm of my boat, guiding her into port.

That said; in hindsight, it was fun.

I wanted a straight run to Wood End – no extra tacks – so we maintained a westerly course into Cape Cod Bay, well past the line south to Race Point. A few miles later, we started the engine and tacked southeast.

There's a note on the charts near Race Point, "Tide rip (strongest during NE or SW winds)." So far this trip, my obsessive planning had paid off. Today, not so much. I'd originally estimated that the roughly 50-mile trip between Chatham and Provincetown would take about 12 hours at 4 knots. Even with bailing the dingy and scandalizing, the strong winds had us several hours ahead of schedule.

The incoming tidal current clashed against the blowing sou'wester, generating steep, confused – but not breaking – seas. Victoria and I thought the worst ones were about 6 feet, but Rebecca estimated 10 feet. Regardless, our discomfort wasn't due so much the height of the waves, but their short period, and we found ourselves pounding over and through the rip.

We kept an eye out for whales and other boats. None of the former was sighted, but whale watch boats were seen heading to and from Provincetown.

A series of waves and gusts hit *Cranberry*, and for a moment, she heeled far over to port. Rebecca was on the starboard side under the dodger. From her vantage point, she saw the water reach the coaming behind Victoria, who was sitting opposite her. I glanced at the compass, which has an inclinometer along the bottom. It was around 35 degrees.

Comparing notes later, Rebecca felt that we were close to capsizing. However, this was probably due in part to her vantage point and the fact that she had to brace her feet against the centerboard case. Unlike Rebecca, Victoria and I have both capsized in smaller sailboats (420's and Sunfish). We agreed that *Cranberry* never felt like she was going over.

That said; while it's not uncommon for a keelboat to heel 35 degrees, it can be unnerving in a catboat where 25 degrees is a lot. We released the mainsheet and let the sail luff, reducing our speed and catching our breath.

Unfortunately, our forward motion was impaired under power alone, and without the wind against the sail, *Cranberry's* bobbing was more pronounced. After a few minutes, we hauled in the mainsheet and plowed ahead again.

At the green #1 buoy off of Wood End, we turned northeast. With the wind behind us, our motion was more comfortable, but *Cranberry* became

squirrelly as she surfed down the waves toward the green #3 buoy and Provincetown Harbor. Rather than attempt a jibe as we turned inside Wood End, we tacked through 270 degrees to bring the boom over the starboard side. The seas were noticeably calmer here, but it was still a struggle to get the sail down and tie it up.

We motored behind the breakwater into Provincetown Marina, but the winds and waves followed. Tied up to the floating dock, *Cranberry* hobby-horsed up and down.

It was 3:30 P.M. and the day was still young. Walking off the dock, some folks from the whale watch boat recognized *Cranberry* and expressed relief that we had arrived safely. We downplayed the situation – it seemed so distant now.

The three of us celebrated with Ben & Jerry's, and then took a bus tour around Provincetown. *Cranberry* was still bobbing uncomfortably when we returned, so we walked down Commercial Street in search of lodging for the night.

We discovered another benefit to an early season journey – there was no one here. Provincetown wasn't completely dead, but the marina had dozens of open slips, and every hotel, motel and bed & breakfast had vacancy signs. We found a couple of rooms at the Queen Vic B&B and enjoyed dinner at The 186, a local burger joint. The 186 fried no seafood, so French fries were on Rebecca's plate again.

#### Day 4 – Tuesday, June 9

Provincetown

Sunny 70 degrees

**“Anybody can jump a motorcycle. The trouble begins when you try to land it.” ~ Evel Knievel**

There was a knock at the door as I stepped into the shower. Rebecca answered to find our daughter standing there with a cloth over her left eye. Victoria had her own room at the B&B, and had awakened on the floor, apparently having passed-out when she got out of bed. She landed on something hard enough that stitches were clearly required.

Provincetown is literally at the end of the road, and the closest hospital is in Hyannis, an hour away. There's a health center a mile from the B&B, but we weren't about to have Victoria walk without knowing why she passed-out. Our hosts offered to drive us there.

The staff quickly admitted Victoria, not because there was any apparent urgency needed, but because – like everything else in Provincetown in early June – there were no crowds waiting. They checked her vitals, blood sugar, and a few other things. A few questions later and it was looking like dehydration was at the root of the problem. Until the doctor arrived, it seemed like a simple case of get stitches and go on our way.

Victoria gets nausea when she doesn't eat, and in our haste to get to the clinic, we had skipped breakfast. The doctor walked through the door just as Victoria was complaining about feeling ill. Immediately, there were fears of a concussion, followed by the recommendation of a trip to Cape Cod Hospital and a CT scan.

Paramedics wheeled Victoria out on a stretcher and Rebecca joined her for the ambulance ride to the hospital. We had sailed through two small craft advisories unscathed, only to get hurt ashore.

It was going to be a layover day anyway, but we had expected to spend it touring Provincetown. Victoria and I had plans to climb the monument.

I walked back to the B&B and ate breakfast with the owners and several other guests. Josh and Stan were very accommodating; aside from driving us to the clinic, they assured me that a late checkout or staying another night would not be a problem.

The next several hours were spent on routine tasks. I found a laundromat, replenished the ice, emptied the porta-potti, and used the fresh water at the dock to clean the salt off *Cranberry*.

It was early afternoon when Kaytlen returned with Rebecca and Victoria.

Kaytlen's initial positive reaction to an early June itinerary changed when she learned of the dates. Her friend was getting married, and she had to choose between the circumnavigation and the wedding.

As this day had demonstrated, plans can and do change. The little girl who in 2005 begged her mother to let her accompany me on our first journey to Padanaram was now a college graduate (cum laude, I might add). Kaytlen took the conflict in stride and stayed ashore, which also resolved the problem of accommodations.

When the girls were young, they were small enough to share the forward bunk, which could be expanded with the use of a sliding board. However as time passed, the girls got bigger. Even with the board, the bunk wasn't very big, and the high, narrow construction offered little headroom, making

it cramped for even one person. In 2012, we did a significant amount of work on *Cranberry*, including lowering and cantilevering the forward bunk (inspired by Stuart Hopkins' article, "Make Your Catboat Cabin Warmer and More Comfortable," in "Bulletin" No. 141). *Cranberry* now slept three adults.

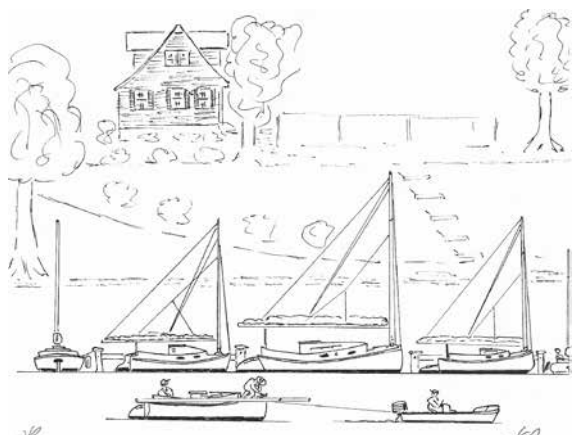
Ironically, the emergency room completely ignored the doctor's recommendation and did not do a CT scan. However, Victoria was ordered to stay ashore for a day of observation. It was decided that she'd go home with Kaytlen and remain under the watchful eye of her older sister, and rejoin us on Wednesday when we got to Sandwich.

In the meantime, the four of us had lunch and did a little walking and shopping along Provincetown's Commercial Street. At one gift shop, I found a magnet, "Smooth seas do not make good sailors." I bought it.



Cranberry in Provincetown.

After the girls departed, Rebecca and I enjoyed a pleasant dinner alone, this time at Ross' Grill. The wind and waves had finally subsided, so we returned to *Cranberry* for the night.



## Free Range Catboating on the Choptank - 2015

Marc Cruder

*Editor's Note: Take out a chart and follow this motley crew of CCBA sailors as they explore the creeks of the Choptank River on the Eastern Shore of Maryland! As for a significant life event... sometimes just getting in and out of a dingy says it all...especially if you don't fall in the drink!*

Having hit the C & D Canal last year, we headed south to the Choptank River. With a good turnout including some new boats and faces, we made for creeks largely on the north side of the river that we had never been to. The weather was again hotter than it should be and the creeks so inviting that the cruise went "free range" early...meaning some made their own itinerary. We did a lot of sailing, used only a few gallons of fuel, while it's a good bet most can now identify and locate Choptank Light (because we sailed past it no less than four times). Our stops at St. Michaels and Suicide Bridge went well, followed by a brisk challenge hard on the wind to Oxford, where one of our members treated the group to a nice gathering at his home in the shade of Campbell's Boatyard. Some well intentioned catboaters didn't start because of engine problems and others didn't finish reportedly due to the same...or was it the conjugal visits...but that's another story. Here's how it went....

### RETURNING CRUISERS

- Marc "*Where is my breakfast*" Cruder with crew Steve "*You look hot*" Flesner sailing *Wanderer*: Wittholz 25 (Glass)
- Dave "*We made it again*" Bleil with crew Jim "*Do I really have to put my speedo back on*" Ohlmacher sailing *Gull*: Mystic 20.
- Butch "*I'm on the side of the road and I deserve to be there...you silly*" Miller sailing *Cathy*: Americat 22
- Jack "*A little 151 from Bermuda*" Smith sailing *Winter's Dream*: Marshall 18
- Mike "*I'm liking that clothespin scarf in the mast*" Crawford with crew Rich "*Fresh oysters*" McLaughlin sailing *Shoveller*: Fenwick Williams 25



- Martin *"It's a lovely cove for a nap"* Gardner sailing *Planet*: Wittholz 25 (Wood)

- Paul *"Gooseneck casualty"* Cammaroto with crew Dominic *"I'm rowing this year"* Cammaroto sailing *Bubbly*: Marshall 18 (with newly built Norwegian Pram)

#### DRIVE-BY CRUISER

Craig *"Camera ready"* Ligabel sailing *Mystic Wind* (with dinghy): Mystic 20

#### NEW CRUISERS

- Roy *"On again – off again"* Henwood with crew Duncan *"I only drink neat...but I think this needs a mixer"* White sailing *Liberty*: Marshall 18

- Phil *"Catboat Ironman"* Livingston sailing *Patriot*: Marshall 18

#### OTHER

- John *"The Perkins is still perking"* Brown with crew Don *"That doesn't mean anything"* Allen sailing *Traveler*: Atkins Ketch

- Kerry *"Alright, I'll put the sails up, but I'll leave the engine on"* O'Malley with crew Kristine *"I'll take that Dark & Stormy now"* O'Malley sailing *Chesapeake*: Dickerson Bugeye Yacht

#### Sunday, 6/14: Destination: Harris Creek

*Wanderer* finally spent some time on the hard inside this winter, which was long overdue after 5 years. Even a fiberglass boats needs work regularly. So the short story was new bowsprit, bobstay, cabin eyebrow (laminated in place this time), prop with a little less pitch, rig down, mast painted, eye bolts, running rigging and halyard blocks with roller bearings. Rub and toe rails got paint, as did the hull (one part polyurethane by brush). There was also a cap for the boom end and a new mounting block for the stern light as well as a new nico-press eye on the centerboard pendant. Needless to say, I will be looking to shorten my maintenance intervals. The upshot was that I was not launched until after Memorial Day Weekend, so missed our first event. Not a regular occurrence for me, but it happens from time to time. This year was one of those times.

I took a slip on the Eastern Shore where I launched for two weeks before the cruise, which gave me enough time to rig and sea trial. So I was ready to go when my intrepid (think Gilligan and the Skipper) but aging crew, Steve Flesner, found me.

John Brown, my usual crew had been singlehandedly supporting the local economy of southern Maryland, so his Atkin Ketch *Traveler* was finally ready this year and occupied him completely. Steve and I did our shopping the day before departure, headed for the boat, loaded all stores, then relaxed at the Cambridge Diner for local crab cakes, homemade cole slaw and pudding (rice and bread). Had a Myers and Tonic nightcap back at the boat and then slept on deck until there were some sprinkles under the newly renovated bright lights of Ferry Point Marina and background noise of cars on Route 50. We survived.

We were up at 0600 to an overcast and muggy day. Took a quick trip into town for breakfast at Dunkin Donuts, then got ourselves out of the slip with dinghy, retrieved all dock lines, then made up to the gas dock for final ice provisioning. Given the forecast, we would be using a lot of ice on this cruise!

Underway under power flying the yacht ensign at 0830. Removed the sail cover and set sail at 0930 on a westerly heading with almost no wind, but a fair tide still ebbing. At 1030, started to tack to clear Hambrooks Bar. By 1130, the tide had turned and we were on engine sheeted in making 3.5 kts per GPS. We were abeam Choptank Light by 1230 and sighted *Planet* coming out of the Tred Avon River. By 1500 we were at the mouth of Harris Creek and on a run no longer requiring the engine. Navigated the buoys up and beyond Dun Cove to the combination red/green. *Planet* went left to a nice little cove but I was still not seeing catboats, so raised *Traveler* on the VHF to find him reportedly "up in the mud with all the catboats." Something of an exaggeration since *Traveler* has a six ft. draft, but nonetheless, as we continued on masts became visible in the next creek including *Chesapeake*, our wayward bugeye yacht sailed by a former Marshall 22 couple. All were on their own hooks, so I rafted up to *Traveler*. Swim call and happy hour ensued, followed by Chinese "frutti di mare" aboard *Traveler*. With at least six catboats,



Catboats in Harris Creek via *Traveler*.

a ketch and a bugeye, it was “Cruise On” for 2015. Two more catboats would make their way in before dark.

**Monday, 6/15: Destination: La Trappe Creek**

It cooled down after a brief rain squall and we enjoyed a nice breeze all night hanging on *Traveler's* big plow anchor. Up at about 0600 to coffee, cereal and fresh milk. Made the rounds of the anchorage by dinghy, mostly to ensure newcomers were tuned into the itinerary and prepared. *Planet* and *Winters Dream* liked the spot and informed they were staying put. All others departed on or about 0830 variously under power and or sail. Got *Wanderer* underway and to the mouth of Harris Creek by 1100. Of note, we did see *Chesapeake* with sails up, but as with most of the group, on engine due to light winds. Some sailing is better than no sailing. By 1300 we were off the engine on a course of 140 degrees PMC shaping up for Choptank Light, making 4.0 kts per GPS.



*Liberty* enroute LaTrappe Creek.

Made the entrance to La Trappe Creek about 1400. Continued under sail in company with Marshall 18 *Liberty* almost to Trappe Landing. Another Marshall 18, *Patriot* darted out from a side creek under sail to make it a threesome. Although the sail up the creek was fairly easy as the creek is buoyed throughout, the trip out was on the wind tacking. It was lively because of the tree-lined creek and so a little gusty at times. It felt like some serious dinghy racing, but we were in bigger boats. Got lucky making a few marks by rounding up and letting the 25's momentum get us by. I was trying to stay in the channel while the 18s were able to take a little more liberty (pun intended) with the waterway due to their lesser draft requirements. Had a great sail back down to the designated anchorage. *Patriot*, like *Liberty* turned out to be another long time CCBA member finally turning out for a cruise. These two

Marshall 18s were not dock fixtures and their owners showed their stuff as we put our cats through their paces tacking in reasonably close quarters. *Patriot's* invite for the group on Friday in Oxford was still on the table, so I confirmed our interest on behalf of the group.



*Patriot* in LaTrappe Creek.

Sailed into the anchorage, dropped sail and rafted up to *Traveler*. For swim call, decided to make my way over to *Cathy*, Butch Miller's newly purchased Americat. Other swimmers (*Gull* and crew) joined the group inspection. *Cathy* was piled with stores for the cruise, but was obviously an original and clean example. Butch, moving up from a Marshall 18 was happy with headroom and enclosed head for his better half. We could only approve.

Completing swim call back at *Wanderer*, we were visited by a wood deadrise owned by “Mercedes Mike” who was a regular visitor to the shed where *Wanderer* spent the winter. Mike has several vintage Mercedes and would come with a different car every



time I saw him. Nonetheless he promised to track us down and brought presents (several bags of ice) that were gladly received while his girlfriend took catboat photos. Mike also reported seeing *Chesapeake* and *Shoveller* at the Cambridge Municipal Marina across the river...the cruise had officially gone “free range.”

Mercedes Mike and his nice little deadrise departed as happy hour erupted. We were boarded by the crews of *Bubbly*, *Cathy*, *Liberty* and *Traveler*. Happy hour ensued and ensued and then ensued some more. No cooking tonight...too many snacks but lots of good company and catching up. Retired about 2200 to a cool breeze and lightning in the eastern sky.

### **Tuesday 6/16: Destination: Broad Creek**

Up at 0600 making coffee. Breakfast bars only this morning, since the crew seemed to have a sensitive stomach reacting after the previous evenings “snacks.” Got underway at 0715 because we doubled back east to Ferry Point Marina for ice. Landed at Ferry Point at about 0815 and off again at 0900, meeting *Gull* on one whistle inbound. Came out to the main channel, set sail with engine on a course of about 300 degrees PMC. Abeam Choptank Light again at about 1100 moving at 4.0 kts. Entered Broad Creek at about 1300. Came left at the #9 green following *Cathy* further up into the creek. Eventually sighted *Traveler* anchored on the south side of the creek at about 1400. The location was Edgar Cove in about 9 ft. of water. Swim call was immediate, followed by a nap...because it was early. *Liberty* left to pursue an anchorage closer to St. Michaels as they had their better halves set up in a bed and breakfast, with a conjugal visit in mind!



Broad Creek raft up with *Traveler* and *Cathy*.

After the requisite rest, a count of the anchorage showed the group had grown to include *Shoveller*, *Patriot* and on the horizon (our horizon) an unaccounted for Mystic 20 that could only be *Mystic Wind* towing his signature dinghy with Maryland State flag. The group social hour began in earnest with *Wanderer* and *Cathy* rafted up each to a side of *Traveler*. *Shoveller* reported out on the quality of the Cambridge Municipal Marina, while this was the first night *Patriot* would stay with us. *Mystic Wind* supplied *Patriot's* transport to the raft up and his own martini libation along with bell peppers and hot sauce. *Mystic Wind* made the trek from the western shore solo and only staying for the night, but not before properly documenting the situation with photos as only he can take. We were glad to add him to the mix. Things broke up before going too far and I was able to heat up some homemade white chili brought along frozen.



The Maryland State Dingy and crew.

### **Wednesday, 6/17: Destination: St. Michaels via San Domingo Cove**

Slept in until 0700. After coffee, we enjoyed dry Eggs Florentine. The crew claimed to not have the knack of the alcohol stove. How could he? This was day three and only the first time he had cooked! Then the fun started. *Bubbly* had a gooseneck casualty and needed an assist from “Butch Marine.” While they were sorting through nuts bolts and washers, I did a little maintenance by replacing the teak single becket block on the main sheet with one of the boat’s original handmade PVC blocks (rebuilt of course). In the end, parts were found and *Bubbly* back in commission.

Underway under sail finally at a leisurely 1000 with *Cathy*, *Shoveller* and *Bubbly* for the mere 5 mile transit designed to get us in position to storm



St. Michaels by day. Negotiated the three parts of Hambleton Island (not as easy as it looks, even with buoys), making our way up San Domingo creek. Passed *Traveler* anchored in a cove to port just before the final turn in the creek. It was low tide, but we found room for all to have dinghy access. Ashore we found Towne Creek Restaurant, where they gladly accommodated our party of 10. Had a nice crab cake as a late lunch, then off to Justine's for pistachio ice cream. Walking back to the dinghy, we met "Conjugal Don" and his wife on the porch of a B&B. Apparently *Liberty's* outboard had issues and was ashore with a local shade tree mechanic without a timeline. We wished him luck, then made our way to the seawall, rowed out to *Wanderer* rafted up to *Shoveller*, then powered back down the creek to raft up to *Traveler* just in time for a nap.

It was about 1730 when I came to and happy hour had commenced. This turned into another unstoppable event where the snacks kept coming since everyone had had a proper lunch. No dinner again tonight. *Shoveller* went in search of more breeze in the vicinity of Hambleton Island, while I stayed behind to finish a bottle of Sailor Jerry's with "Butch Marine." Bedded down as it cooled down...good sleeping.

*Note: Rowed past a few deadrise boats docked next to the dinghy access. The watermen were on about people needing to stay away from their crab pots in a voice loud enough for all to hear. So I confronted the loudest one with: "So Capt, where do we need to be so we're out of your way?"...he responded: "Where ya from?" I said: "I get it... we're good."*

#### **Thursday, 6/18: Suicide Bridge on Cabin Creek**

Awoke at 0130 to find *Gull's* skipper fiddling with our dinghies and *Gull's* anchor rode in the middle of it all. Waited to see what the intrepid skipper would do on his own, then made it to the deck to suggest he ease out his anchor line. Once eased, the entanglement subsided, so the further suggestion was to weigh anchor and reset a farther distance away from the *Wanderer/Traveler* swinging raft-up. The sound of *Gull's* diesel broke the night silence and it was done. With that, returned to my bunk. Shortly thereafter some wind and rain came up...timing is everything.

Up at 0600 for a quick morning coffee, then cranked up the Buhk at 0700. *Winters Dream* continuing on the "free range" plan was staying put in this nice anchorage, while the rest of us trekked

west across the Choptank to Cabin Creek. We were underway under power behind *Traveler* outbound with overcast skies and light rain. The other cats followed suit.

After negotiating all parts of Hambleton Island again, we found ourselves at the mouth of Broad Creek at about 0815. Set sail retaining the engine against the foul tide on a course of 130 degrees PMC shaping up for...you guessed it...Choptank Light, which we were abeam of by 0945. Continuing, we were abeam Howell Point at 1100 and back in Ferry Point Marina in company with *Cathy* for ice, fuel, a quick shower and lunch relaxing in an Adirondack chair on the little sand beach adjacent to the marina.

We were underway again at 1345, setting sail with a favorable tide and under the Route 50 Bridge in another 15 minutes enroute Suicide Bridge Restaurant for an 1800 dinner with a projected party of 15-20. Enroute, I realized as we passed Warwick Creek that I had misinformed *Traveler* on our destination. I only caught my mistake by actually referring back to the printed itinerary I created. *Traveler's* skipper is not much on anything but last minute verbal direction, which in this case was somewhat misguided.

In any case, made Cabin Creek at about 1600. Found *Bubbly*, *Gull* and *Patriot* at the mouth of the creek engaged in a swim call. Continued into the creek to find *Traveler* anchored to port, so rafted up and dinghied in to speak with manager of Suicide Bridge Restaurant. Catboats were welcome to tie up to the tee-head. The group was welcomed to the bar and lounge upstairs by Camilia and Holley (the bush sisters). Guests included Dave Park, Mom and Dad Livingston, the Howells and Mark Adams. Absent without leave were *Shoveller* and *Winter's Dream*. The rain poured as we enjoyed drinks and dinner dispersed around the lounge. Nightcap of "Old Crow" aboard *Traveler* once the weather cleared.



Suicide Bridge.

## Friday, 6/19: Destination: Oxford on the Tred Avon

*Traveler* aground about 0200 in “a good 5 ft” as the locals would say, but unfortunately drawing “a firm 6 ft.” John’s electronics actually showed 5.3 ft. We were up at 0600 for only a quick coffee due to the mileage ahead of us and underway by 0645 after a quick visit from *Patriot*. *Traveler* was afloat again and followed us out.

Powered to the mouth of Cabin Creek, then set sail with engine off making for the Route 50 Bridge. Nice sailing until thru the bridge to have wind and seas on the nose. Set sail close hauled with the engine on, to maintain our head. Caught up to *Patriot* after he ducked into La Trappe Creek to “almost put in a reef.” We saw a steady 15 plus kts of wind, coupled with a tide change counter to the wind. So began the slog in the short steep chop, feeling for the outboard boats, but enjoying the confidence of displacement under our feet. I remember saying to Steve once *Wanderer* was in her stride.... “To appreciate a big catboat...you need to get out in some good wind, where you can feel the power and stability of the boat”. It is hard to beat a big cat doing what they do best. We had a great sail.

Passing Choptank Light yet again enroute the Tred Avon River, we were met by the errant *Shoveller* as the Tred Avon River “welcome catboat.” Now with escort, we made the entrance to the harbor at Oxford by 1300. Doused sail, powered in and found Campbell’s Town Creek Boatyard. We also found *Winters Dream* here in a slip near *Patriot* and were able to squeeze *Wanderer* into a 12 ft wide slip. we all settled in and made lunch.

Most of the others were in full on “free range” mode in search of suitable berths. *Cathy* later joined us at Campbell’s Town Creek. The group headed for Cutts & Case Shipyard.



Martin Gardner on *Planet Chillin'* at Cutts & Case.

Having been there in the past, I stayed behind to enjoy a leisurely shower, cool off and catch up my log. As the afternoon went on, the group assembled at Phil Livingston’s new home, backed right up to Campbell’s Town Creek. We immediately got a tour of his new “boat shed” designed for the Marshall 18 with trailer. Apparently local ordinances don’t allow a garage, but certainly a boat shed, given the nature of this nautical community. With the shed inspection complete, we retired to air conditioning inside while treated to a spread of sandwiches, potato salad, cole slaw, watermelon and cookies. The “Patriot” theme extended into the house and included the display of a colonial era naval uniform.

While very appreciative of our host, most of us were visually and physically drained by the day’s sail against the elements. That said, all who left Cabin Creek made it to Oxford and our host Phil Livingston was crowned “catboat ironman” for his solo transit without putting a reef in his capably sailed Marshall 18. Applause all around as the rest of the group pleaded “No Contest.” Not bad for his first outing with this eclectic group. Well done, Phil!

Things wound down quickly from there as those of us residing just on the other side of the property line, retired to Adirondack chairs in the shade near the docks. There we witnessed a Coast Guard boarding team bringing a boater, who apparently had no fire extinguisher, back to the dock. The Coasties were then eyeing my dinghy as their next conquest, but nothing came of that exchange when questioned. Skippers from *Winters Dream* and *Cathy* as well as *Wanderer*’s crew enjoyed the rest of the evening chatting it up and finally retiring about 2230. We had done some hard sailing and had 14 sailing souls reassembled at Phil’s plus two of *Bubbly*’s friends. It had been a good catboat day.

## Saturday 6/20: Destination: Homeward Bound

It was a tolerable night with a light breeze and no bugs. Up at 0600 for coffee and to finish the cereal with still fresh milk. We got underway early after a short discussion with Entrepreneur Jack Smith. It was something about a “Significant Life Event” business...aka “Bucket List Catboat Adventures” where we would offer berths on this one-week cruise of ours so more people could have a significant life event. My crew, Steve’s significant life event for the morning was getting into the dinghy and making out to where I could pick him up. Phil came down to see us off as we motored outbound.

Our only hiccup was running through a clump of sea grass at the mouth of the Tred Avon that temporarily loaded up the prop. A quick slow down, stop, reverse, then ahead and we were clear. Turned on the flashing green at Benoni Point at 0800, shaping up for Knapps Narrows on a course of 300 degrees PMC. Picked up the channel (RRR from both ends) at about 0930. It was overcast; there was no wind, so we were on engine. Cleared Knapps Narrows at 1000, setting a course north for Bloody Point Lighthouse. We were clear Popular Island and abeam the lighthouse by 1145. Set a final course of 320 degrees PMC for the Rhode River, making 4.0 kts per GPS. We were tied up at Ponder Cove by 1500.

### Epilogue

This was another good cruise down with some more favorite creeks added to the record. Attendance stayed up and despite going “free range” early, it was nice to meet some long time and very capable CCBA members who, with fully found vessels, simply had not made the cruise before. While there was one mechanical failure, “Butch Marine” came thru again with sufficient stock to put Chief Cammaroto back on track enough to prove his repair during the upwind slog to Oxford. We were also happy to see Domenic add rowing to his resume while getting good use out of the father/son project pram.

The Gosling's Black Sea 151 Proof Rum was a hit, with sorry to say, none left to spare by the end of the week. The watermen have started to embrace water-cooled exhausts and even quieter outboard engines in an effort to clear their work space of traditional inboard engine boxes. For us, that meant being able to sleep through the morning setting and working of trotlines...another indication of a kinder gentler world.

The cruise would not have been complete without our traveling, marketing and media mogul in his Mystic 20 and little wood dinghy complete with the Maryland state flag proudly flying. Craig, not much of a stay for the week kind of guy definitely went above and beyond to sail over 20 miles each way just to have a few martinis and take a few photos. See his work at <http://albums.phanfare.com/isolated/MTnIYzCL/1/6936369>

In the end, we could have done worse than another week on the water catboating on the Choptank. Now that *Wanderer* has had enough work to put her right for awhile, I have promised an adventure next year to the Pocomoke River,

so keep a weather eye on the website at [www.chesapeakecatboats.org](http://www.chesapeakecatboats.org), now that the Commodore with Portfolio has added that skill to his resume. See you around the Bay sometime.

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## Cat Tales 2015 – Part One

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Diane Webster

After a long cold snowy winter, our catboats are finally ready to sail. Four couples have planned to cruise together for two to four weeks: Jay and Di Webster on *Ishmael*, homeport Wild Harbor in North Falmouth; Jim and Kim O'Connor on *Glimmer*, homeport Vineyard Haven on Martha's Vineyard; and Bruce and Sue Almeida on *Harvest Moon* and Mike and Marty Power on *Rum Tum* both with homeports of Padanaram.

### Friday, July 3

The Websters got off to a late start after shopping, packing and untangling mooring lines. After a stop at Fiddler's Cove to fuel up for the summer, *Ishmael* is finally underway at 4:15 in the afternoon. The original plan to meet with *Glimmer* in Cuttyhunk has now been scratched, but with longer days we feel we can at least get to West Falmouth and start early the next morning. However, like the little engine that could, and favorable conditions, *Ishmael's* Captain and First Mate sailed on to Quissett, and at this point, Hadley's Harbor was too close to resist, putting *Ishmael* much closer for a morning sail to Cuttyhunk.

### Saturday, July 4

*Ishmael's* crew was up bright and early on the Fourth of July and motored to Cuttyhunk due to a lack of wind. We happily rafted with *Glimmer* and relayed Captain Jay's story of almost swallowing a stainless steel fastening ring while trying to untwist the peak block on the gaff. We were spotted by former catboaters Dick and Patti Delmore outside of Cuttyhunk Harbor as we drifted toward Penekese trying to dislodge the fastening ring from Jay's throat as he hung upside down from the cockpit seats trying to cough it up (with success). So much for a good shakedown sail at the beginning of our adventure. Cuttyhunk was delightful with its hometown parade and glimpses of fireworks could be seen from New



Bedford. Lobsters, corn and fine wine on our boats made for a great Fourth.

### Sunday, July 5

Today's destination was Point Judith, RI, to meet the crews from *Harvest Moon* and *Rum Tum*. The southwest wind blew up to 20-22 knots early, after a forecast of 10-15. A white knuckle sail brought *Ishmael* to Point Judith after avoiding the gill nets off Newport. We dropped the sail at Narragansett Pier after Captain Jay lost yet another hat and motored our way around Point Judith and gratefully into the Harbor of Refuge where we rendezvoused with the other three boats and ultimately into a beautiful catboat friendly cove after trying to keep each other from going aground in the low, low tide. Cocktails and hors d'oeuvres were served by the Almeidas, war stories of the day were enjoyed, and catboat living was good as we all headed back to our boats for a peaceful night's rest.

### Monday, July 6

Another early morning start and the boats and their crews headed out with a destination of Block Island, RI. There was little wind and it was on our nose, forcing us to motor across Block Island Sound. However, the trip was not without some excitement as two large porpoises surfaced between our boats. A majestic sight indeed! We arrived in the early afternoon and anchored in the northeast corner of Great Harbor. A short dinghy ride led us to the magnificent Crescent Beach for a swim and some relaxation. Upon returning to our boats, we received many compliments from other crews admiring our little fleet of catboats. Mudslides and sushi were the evening's delight at The Oar Restaurant.



*Glimmer and Harvest Moon in Gardners Bay.*

### Tuesday and Wednesday, July 7 and 8

Yet another early start led by Captain Bruce on *Harvest Moon* heading to Stonington, CT, which began with light fog. It wasn't long before the unpredicted pea soup fog socked us all in and we couldn't even see one another. Captains Jim and Bruce kept each boat aware of the conditions, ferries, barges, convoys, and other vessels in the area by radio, thanks to radar, compasses, and GPS's. Not Fun!!! We eventually found our way past Napatree Point and inched our way through the fog into Stonington Harbor. We were greeted by the friendly launch staff of Dodson's Marina who guided us to our moorings. We were thrilled with the amenities offered, including launch service, clean "standup" showers, clean restrooms and a clean laundry facility. Our spirits were further lifted by libations and clams casino at the wonderful Dog Watch Cafe at the marina. We all liked it so much that we decided to spend the next day and night there. The O'Connors had their bikes on board and the Websters rented bikes and we headed to Mystic Seaport for lunch and of course, a stop at West Marine for charts on Long Island Sound. At this point, Mike and Marty, who actually live in North Carolina, left our little fleet to return to Padanaram to meet with friends from home. We hated to see them leave, but it was a great opportunity to spend these past several days with them.

### Thursday, July 9

Captain Bruce again led our little catboat fleet across the sound, past Fishers Island, and into Napeague Bay. It was another day of very little wind, but enough to motor sail. We entered Montauk Harbor went past Star Island on our starboard side and found great anchorage. Montauk Harbor had some of the largest yachts we had ever seen. Our catboats were not as big as their tenders. We wanted to explore the area by land but had trouble finding a dinghy dock, as most of the boats docked there did not have dinghies. Finally, we tied up to what looked like a dock for dinghies and inquired at the resort. We were told that for \$15 a day, we could tie up the dinghies, use all the facilities at the resort, and take the chauffeured van into town. We felt like we struck gold! The van driver, a Montauk native, was happy to advise us on bars and restaurants. We followed his advice and stuck our heads into some of the quirky shops as well. Since we paid the \$15 per day fees, when we got back to the resort, Jay and Jim were tickled to find the ice machine and loaded

up a huge box with lots of ice for all – another strike of gold! Anyone who cruises on catboats knows you can never have too much ice!

### Friday and Saturday, July 10 and 11

We are up and on our journey early in the morning with Coecles Harbor on Shelter Island being our next stop. It is beautiful day with light wind. We motor sail through Napeague Bay, around the sand spit known as Cartwright Island, and into the lovely Gardiners Bay by Gardiners Island, then across to Shelter Island and into Coecles Harbor. Again, we found a great anchorage and went for a refreshing swim. There is a friendly marina there with showers, restrooms and a marine store. We find out about a farmer's market being held the next day and load up on fresh veggies and fruits. The next morning we head out early again for West Neck Harbor, also on Shelter Island, and follow the river into West Neck Bay, a perfect place for catboats to spend the night. We learned from people at the marina in Coecles Harbor that fireworks were scheduled for this evening. We had perfect viewing of some of the best fireworks that any of us had ever seen. We scored once again! The next morning we were advised by a friendly resident on the Bay that we might want to move on because it wasn't an "official" anchorage. We thanked him and told him that was our plan anyway.



Skiffs "just hanging around" in West Neck Bay.

### Sunday, July 12

We left West Neck Bay and went to Smith Cove also on Shelter Island. It was a popular day anchorage and a fun place to swim and explore the

beach. From there we headed to Sag Harbor and got moorings. Though there were lots of things to do there, it was not our favorite place. It did not have the nice amenities we found in other harbors. We found it to be very crowded and busy after the lovely places we had been. We did enjoy a good meal at one of the restaurants. On reflection, we think it may be a better place for the large power boats.

### Monday, July 13

The crew from *Ishmael* decided to head back in order to attend a catboat rendezvous in Vineyard Haven on Martha's Vineyard hosted by Mark Alan Lovewell starting on Friday. After a motor start, a nice breeze came up as we sailed back through Gardiners Bay. It was lovely until Captain Jay informed First Mate Di that he thought we had a problem. "What could possibly be wrong?" the First Mate asked. The Captain replied "We have no steerage" as he spun the wheel. Uh oh, it's one thing when the motor fails you know you can sail, but no steerage? The good news was there were no other boats around that we could drift into. The bad news was there were no other boats around to help. Fortunately the Captain is quite experienced and we were able to tie dock lines through the rudder, drop the sail, and manually steer our way back into Montauk Harbor where the Captain thought he would be able to fix the problem. Again, NOT FUN, a three hour white knuckle journey brought us back through the channel and into the good anchorage we had been just a few days earlier. Though it was a very hot and greasy job squeezing into some of those tight areas to make the repairs, the Captain was able to fix the problem. A refreshing swim and a cold brew helped cure his aches and scratches and all was well for the night.

### Tuesday and Wednesday, July 14 and 15

*Ishmael's* crew resumed their return journey and spent the next two nights back at Block Island. After doing a little discovery of the island by foot, we checked the radar and found we were in line for a fast moving storm with heavy rain, high wind, thunder and lightning. We battened down the hatches hoping our anchorage would hold in the lee of the land and not find ourselves dragging into another boat or another boat dragging into us. As predicted, mother nature banged and boomed and the heavens opened, but *Ishmael* and all others around it held their ground. The sun returned and all was calm that evening.

## Thursday, July 16

*Ishmael's* crew having thoroughly enjoyed Block Island would have stayed longer, but needed to move along if we were going to make it to Vineyard Haven for the weekend rendezvous, so off we went with a destination of Cuttyhunk. There was not a wisp of a breeze as we motored along, but it was time well spent by Captain Jay as he worked on boat projects that he had wanted to do with the First Mate at the helm. We headed towards Buzzards Bay and knew we were approaching home waters as we got closer to the Buzzards Bay Tower.

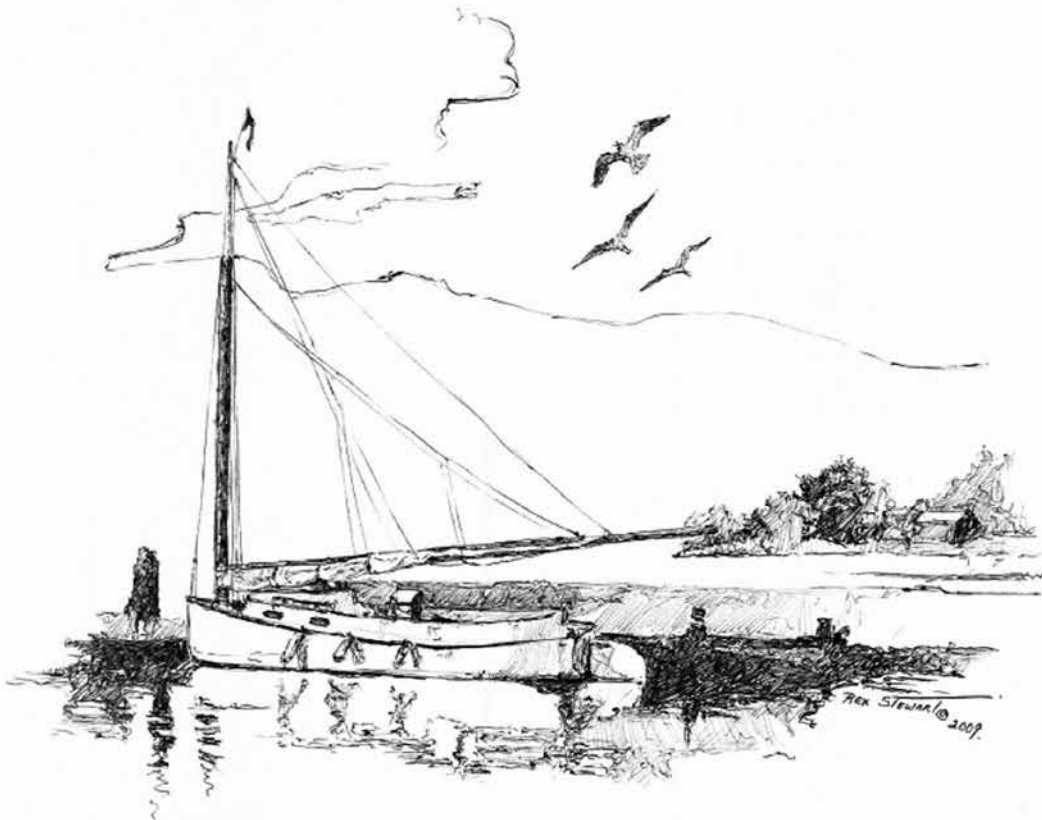
The wind came up and so did the sail! The Captain was so excited to be sailing that as *Ishmael's* journey began, it was ending like the little engine that could. With a nice southwest wind moving us along, we decided to push closer to Vineyard Haven. We headed up Buzzard's Bay, through Quicks Hole, into Vineyard Sound, and stayed the night at Tarpaulin Cove in a favorite catboat corner by the farm house. It was a long day, but we knew it would be an easy sail the next day across Vineyard Sound into Vineyard Haven. *Glimmer's* mooring awaited us and a great rendezvous and race was attended by many

catboats. Special thanks to the Harbor Master for all his assistance and support over the weekend.

Stay tuned for Part Two of the continuing saga of Cat Tails 2015 featuring *Glimmer* and *Harvest Moon* as they continue with the great adventure in Long Island Sound.

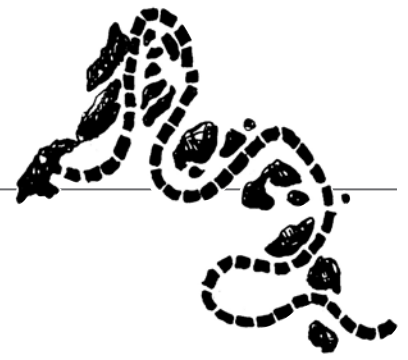


Captain Jay finally gets some wind!





# Short Tacks



## Connections, or It's a Small Catboat World After All

Dave Clark

MYSTIC, CT: MARCH 2015: My wife and I had not been to a CBA meeting in a few years but since we were suffering from cabin fever this winter we thought going "South" to Mystic would change our sallow complexions. This past year we moved from cold and snowy New Hampshire to cold and even snowier Cape Cod. We thought we had sold the former Glidden Tavern in Chester New Hampshire until the buyer backed out after we moved to our Cape Cod cottage. The Chester house, built in 1749 (10 years prior to Guinness starting his brewery) has 14 rooms, 7 fireplaces and a three story barn that is still keeping my catboat out of the elements for the winter. **Make me an offer!!!** (I'm sure my real estate broker can come up with a special CBA discount.)



Keeping room fireplace, Glidden Tavern.

At the CBA meeting while talking about where we lived the last 30 years we found a connection to Jed Lavoie of Heritage Boatworks. It turns out that Jed had attended White Pines College about a block away from the Glidden Tavern in Chester. He lived in the house that now houses a business run by our kid's former kindergarten teacher. Another connection to the Glidden Tavern was through Tony Davis who won some big award at the meeting. I couldn't hear all of the award presentation but I think Tony got

the award for being a really nice guy with a really nice family. At least that's what I think it was for. The connection we made was through the brother of the restoration mason who rebuilt the keeping room fireplace in the Glidden Tavern. Well, the restoration mason's brother is Bob Wastrom, who is a master boat builder. Bob has worked for Tony and is known for his skills restoring boats just as his brother John is known for his skills working with early bricks and mortar. By the way, Tony Davis also sold us our Minuteman catboat that was stored in the historic barn attached to the Glidden Tavern.



Tony also brokered our first boat, a little sloop called *A Surprise* that was known by its bright red exclamation point on the sail. I remember the boat lived up to its name on a little lake in North Guilford Ct. when I was **surprised** to see water coming in over the transom. While talking to Tony, I asked him about the boat he brought to the show that had a New Hampshire registration and he told me the connection, that the owner was a former member of the Massabesic Yacht club where I raced my Minuteman *Cat Nap* every Sunday for more than 15 years.



Racing on Lake Massabesic where Breck Marshall launched his first catboat.

Speaking of Lake Massabesic, I stopped to speak to Geoff Marshall to tell him that Carol Thorsten-Stein had let me know she was going to be at Sugarloaf in Maine that weekend and wouldn't make the CBA meeting. For a number of years Carol had the only other catboat in our little yacht club. I told Geoff the connection of the old New Hampshire newspaper article about his father's sea trials of the first fiberglass catboat built in New Boston, New Hampshire. The photo of Breck's catboat in the article was taken on Lake Massabesic. At a catboat gathering a number of years ago one of the sailmakers had a large reprint of the article about Breck and his catboat. He was nice enough to send me a copy, which hangs in the Massabesic Yacht Club A-Frame. Carol made a copy of it and gave the copy to Geoff.

At the CBA lunch we introduced ourselves and exchanged information about what boat we sailed and where we were from and made a connection with two fellows from Woodbury, Connecticut, one of whom happened to be a friend of my best friend who was also best man at our wedding 39 years ago. They are active in the same church in Woodbury. Oddly enough at the gathering on Friday night my wife made a connection with a woman who is a friend and former boss in the VNA of my wife's best friend who was the maid of honor at our wedding.

When I got back to the Cape I had band practice on Monday (The New Horizons Band of Cape Cod) when I told my friends about the CBA meeting, I found out that I had an interesting connection to two of the band members who had actually built their own catboats. The baritone horn player sitting next to me volunteered to crew for me in the next gathering, assuming the ice melts by then.



The following morning I drove down to the West Dennis Post Office to check my box and noticed a truck parked next to me with CBA burgee decals all over it. I couldn't help myself. I had to make a connection so I waited for the driver who turned out to be The Reverend Mark S. Anshutz. He is active with the Cape Cod Catboat Association. I think that's an Episcopalian sect of Catboaters but I'm not sure if I have to convert. The Reverend and I had a great conversation and I told him I would like to participate in their cat gatherings once we sell the Glidden Tavern in Chester NH. Make me an offer!!!



*Cat Nap* in the center of the 20th Annual Arey's Pond Catboat Gathering.

# Phosphorescence

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Brent Putnam

It was in Buzzards Bay, about 15 minutes outside Woods Hole, when the first signs of trouble appeared. It had been raining when we left Waquoit, but we – Victoria, Rebecca and I – enjoyed a leisurely motor-sail through Vineyard Sound, logging 8.5 knots with the ebbing current. *Cranberry's* 40-year old Palmer had been running like a top for several hours, and the transit of Woods Hole was uneventful. It was a complete surprise when, without warning, the engine just stopped.

We were clear of any danger, so I took my time inspecting everything before attempting to restart her. As it had every other time, the Palmer came to life. I let it idle for a few minutes, but there was no need for the engine now. With a favorable wind behind us and a quartering sea, *Cranberry* was near hull speed and even surfing at times. Chalking it up to a random event, we turned off the engine and enjoyed the ride up the bay.

As we approached Hog Island Channel, the swells increased in size, the water of the bay being funneled into the canal by the building, southwest breeze. Alongside Widow's Cove, we started the engine and prepared to enter Onset.

I work in IT – Information Technology, a fancy way of saying computers – and troubleshooting problems is a regular part of the job. Anything that happens once is considered a random event; twice is a pattern that demands attention.

We were between Burgess Point and Onset Island when the Palmer stopped again. The earlier random event had now become a pattern, and the engine trouble demanded urgency. Despite my poking and prodding, nothing helped. The wind was quiet here, but we were drifting in an unfamiliar harbor. In desperation, we tied our dingy, *5-4-Fighting*, alongside. I jumped in and started the outboard, hoping for enough headway to get us out of the channel and to the anchorage southeast of Wickets Island.

And then the outboard stopped.

After exhausting a sailor's vocabulary on the problem, I gave up and I climbed back into the cockpit. We tried the Palmer again, and it came to life. In the 10 minutes that had elapsed, something had happened. Because we weren't sure what, we moved at idle speed. *Cranberry* barely made headway, but it was enough to get us to a mooring at Point Independence Yacht Club.

Onset was our Thursday night layover on the way to the North of the Cape Race. Aside from the unexpected engine trouble, the day had gone as planned, and now it was dinnertime. Bob Luckraft had recommended The Stonebridge Bar & Grill.

Located about half-a-mile from the yacht club, the Stonebridge is right on the water with a dock. From the mooring, we could go ashore at the yacht club and walk, or just take the dingy the entire distance.

*5-4-Fighting's* engine started, and after a few minutes of idling and revving, we were satisfied that unlike the Palmer, the outboard's problem was a random event.

Halfway to the restaurant, the outboard stopped and wouldn't restart.

I had done all of the work on *Cranberry's* Palmer since we purchased her in 2006, and Rebecca would later remark that, "The engine has never given us any trouble." However, on this day, I suddenly had no mechanical ability. As my crew threatened mutiny over my bad luck, I rowed.

There's a reason most inflatables have outboards. If you've never experienced rowing an inflatable dingy, you're missing an experience akin to driving through slush. After dinner, Rebecca opted to walk back to the yacht club, trading what she assumed would be a long, slow row for a substantially shorter one from dock to boat. Victoria joined me on *5-4-Fighting*, knowing that no matter what the distance, she wouldn't be the one rowing.

To our pleasant surprise, the engine started, but what happened next would change the nature of the day and be forever burned into our memories.

As Victoria and I motored our way back to the boat, fireworks erupted in the water all around us. The bow wave glowed with the phosphorescence from plankton. Astern, a jet of glowing green streamed from the propeller like a rocket's exhaust. All around, comb jellies expressed their displeasure, flashing as they tumbled in our wake. It wasn't just a little green here and there. It was a brilliant show of phosphorescence the likes of which we've never seen before or since.

Victoria and I marveled at the show. You just don't see this sitting at home.

The following morning, the Palmer stopped again – this time as we were entering the Cape Cod Canal. We turned tail, raised sail, and headed south into Buzzards Bay. Getting *Cranberry* home with a cranky engine would be yet another adventure.



# Catboats Drafted in W.W. I.

*Editor's Note: For the history buffs, we offer this piece of catboat history. Apparently catboats were considered potential warships during W.W. I, according to this article from the Quincy Patriot Ledger dated February 23, 1984. The names, Gallagher, Walsh and Youngquist are mentioned in the article and it would be interesting to know if any of their relatives are currently CBA Members.*

## Quincy catboats drafted in WWI

**W**oodrow Wilson, 28th president of the United States, had designs on one-design boats. During his second term in office, Wilson was apparently certain that World War I was imminent. On Feb. 17, 1917, he affixed his signature to the following letter.

### WESTERN UNION DAY LETTER

Washington, D.C. Feb. 17, 1917

Edward R. Walsh, President  
Quincy Bay One-Design Sailboat Association?  
Quincy House, Boston, Mass.

Dear Sir:

Josephus Daniels, Secretary of the Navy, reports the building of (11) 15-foot Catboats for the Quincy Bay Catboat Association. You can appreciate that the small craft will be very efficient in case of difficulties with any foreign powers in the destruction of undersea boats that might threaten our coast. Therefore I order that after May 1st, 1917 you hold these boats in readiness for the Government of the United States. Upon taking over these boats, the government will reimburse each individual owner to the extent of five hundred dollars (\$500). While I know the value of the boat is considerably over the sum mentioned, under existing circumstances I hope your members will accept this offer in a spirit becoming patriotic American citizens.

Woodrow Wilson, President  
United States of America

Wilson's foresight was 20/20 and his undersea boat concern well-founded, but Daniels' knowledge about 15-foot catboats was somewhat less than extensive. The United States declared War on Germany on April 6, 1916, but the Quincy Catboat Fleet never participated in it.

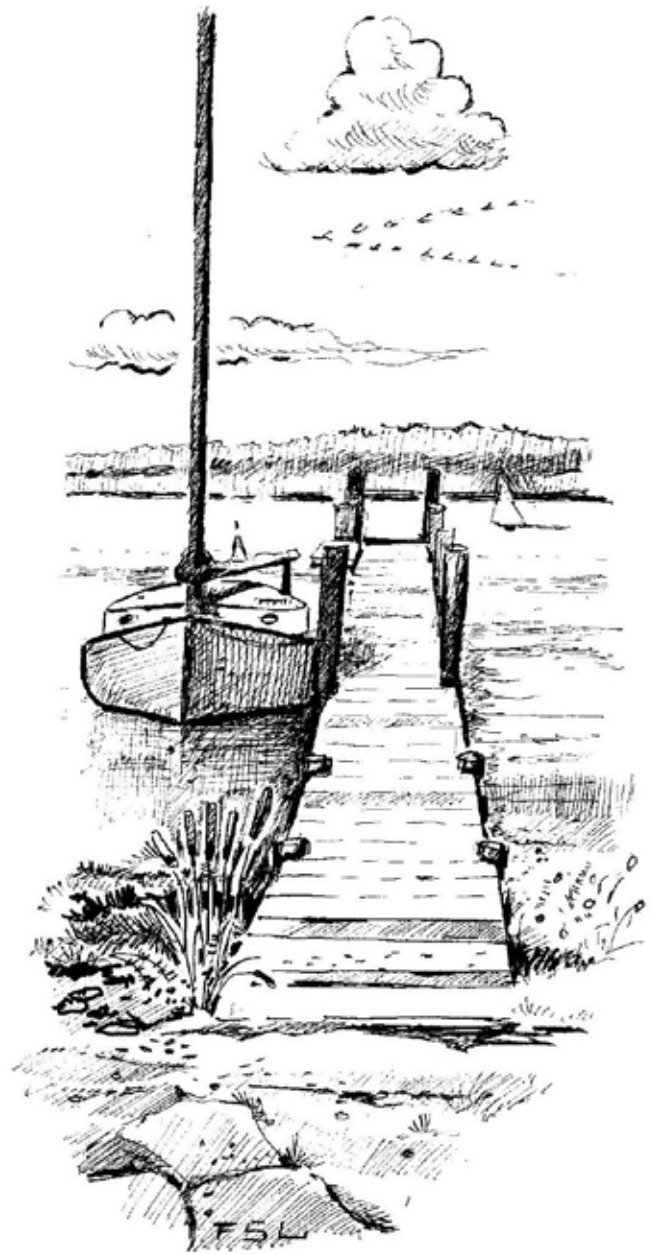
After the British Navy blockaded Germany, she responded with submarine U-Boat attacks and it was that unrestricted warfare against neutral nations that helped bring the United States into the war. The dreaded German submersibles crossed the Atlantic and came within the view of our coastal guardians, causing a great deal of anxiety but no physical damage to the country.

"One didn't have to be a member of the Quincy Yacht Club to learn about the letter and its contents," said Edward J. Gallagher, a lifetime member of Squantum Yacht Club.

Torsten 'Bola' Youngquist, a lifetime member of Quincy Yacht Club and a contemporary of Gallagher, also remembers the letter.

The knowledgeable area boatmen were quick to draw their own verbal pictures of the tiny 15-foot Quincy Cats attacking German U-Boats.

"All in all, it was a topic of humorous conversation for a long time," recalled Gallagher.



Quincy Pat. Ledger 2-23-84







The object of the first cruise is to introduce Mr. Briggs, who has only crewed on modern, rule-bending, unseaworthy, "cruising club" racing boats to the art of cruising - a relaxing and rewarding way to pass time. Due to Briggs' limited income, a long discussion follows on how small a cruiser may be. They discuss the Rob Roy double-paddle canoe, the sneak box (*Mellonseed*), and a beach cruiser, (which LFH sketches.)

Here we need to plug the CBA Bulletin. Get the back issues on Compact Disc or download them from the web site and read about extended cruises in open or semi-decked catboats from the late 1800s to present, including the excellent article "High Adventure in Low Water," by Craig Ligibel, a cruise in Marshall 15s around southern Florida in Bulletin 160. CBA+3

The second cruise in the book, basically starts from Provincetown harbor and ranges as far west as Block Island, visiting Nantucket, Edgartown (Katama Bay), and Newport. *Viator*, with an engine (which LFH allows them to use frequently) uses the Cape Cod Canal and Woods Hole to get to Nantucket, while the engineless *Rosinante* goes around Race Point and the south side of the Cape to Nantucket in one long day.

Let us now look at some of the general discussions about the "art, practice, and equipment of boating" presented in this second cruise, and some carried over from the first cruise.

Anchors: Mr. Weldon has a modern stockless anchor onboard and decides to test its holding power in a blow in Provincetown Harbor. It fails miserably, even with a messenger, and is summarily tossed overboard. Mr. Goddard suggests it could have been sold for scrap, but Mr. Weldon indicates he wouldn't want the responsibility of someone picking it out of the scrap heap and thinking it was fit for use. The stocked fisherman's and the Herreshoff-pattern anchors always fair best whenever there is a problem in a harbor. In fairness to the stockless anchor, the participants were looking at it setting at a 1:1 scope and holding at a 4:1 scope, and weren't using a chain leader. This may be due to some of the early literature. I didn't see any stocked anchors at Padanaram, and today's guidelines are generally at least 5:1 scope for a lunch hook to at least 10:1 for a storm anchor. Also, 10 to 25 feet of chain seems to be the norm for a small to medium sized boat.

Boat Handling: Throughout the book, boat handling by all members of the crew is emphasized. The junior members are well schooled in sail trim, reefing, and frequent man overboard drills - by picking up a tossed life ring. I remember doing these drills in the 50s, as well as coming alongside an anchored dinghy before being allowed to do dock landings or coming alongside another vessel.

Safety at sea: This is interesting because after the man overboard drills and a life ring in *Viator's* cockpit, little attention is given this subject other than boat handling and righting a swamped dinghy. *Viator*, transom hung rudder, has steps on either side, and *Rosinante* uses a loop in a sheet to assist swimmers aboard. At one point Goddard's daughter is tied to the mizzen with a halyard tail so he may go forward "without worry". None of the boats appear to have lifelines, although they have adequate grab rails. There is no mention of life jackets. We had an interesting discussion with Bruce Almeida at Padanaram about safety and staying with the boat, safety tethers and jacklines. On *Willow* I always wear a life jacket (or auto-inflating vest) and in heavier weather a tether. A friend whose wife is in the insurance business told me she bought him a tether saying, "If you die on the boat, I want a recoverable body." He single-hands a lot and is well insured!

Trash Disposal: This is for Mark Alan Lovewell and the Edgartown rendezvous. *Viator* and *Rosinante* anchor for several days in the southern end of Katama Bay, to enjoy the swimming, practice dinghy sailing, and righting a swamped dinghy. For refreshment, Mr. Weldon buys 7 cooked lobsters in Edgartown, and he and Mrs. Goddard prepare a large lobster salad. The breach in South Beach is open. The meal leads to a very large paper bag full of lobster carcasses and paper goods that Mr. Weldon offers to dispose in the outgoing tide. This leads to a small boat handling adventures. LFH probably forgot to mount the placard, but we need to remember that this was in the 1950s.

The "convenience": As LFH would say, "now, gentle reader," *Viator* and *Tranquilo* have fairly large enclosed heads with marine toilets and hand-basins. *Rosinante* has a small cabin and a deep non-draining cockpit and substantial coamings, hence "the cedar bucket!" The care and use of the bucket is discussed and a detailed drawing of an adjustable seat provided. *Rosinante* has three onboard, and only on the trip to



Provincetown and outside the Cape, was she likely beyond the “No Discharge Zone”. *Willow* has a self-contained portable head, which interestingly doesn’t qualify on its registration as a MSD [marine sanitation device]. Neither does its old peanut butter jar. A friend relates a story about an old Friendship sloop in Maine that had a sand box nailed to the cabin sole, “in case there be women folk aboard!” Catboats do better - thanks in part to the centerboard.

Cooking and Food: All of the small sailing cruisers are equipped with a coal-burning stove, and *Viator’s* is large enough to have an oven. These are used for cooking, and heating and drying the cabins. If the weather is unusually hot, they hang a Sterno can in one of the lid openings. In cool weather the stoves are kept going, even under sail, sometimes with the teakettle going. The care and tending of the stoves is often discussed, although adequate ventilation and carbon monoxide are not. *Rosinante*, being small and without an icebox, apparently, has a lot of canned meals. (We are can-noisseurs on *Willow*). All the boats seem to have an adequate supply of bacon, eggs, tea, and canned tongue for sandwiches. A good meal is followed by a good pipe and a gam. Grilled tongue at Padanaram next year?

Keeping children occupied: All of the children learn how to tend ship, retrieve a man overboard, handle a sailing dinghy, and right a swamped one. The boys are kept busy carving and towing models of difference vessel their uncle describes or they see during the cruise. After learning boat handling, the girls are sometimes involved with fashion magazines and cooking. But all are kept continually busy, which is paramount in LFH’s eyes. From what I saw at Padanaram: CBA+4.

Navigation: The basic navigation is all done with coastwise piloting. Most of the discussion involves *Rosinante’s* ditty box that contains, among others things, a compact set of parallel rules, narrow angle plotting triangles, scales appropriate to the charts carried, and a neat protractor for determining tacking times based on wind direction vs. course. They occasionally use tide tables, but Mr. Weldon prefers to look at the shore and pot buoys, and proposes towing a weighted pot buoy at different speeds and photographing it for a record. Chapman’s has pictures of navigation aids at different current flows. Electronic navigation appears to be just coming in and Mr. Herreshoff does not seem excited about marine radios and radio direction finders, but allows for

RADAR on larger ships. What would he think about all our current electronic toys for communication and navigation? We know all electronics can fail, so maintain those charts, dead Reckoning position, and piloting skills.

Powerboats: Except for the *Lampooneer*, they don’t fair very well. They are described as noisy, ugly, multi-storied, and ill handling. Their crews are not courteous, use inappropriate anchors, and they don’t care about their wakes, making it imperative that table fiddles and pot rails are always kept in place. An old edition of Chapman’s, under etiquette, indicates that “powerboats should pass behind and to leeward of sailboats and be aware of their wake”. The Cape Cod Canal has large signs, which must be difficult to read through fly bridge vinyl – but that’s another story. Powerboats! CBA+5.

The score: CBA + 5 vs. measurement rule racer/cruisers, and Powerboats – [?]. CBA’s score may be even higher, I forgot to mention the Chesapeake Catboat Association’s [CCBA] annual long cruise, and many individual family cruises presented in the bulletin.

From the boat types described, what might an LFH “Compleat Cruiser” for the CBA be? A cat yawl with leeboards that is *Calico*.

## **Are catboaters “Compleat Cruisers?” – YES**

### **Additional Reading:**

“Sensible Cruising Designs,” by L. Francis Herreshoff, International Marine Publishing Company, Camden, Maine. 1973. Many of the boats in “The Complete Cruiser” are presented, along with designs or sketches for boats from a 16-foot double-paddle canoe to a 110-foot three-masted, square rigged ketch. Depends on your sensibilities.

“The Small-Boat Skipper and His Problems,” by Eugene W. Connett 3<sup>rd</sup>, W.W. Norton & Company, New York, copyright 1952 is somewhat similar to “The Compleat Cruiser” but discusses circumnavigating Long Island in the 1930s, ‘40s, and ‘50s in a 23-foot knockabout, a precursor to “Catboats around Long Island,” by Frank Kemp in CBA Bulletin 166.

\*Scoring: In “Sensible Cruising Designs,” L. Francis Herreshoff presents a scoring system for boats (yachts) with positive + attributes, and negative – attributes. I decided on a similar system for this review. The patient reader may determine the cumulative attributes to be assigned in The Score.

# Victura

By James W. Graham

University Press of New England  
One Court Street, Suite 250  
Lebanon, NH 03766

*Reviewed by Ned Hitchcock*

The subtitle of "*Victura*" is "the Kennedys, a Sailboat, and the Sea," which is a fair description of the book. The overarching images in the book are of the Wianno Senior, *Victura*, and sailing. The through story is the familiar one of success and loss in the Kennedy family; the latter aspect will be of most interest to students of the family and its dynamics. Readers of the CBA Bulletin are more likely to attend to the discussions of the boat itself, its class, and the attitudes toward sailing presented by James Graham, the author. He makes much of the idea of sailing as a metaphor and frequently reminds the reader of how the various Kennedy siblings used sailing images in their conversation, speech making and writing. He frequently cites the poetry of the sea and sailing often referred to by the family. He quotes Tennyson's "Ulysses" in its entirety. This literary focus is familiar to any reader of maritime literature.

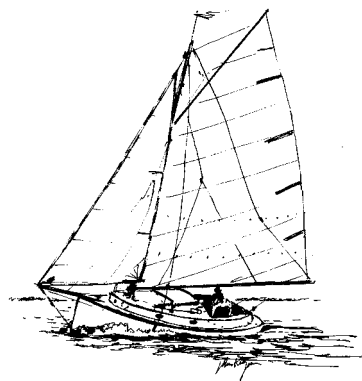
The book begins with chapters on sailing as a metaphor for life, on being "bred to win," on the family's interesting tension between rivalry and loyalty, and the "chemistry" to which all this added up. It continues with chapters on Joe Jr., and his death early in WWII, Jack and his war experience, Jack's presidency, Bobby and Ethel, Eunice, and Ted. Their careers and experiences, good and bad, are thoughtfully recounted. Of course, sailing and the ways in which each sailed are always part of the picture.

There is some interesting information about the Wianno Seniors as a class and about *Victura* as an individual boat over the years, but the discussions of winning at all costs and sportsmanship were more interesting to this reviewer. The author makes clear that Joe Kennedy Sr., while apparently a loving father, was also very demanding and is described as ranting and raging at the children when they did not win at sailing or any other activity that might be seen as potentially competitive; "... The family's win-at-all-cost behavior struck some as unsportsmanlike" ("*Victura*," p. 31)." While Joe Sr., preached public

service and responsibility, his ultimate message seemed to suggest that it was all right to get away with less than the best behavior. This seems to have applied to sailing, particularly in competition. The author describes numerous scenes of rude, unsportsmanlike, and risky behavior that verged on the dangerous. To be sure, sailing is not without risks, but some of what is described went beyond the excited competition of a closely contested race. Sadly, some of this kind of behavior appears to characterize some of the later adult histories of the brothers.

The author is careful to note the Kennedy triumphs and successes as well as their shortcomings. Overall, one might wish he had focused more on the obvious skills developed by the Kennedy sailors. An example might be the reference to a short passage in "*Victura*" on page 141, regarding Ted's mature knowledge of currents as well as tides and winds noted by the editors of "Eldridge Tide and Pilot Book" in the 2015 edition. They report "It was a welcome discovery to us to come across a quotation in a new book, "*Victura*"..."He had amassed so much knowledge, especially on these waters...." The passage, quoting Ted's son, Patrick, goes on to note that Ted could quite skillfully cross-reference wind, tide and current to make decisions regarding racing tactics and sailing in general. These are skills any good sailor might want and they reflect well on the mature Ted Kennedy.

Overall this is an interesting book and well worth a read.



# Cats for Sale

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

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

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

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

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

*Spencer Day, 7 Cottage Place, Milton, MA 02186-4504, or [cats4sale@catboats.org](mailto:cats4sale@catboats.org)*



168-1. Wanted: Thomcat 15 (Menger 15/daysailer). Any condition, damaged, and/or neglected. I plan major modification for handicap access and disabled use. Contact Jon Wood at Aunt Mariah's Resurrection Boat Shop for Off The Beach Boats. 82A River Street Bass River, MA 02664 6020 (508) 280-8449, (508) 398-8449 [bassriverwoods@comcast.net](mailto:bassriverwoods@comcast.net)



168-2. For Sale: 1973 Marshall 18' Sanderling, 2013 Loadrite Trailer / 2000 6HP Mercury Engine, Long Shaft. 2 sails / Sail Cover / Cockpit Cushions. Asking \$9500. Located in Brick, NJ. Contact Paul. [pjwright51@verizon.net](mailto:pjwright51@verizon.net) Cell: 908-415-0087



168-3. For Sale: 1964 Fenwick Williams 21' Catboat ROSEBUD, formerly BUTTON (listed in The Catboat Book). Custom-built by Bud Brown in Harwichport, MA, 1964. Winner "Best Sailboat" Salem Antique and Classic Boat Festival in 2009 and 2014. Cedar on oak. Teak decks, cabin sole, engine box and trim. Handsome interior w retro icebox, huge comfortable bunks, mosaic-top galley area. Rare octagonal bronze opening ports. Totally rewired from stem to stern 2012. Twin marine deep cell batteries 2013. Solar panel keeps batteries charged. VHF, new Garmin depthfinder. Twin electric 800 gph bilge pumps, manual gusher. Mast, spars sitka spruce. 372 sq. ft. Oceanus vertical cut sail new 2012 and older Marston sail in good condition. "Posh" three-strand running rigging and sail lashings for that classic touch. Heavy bronze fittings throughout. Wood/bronze blocks. Oak mast hoops. Original Volvo MD2 rebuilt in 2011, runs exc. New dynastart 2014, spare rebuilt 2014. Spare transmission and engine parts.



New centerboard in 2004. Several anchors including a new Fortress lunch hook, 300ft anchor rode. ROSEBUD is a lovely, heavy (8000 lbs.)cruiser with a boatload of nice touches. Must be seen. Located Salisbury, MA. Contact Jim 978-270-5495, or email [jim@renegadestudios.com](mailto:jim@renegadestudios.com) \$26,000

168-5. For Sale: 1992 Joel White Marsh Cat. Professionally built in lapstrake ply by Great Lakes Boatbuilding, Michigan, with extra beam (7'7"); bright-finished sassafras coamings and transom. Extensive 2010-2011 overhauls by Philly Seaport's Workshop on the Water: hollow birdsmouth



Sitka mast with solid Sitka spars; custom SS mast joint; new CB and rudder blade; SS standing rigging and bronze Edson motor mount. New lines and paint, inside and out. Two sails plus canvas cover. 2009 Venture trailer with fitted bunks. Stored indoors in southeastern PA. REDUCED PRICE: \$9900 firm; health issues force sale. Boat to be sold in "as-is" condition; needs only revarnishing of the transom and coamings, plus reattachment of transom hardware. Honda 2hp 4-stroke available for additional \$900. Ned Asplundh, [nasplundh@yahoo.com](mailto:nasplundh@yahoo.com), or text/leave message on my cell 215-593-0409.

168-6. Beetlecat parts for sale: mast, boom, gaff, sail, traveler. Please email [hnilsson@myfairpoint.net](mailto:hnilsson@myfairpoint.net) to receive descriptions, photos and price list. Make sure I have your email address.





168-7. For Sale: 2002 Stur-Dee catboat, sail number 265. 14'4" length, 7" beam, centerboard, Marconi rig. Fiberglass hull with cuddy, mahogany seats, oak coamings and gunnel, fiberglass centerboard and rudder. Sail, lines, cockpit boom tent, and trailer with mast crutch included. Asking \$9500 for the lot. In Westport, MA. Call Bill, 508-636-8741. Also available, a Stur-Dee "Harbormaster's Dinghy," an 8' fiberglass dinghy. [wlpardee@gmail.com](mailto:wlpardee@gmail.com)

168-13. For Sale: 1998 Compass Classic 14' Cat Boat: 14' Compass Classic Cat for sale, excellent condition with newly refinished bright work. Well-maintained. Draws 10" -- 30" and is perfect for shallow harbors, day sails. Comes with fully-serviced and maintained Yamaha 4 HP 4-stroke motor, and trailer. Beautiful navy canvas covers for body and main sail. Asking \$7,800. Located at Ballentine's Boat Yard, Cataumet, MA. phone 617-835-3894 [wenhill@comcast.net](mailto:wenhill@comcast.net)



168-14. Free Boat: 25' Cape Cod Cat by Wittholz. Hull is fair. Deck, cabin and coaming must be replaced. Sail old but very usable. Cushions are almost new. No Engine. Original mast and fiberglass mast from a Nonsuch. Recent pictures available. Most original hardware goes with the boat. This is a big project. Please save this boat from the chainsaw. Reply to [hsgleif@aol.com](mailto:hsgleif@aol.com), or call me at 252-671-9495. If I do not answer, please leave a message. I'll call you back.

no photo

168-16. 1978 Marshall 22 Sloop. Well equipped sloop rigged Marshall 22 with unique cabin layout similar to cat rig. Lots of features making cruising and daysailing easy and comfortable. Boat has white hull and blue bottom. Nicely equipped with CDI furler, teak steering wheel, Graymarine 4 cyl 27 HP as well as outboard secondary 9.9 hp. Included is all you need to sail away. More pictures can be provided. \$19,500. Boat is in Bridgeport CT in the water. 203.400.1305 [billhuff4@aol.com](mailto:billhuff4@aol.com)



168-18. 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 roadworthy trailer. \$15K. Contact [dkparkny@gmail.com](mailto:dkparkny@gmail.com)



168-19. 1979 Herreshoff America by Squadron Yachts, Inc. Bristol RI. LOA: 18'2" BEAM: 8'0" DRAFT: 1'10" up / 4'0" down (steel centerboard). SAIL AREA: 260 sq. ft.. MAST HEIGHT: 23'6". ENGINE: INBOARD Yanmar Diesel GM series. DISPLACEMENT: 2,500 lbs BALLAST: 500 lbs. CONSTRUCTION: Fiberglass & Wood. CABIN: Sleeps 2, Sink, Radios, Depth... BUILT: 1979 by Squadron Yachts, Inc. Bristol RI. EXTRAS: Sail & Cockpit covers, lines...etc. NEW Mast, Boom, Hoops etc. 2010. New galvanized steel centerboard 2009. Location: Long Beach Island, NJ (does not have a trailer). Greg Barrett. [GBZonda001@gmail.com](mailto:GBZonda001@gmail.com)



168-21. Free Boat: 25' Cape Cod Cat by Whittholz. Hull is fair. Deck, cabin and coaming must be replaced. Sail old but very usable. Cushions are almost new. No Engine. Original mast and fiberglass mast from a Nonsuch. Recent pictures available. Most original hardware goes with the boat. This is a big project. Please save this boat from the chainsaw. Reply to [hsgleif@aol.com](mailto:hsgleif@aol.com), or call me at 252-671-9495. If I do not answer, please leave a message. I'll call you back.

168-23. 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](mailto:Spudsailor@aol.com)



168-25. 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, recently varnished teak, freshwater use only, Load-rite 3200# cap. trailer (w/galv. rollers and bunks, 3 keel rollers, jack stand, surge brakes, and spare tire). Also included is a very nice Avon dinghy. Additional photos available. The boat is in excellent condition both mechanically and cosmetically. Located in southwestern Michigan on Gull Lake. Asking \$24,500. Call (269) 370-6404 or email [dave@nancyanddave.com](mailto:dave@nancyanddave.com)



168-27. 1987 Cape Dory 14' Handy Design Cat Sailboat with trailer. Built in 1987 by Nauset Marine. A "Cape Dory Solid" fun sailing, family Cape Cod Catboat. The Cox trailer has a brand new axil, springs, bearing buddies and lights. Hoops are brand new as well. She is waxed and has a fresh coat of bottom paint and the teak is oiled. She is in sail-away condition. Sail cover and engine mount included. She also comes with an older 2hp Evinrude engine which we have not used in the past few years. Asking \$6,900.978-387-3120 emichaelmiller@verizon.net



168-28. Classic Barnstable 12' Catboat. Sailboat and trailer. LOA 12 ft, Beam 6 ft. Mint condition with 2 sets of sails and full rigging. Trailer. In barn. Price \$6500. Contact: Ken Lightcap in Bridgewater, CT about 10 miles NE of Danbury (860)355-1259



168-30. 1972 Marshall 22 . Well cared for. Full Camper enclosure and Dodger. 2 Sails, Palmer P60 gas engine with original factory exhaust. Under 500 hours since pro rebuild. Yard maintained since 2009. Carburetor rebuild in 2011. 2 new seacocks, 1 in 2010 and 1 in 2012. Not sailed since 2012 season. Enclosed head w/ holding tank. Bunk beds forward, port side for kids or adults. Cushions inside and out. Hull in excellent condition. Lines, 2 anchors, fenders, 4 boat stands. Lots of extras. Pictures on request. Located in East Boothbay, Maine. \$14,900 OBO. Contact David W. Email at bmwoody@comcast.net or phone @ 978-505-3770



168-33. For Sale: 1997 Catfish Beachcruiser-15'2"x 6'6" Sail area 139 sq ft Aux Power 8 HP Mariner. Built from Plans by Phillip C Bolger by my late Husband. Main Keel, white oak. Frames-aircraft grade spruce and white oak. All plywood-marine grade 1/4"+ Bilge panel up is mahogany. Hull outside covered in 10oz cloth w/ epoxy paint overlay. Hull inside up to floor level covered in 10oz cloth. All seams taped w/3" cloth inside and outside. All coatings epoxy and or marine grade. Mast 17'3", boom 15'4", gaff 10'4" all built up from aircraft grade spruce and fir. Sail from Sailrite Mfg. \$700.00+. Sail hardware by Schaefer. All fasteners SS or marine grade bronze. All deck hardware SS. 12 volt system includes bilge pump, normal running lights (bow, stern and mast)+ anchor light. Coast Guard inspected. Appraised boat at \$5000, trailer for \$2000. In water half dozen times and inside garage since. Excellent condition. Can be seen in Proctorville, Ohio by appointment. Trailer custom built for boat, 620# empty. Pat Akers, pattyakers@outlook.com phone 740 886 8343



168-34. FOR SALE: 18 ft. HERRESHOFF AMERICA 1972, in very good condition. 2000 6-hp Johnson O.B. Original Thurston flag sail in fair condition, 2000 quantum Thurston sail, white, in good condition with three reefs. Included: brass kerosene running lights, 12 V masthead and running lights, Porta-A-Potti , Raytheon VHF/FM radio, Lowrance Eagle depth sounder, fish finder with speed log and temperature sensor, bulkhead mounted compass, clock, fire extinguisher, flares and launcher, bilge pump, boat hook, swim ladder, spare rudder, mast head wind vane, two 6-gallon gas tanks, Danforth type anchor with 4 ft. of chain and 100 ft. rode, cabin bunk cushions, stainless steel solar vent installed 2013, counterweighted tabernacle mast, new bottom paint 2013. New keel shoe, steel centerboard sanded and rustolium painted 2013. Located Costa Mesa, California. asking \$10,000 OBO will reduce for shipping to East coast customer. 714 751-5292 or haverlanddesign@msn.com



168-35. 17' Hermann Catboat, 1971, with Marconi rig, inboard. Penta diesel engine in great running condition. Well maintained fiberglass hull. New cockpit & sail covers and in the water in Marina del Rey, CA. \$6000 o/b/o. Call 917 584 4915 or email sailset@gmail.com



168-37. 18' Marshall Catboat 1979 good condition with 9 horsepower motor Located in Hull MA Asking price \$10,000. Please call 617-367-8778

168-38. FOR SALE 1980 Marshall 22' catboat. "Katrina". Sailed past 5 years. New rigging lines, Yanmar inboard 18 Hp, with all manuals. All electric working, in cabin and running lights. Radio in good order, sleeps 4 with comfort, all cushions, inside and out are in good shape, galley with propane, porta potty head, nice galley table, inside, and outside eating tables, fold up, utensils, plates and eating ware for six on board. This boat has taken many trips along the coast, with most all meals prepared aboard. Teak wheel, and rudder & hull mounted bronze boarding steps. 388 foot sail with three reef sets, easy to single hand for a larger catboat. Two anchors, one Bruce, one Danforth, with over 200' of anchor line. Reasonably priced at \$20,000. which is a great value for this much boat. For a Sanderling owner who wishes to upgrade to a Marshall 22 (inboard Sanderling preferred), I will consider taking Sanderling in trade, with balance for the 22. There is also an 8' sailing dinghy from the "SABOT" class, which could be in the transaction for a reasonable offer. Contact Bob Burns (860) 536-6407 or aiki.ledyard@gmail.com





168-41. For Sale: Menger 1995 19' Catboat, excellent condition, new Cetol and bottom paint, Thurston sail in great condition, Yanmar 1GM10 diesel w/low hours, Garmin color chart plotter w/bluechart chip Cape May to Cape Cod, life jackets, anchors, fenders, dock lines, lazyjacks, compass, auto bilge pump, cushions for cabin bunks, sleeps two very tall adults! Commission engine and go sail ready. Virtually all equipment included, transport to locations on Long Island and tristate area available. Asking \$19,000. Including excellent condition custom Loadrite trailer never in salt water! contact Bill Hegarty at (631) 604-0750, or email [littlewhitedory@gmail.com](mailto:littlewhitedory@gmail.com)



168-42. Very nice, ready to sail 1972 Herreshoff Catboat, with all bells and whistles. Boat is perfectly at home in slip or as trailer sailor. Currently on Lake Erie, she's been a freshwater only boat for last 20 years. Hull is strong and solid, recent bottom re-coat. All cosmetics and bright-work in great shape, and rigging is great. Sail is older but still strong, recently inspected and found fit for service. Too much included to list; highlights: Custom 2 axle trailer with guide-ons (floats on and off easily) - new tires / bearings with less than 500 miles, extra lighting and mast covers for trailering. Custom canvas storage cover (boat has been stored indoors for 20+ years), Cockpit cushions and Boom tent, Menger tabernacle folding mast, raise and lower single-handed in literally under 1 minute. Kerosene and 12-volt running and anchor lights, 5 hp Honda 4-stroke and 6 hp Nissan 4 stroke motors are included, 30a 120v Shorepower, AC panel and outlets, battery charger with dual batteries and switch. New 4" interior cushions (makes a large comfy bed in v-berth), kerosene and 12v interior lighting, hand pump sink and port-a-potty. Brand new custom tiller, older perfect tiller, plus emergency / storage tiller Much more included. Do not need to sell, but would hate to see her sit in my barn, as I am moving up to larger boat. \$8000 cfierik@gmail.com 734 649 334 5



168-44. 14' Cape Dory Handy Cat in very good condition has new mast (hollow birds mouth construction) and sail. All trim, seats and tiller are oiled teak. This is an excellent sailing boat particularly in shallow water and has won several races. Based at Harvey Cedars NJ. Asking \$6500. Contact Weaver Lilley 215-870-5686, [weaver@frisatsun.com](mailto:weaver@frisatsun.com)



168-46. Classic Catboat Yawl, CALICO: 24' by 10' by 20" draft. North White Cedar on locust. Bronze fastened. Hull is very sound, no leaks. Leeboards eliminate centerboard box so interior is open: counter, sink, woodstove, holding tank. Sleeps 4 in v-berth and two quarter-berths. 16 hp. Inboard, B&S. Two batteries, VHF radio, depth finder. Fully equipped for cruising. Well balanced marconi rig. Bowsprit with roll-reefed genoa; mizzen. Underslung rudder. Custom carved fittings of locust. REDUCED to \$7,500 O.B.O. Health problems force sale of this cat we have sailed for 22 years. Would consider a trade / downsize to a 16 ft. open cat which I could handle. Located in the water, Mashpee, Cape Cod, MA. I can send you photos. Contact Bill McKay 508-477-9674 or email [wjmckay@verizon.net](mailto:wjmckay@verizon.net) (also see Home page picture of Calico)



168-47. For Sale: 1973 Herreshoff America 18' cat boat in good working condition, 2-year-old sail by North Sail plus old flag sail, also old and running 4-HP outboard in the well. Comes with a rugged custom trailer. Boat is in water off Great Island, Harpswell, Maine. Asking \$7000. Call 207 443-4571. [cohansen@comcast.net](mailto:cohansen@comcast.net)



168-48. For Sale: HELLCAT 1972 18' Marshall Sanderling. Two sails, one new (used two seasons) other in good condition. Five hp Honda outboard, low hours, runs well. Many extras including anchors, cushions, Portapotti and trailer. Asking \$9,500. Call John Behne (860) 691 2074 or e-mail [jmb7836@aol.com](mailto:jmb7836@aol.com).



168-49. For Sale: 1916 / 2007 Sea Rover. Originally built in 1916, Sea Rover has recently undergone a total rebuild. Relunched in 2007, she won the Catboat Association Broadaxe Award in 2008. Her dimensions are 26' length, 10'6" beam, 3' draft, 500 sf sail, She is powered by a Sabb single cylinder diesel, 10 hp, and features a variable pitch prop and fresh water cooling via a keel cooler. Electric start with hand start capability. The engine was new at launch and currently has 750 hours. 20 gallon diesel tank, 40 gallon fresh water tanks, Edson "gallon per stroke" bilge pump, VHF radio with mast mount antenna, Dauphinee Ash shell, bronze sheave blocks, wood mast and spars, Photo shows the boat in its current condition. Offered at \$23,900. [jmldgr@gmail.com](mailto:jmldgr@gmail.com)



168-51. For Sale: AREYS POND 14 built in 1970's, restored 2010-2015, New topside and bottom paint, all running rigging, blocks, Ipe oiled trim, new tiller, seats, Ipe floor boards, Ipe bow cleat and boom crutch, bronze chocks. Rebuilt and varnished mast, boom and gaff with new Bristol Bronze gooseneck and fittings. New oak gaff jaws. New Quantum sail with reef points. New sail cover. Danforth anchor and rode. Dock lines. Trailer with new axle, bearings and springs. At mooring in Bass River. A race winner! Asking \$7,800 for boat and trailer. Call Shep 508.385.5640



168-52. FOR SALE: 2002 Menger 19 Catboat. Tabernacle mast, excellent sail w/brand new cover, lazy jacks, Porti Potti, bronze steps on rudder and transom, manual bilge pump, Yanmar 9 h.p. Inboard diesel engine with very low hours, 2 brass cabin lights, masthead light, bunk cushions, Danforth anchor, 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. The boat is in very good condition both mechanically and cosmetically. Located in Maine until August 8th, then northern VA Asking \$16,500 for the boat. Also available if needed brand new tandem axel, jack stand, surge brakes, and spare tire). Call (202)262-2153 or email sct286@aol.com

168-53. For Sale: 1976 Marshall 18' Sanderling catboat with 2004 Honda 4 stroke outboard. For the past few years the boat has been yard maintained by the E.B. Crosby yard. In nice overall condition, 2 sails, new hardware. Use of mooring in West Bay Osterville for the balance of this season. The photo is a Marshall



Marine file photo. My boat has white sail and an outboard on the stern. The Sanderling is a common sense daysailer/weekender offering a spacious cockpit and roomy cabin unrivaled by any boat of similar length. Easy to single hand, sail with kids, or sail across the bay with four or five friends. Her size, stability, and self bailing cockpit allow her to withstand some of the most challenging conditions you may encounter. She is a quick, responsive, one-design which is being raced in ever growing fleets in the Chesapeake, New Jersey, and New England. The Sanderling is one of the oldest continuously produced fiberglass boats on the market and Marshall has built over 800 of them since 1962.

General Specifications

LOA: 18' 2" Beam: 8' 6" Draft: 19" & 4' 4"

Sail Area: 253 sq. ft. Displacement: 2200 lbs. Ballast: 500 Lbs.

Standard Features - Cuddy

- \* Teak rub rails and coaming caps
- \* Teak hand rails on cabin top
- \* Teak trim around cabin trunk
- \* Teak louvered doors
- \* Teak centerboard cap
- \* Self bailing cockpit
- \* Burnished bronze hardware
- \* Fixed bronze portholes (4)
- \* 3" foam cushions for two
- \* Painted aluminum spars
- \* Spun Dacron halyards and sheet
- \* 5.4 oz. Dacron sail
- \* Sail cover
- \* Ash tiller

Hull and deck are one piece molded fiberglass with integral centerboard trunk. New Sanderlings sell for \$37,900. Selling for \$8800.

Contact Lewis Whitman osage128@aol.com 508.420.2401

168-55. "Tigress" one of a kind 1927 Charles Anderson 30' catboat. Fully renovated, repowered with Beta Marine 38hp diesel and 19" Autoprop 2002, new sail 2013, winner of Broad Axe award 2004, Best Sailboat at 2003 Mystic Seaport Antique and Classic Boat Rendezvous. Sleeps 5 in bunks room for 8 in cockpit. Fully equipped, professionally maintained, June 2015 survey. Asking \$116,000. Contact owner rfullerfam@aol.com or 408-768-5875.



168-56. Legnos MYSTIC RIVER 15 - rare 1978, sandbagger-style, model with factory bowsprit and small jib. LOA 18', Beam 7' Draft 7" - 3'-6". Rebuilt over the last four years to a very nice standard. New Thurston (Quantum) sails from the original maker this spring. Wood spars, epoxy sealed and faired centerboard and rudder, teak CB trunk faces, new bottom paint, trolling motor, two AGM batteries, new faux manila running rigging, folding grapnel anchor, loose cushions, etc. Shoulder issues have me heading to electric winches. Asking \$6450 or best offer. Wayne at 410.507.3949 wsp8@verizon.net



168-58. For Sale, 1985 Marshall 15' Sandpiper, Cat Boat, Hull number 203 Two sails, yard trailer (not licensed) and a NEW 2.5 HP Yamaha 4 stroke outboard (under warranty) with retractable motor mount. All in excellent condition, Fiberglass is in great shape. Always stored in garage for the winters, Located on Long Beach Island, New Jersey. \$12,500 OBO. Contact: Rick Lorah 619 987 9496 cell or rjlorah@gmail.com



168-59. 1972 Nowak & Williams HA 18. Beautiful, clean, yard-maintained 18' Herreshoff America cat boat. Three sails! One \*brand-new\* barely used American Flag sail! \*All\* original bronze fittings. Has original teak cockpit insert and stanchion that creates full-sized bed. Fresh bottom paint. Sail cover, 8hp Nissan outboard auxillary motor, anchor, dock lines, etc. Absolutely ready to sail. Sleeps 4/5. Draft: 2' I'm not using this lovely cat, needs new home. \$5,500. BMFbethfleisher@gmail.com



168-61. 1982 Marshall Sanderling 18' Hull #520 in good condition; includes lightly used 2012 Honda 5hp 4 stroke OB; Edson wheel, VHF marine radio, porta-potti, jiffy reefing system, lazy jacks, teak-enclosed center board trunk and trim. 4 boat stands, anchors and lines as well as Manchester sail in good condition. Needs some cosmetic work on the teak. Asking \$9500. Les at 508.317.2330 or slesliemd@hotmail.com



168-62. 2000 Menger 23 Kemah Texas (\$33,500) – Yanmar 2GM20F, jiffy reefing, marine head, steering pedestal with teak table, compass and depth sounder, VHF radio, masthead antenna, lightning dissipater, two 12 volt batteries, anchor chain and rode, anchor chocks behind mast, rope deck pipe, steps on transom and rudder, dodger, pressurized water system, shower at stern, stainless steel sink, folding table, 4 interior lamps, electric bilge pump, louvered cabin doors, cabin top hatch, opening port in head, covers for sail, wheel and steering pedestal. New bottom paint, hull waxed, bright work updated December 2013. Raymarine ST4000 and new toilet installed recently. Contact: flint1866@gmail.com



168-63. WANTED: Catboat to Share Sold my Sandpiper and am having withdrawal symptoms. My wife ever the wise one, suggested I find someone to share a boat with. Good idea. If you have a 18' or larger catboat that's going unused too much of the time or are interested in purchasing 1/2 of one that we could keep in Boston or on the North Shore, would you contact me, please? Beau Schless (978) 443-2996 bschless@rasco.com

168-67. 1978 Marshall 18' Sanderling. Excellent Condition!

2 Sails: 2009 North Racing Sail w/ Window. Thurston Sail 2 reefing points.

Sail cover.

Harken Blocks, Halyards and Lines in Excellent Condition. Adjustable Outhaul.

Lazy Jack, Topping Lift and Shock Cord Furling  
New Cushions, Cutout with Porta-Potti, Bronze Steps  
Over Bunk Shelving, Centerboard Fold Down Tables.  
Anchor, Compass, and Safety Equipment  
New Centerboard 2011.

Bottom Stripped and Faired 2012.

New Cetol

6 HP Johnson Seahorse (Yard Maintained).

2-Axle Trailer with Removable Tongue

Fun Day Sailor, AWARD WINNING RACER. Ready to go!

Located in Beach Haven, NJ Area. \$13,500

Call Dave: 609-618-1681 or dave.draper.fl@gmail.com



168-69. 2001 Menger 19 catboat, For sale by original owner. LOA 19', Beam 8'. Draft 20" / 4', 8 Horsepower Yanmar Diesel. Mast Tabernacle, New Bimini. Lazy Jacks. Depth sounder. Porta Pot. Sleeps two. Automatic Bilge Pump. Teak coated with Sikkens. Lifting bridle, Epoxy barrier coat, Quantum Sail, New custom tandem axle trailer, hatch screens. La Salle, MI. \$19,500 jerrygg@earthlink.net 734-735-3107



168-70. 2005 Stur-Dee Cat. This 14' 4' fiberglass cat is a perfect blend of classic beauty and modern simplicity. Her beige decks are molded to look and feel like the canvas covered decks of her predecessors, with oak rails and coamings, Yet with her modern Marconi rig (red Dacron sail with two reef points) she'll show a turn of speed and agility that many larger sloops can't do. Sail her single-handed; there is ample space in the cockpit for four more. A cuddy cabin gives protection from spray and room to store gear. The seats and coamings are just the right height above the cockpit sole to be comfortable. To add to your comfort, she has red sunbrella boat cushions. Sail her up on a sandy beach. Her fiberglass centerboard is easily retractable and the rudder is protected by a skeg. Trailer easily with tabernacle mast on a 2005 Karavan galvanized trailer in excellent condition with a mast crutch. A cockpit boom tent keeps it dry on the mooring. Also included, 2005 Honda 2-HP 4-stroke air-cooled outboard, seldom used. Boat has been meticulously maintained throughout, and shrink wrapped every winter. For a boat and trailer that are like new, \$11,500 is fair. Also, available: 8 ft tri-hull dinghy and dolly. Harry Sterling catboatforsale@outlook.com 401-683-9142



168-71. 1986 MARSHALL SANDERLING IN EXCEPTIONAL CONDITION PROFESSIONALLY APPRAISED AT \$17,000. MANUFACTURED WITH JUST ABOUT EVERY TEAK OPTION, NEW NOVA LINES, COCKPIT AWNING AND A BOOM CRUTCH FROM A MM22 FOR HEIGHT. TEAK CENTERBOARD CAP, TRUCK, AND TABLE. NEW IN 2003 2 STROKE 8HP JOHNSON IN MINT CONDITION WITH ONLY 15 HOURS. 1986 LOADRITE TRAILER IN GREAT CONDITION. BOAT ALWAYS LAUNCHED AT MARSHALL'S WITH THE LIFT. COME WITH 4 BOAT STANDS, SAIL AND TILLER COVERS. IN 2015 ALL BOTTOM PAINT REMOVED AND REPLACED. TRAILER AND ENGINE VALUED AT \$2500. COMBINED TOTAL PRICE \$16,000. SHOWS EXTREMELY WELL. WON'T LAST LONG POC: WAYNE BRALEY AT 508-763-4507 OR WABRALEY@COMCAST.NET



168-72. 1983 MARSHALL MARINE 18' SANDERLING updated and yard-maintained. Currently in the water and ready to cruise or race. She has a white hull, new 9HP Yanmar diesel inboard, new mast and a young racing/cruising sail. Rigging includes Lazy Jacks and burgee hoist. Equipped with marine battery, running and cabin lights, a VHF marine radio, a 4" bulkhead compass, custom green canvas sail-cover, bronze step on transom, Danforth anchor with chain, tool kit, dock bumper and lines, and manual bilge pump. 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 front facing porthole and a sun-powered cabin vent fan. Cetol finish on teak rails, coaming, hand rails and louvered companionway doors. Bottom has multi-coat green anti-fouling paint and is washed every two weeks. She has a distinguished racing record in Western Long Island fleet. Maintenance records available. Priced reasonably at \$19,900. Located at Norwalk Yacht Club in Wilson Cove, Norwalk, CT. Contact J. Fallon 203-554-5003 or jtfallonmd@me.com



168-74. 2008 Fisher Cat by Howard Boats. length overall: 14' 3", Beam: 6' 10", cockpit: 7' 8", sail area: 125 sq. ft., displacement: 625 lbs. White topsides, green bottom, buff deck, cedar cockpit, varnished oak comings, rails and Sitka spruce spars, tan sails with points and battens, Harken ratchet block with cam cleat, battery powered bilge pump, anchor with chain and line, seat cushions, cockpit cover, 2 hp. Honda water cooled outboard, custom fit trailer. Professionally maintained, indoor winter-stored, pristine condition, located in Stone Harbor, NJ. \$17,000. [jpenders@optonline.net](mailto:jpenders@optonline.net) 917-747-8191



168-75. 2002 Marshall 15 Sandpiper. Open cockpit, hinged mast, 2 Quantum sails (new one is in second season), 2 year old 2hp Honda air-cooled motor; both new sail and motor were used less than a dozen times. Low maintenance natural teak. Canvas sail cover and tent cover, Sunbrella cockpit cushions, Load-Rite trailer with spare tire, Jiffy reef for tack and clew, removable under deck shelf, quick release turnbuckle for headstay, Harken main sheet system, Ritchie compass, shock cord furling for sail, extra cleats on foredeck, forward flotation bags, Danforth Anchor with 5 ft. coated chain and a 100 ft. rode. All in great condition. More pictures are here. \$16,900. (508) 255-1441 [kayaker8@comcast.net](mailto:kayaker8@comcast.net)



168-76. For Sale: Adirondack Guideboat 15' Kevlar. 70 lbs., 550 capacity, 39" beam. Burgundy hull. 3 caned cherry seats, maple oars 8', compass, boat cart, anchor, life vest. Sweet, fast, secure, and beautiful. Little maintenance, just a bit of oil on the woodwork each year. (see [www.adirondack-guide-boat.com](http://www.adirondack-guide-boat.com)). Asking only \$2,750. Paul N. Robinson [pnr01@aol.com](mailto:pnr01@aol.com) Wickford, RI. 401.255.8394



168-77. For Sale: Versatile Menger 17 with folding tabernacle type mast and galvanized trailer. Easily trailerable with an SUV or truck and used as a day sailer or can be moored for coastal cruising. Seats 4 to 6. Lovely teak and ash wood trim finish inside the cabin and out, Honda 5HP motor included. Includes compass, depth finder, SS adjustable motor mount, brass bell, flags, new condition sail, teak folding table and comfortable large bunks in cabin, marine band radio, pulpit with Danforth anchor holder. Hull sides and deck original shiny gel coat and Not repainted. A lot of boat for the length and a NICE comfortable sail boat in excellent condition! Must see to believe. Similar to Compact Suncat or Marshall Sanderling. Located 1 hour north of Boston. \$12,900 firm. Contact [cjandds@comcast.net](mailto:cjandds@comcast.net)



168-78. For Sale: 1973 Herreshoff America 18' catboat "MaryBeth" built by Nowak and Williams. Traditional "Flag" sail with sail cover and lazy jacks. Folding mast. Cabin top teak handrails replaced in 2014. New tiller in 2012. New skeg in 2009. Decks repainted in 2014. 2010 6hp Tohatsu 4 stroke



outboard in cockpit well with very low hours. Also includes older trailer with new tires replaced in 2014. \$7,500. Contact John at [uscgbmc1790@gmail.com](mailto:uscgbmc1790@gmail.com)

168-79. Sandpiper sail circa 1989, last used 1991, \$25. Also CBA bulletins 1974-2014. Free you pick up. Both items Martha's Vineyard. Andre Mallegol 508-627-7545 [amallegol@hotmail.com](mailto:amallegol@hotmail.com)

168-81. 1976 Marshall 22 "The Dude" Yanmar inboard diesel rebuilt in 2014. All new rigging and new radio also in 2014. Tanbark sail. New mast and new stereo in 2015. Sunbrella sailcover and dodger. Excellent condition overall. Asking \$23,000. In North Falmouth currently. Contact John Coen at [jcoen1@me.com](mailto:jcoen1@me.com) or 617 571-8938.



168-82. 1973 Marshall 22. Westerbeke 13 HP diesel rebuilt 2013, 13 gallon poly tank. Interior cushions (new), cockpit cushions. Dodger with bimini. Galley sink, pressure water with 22 gallon tank. Enclosed head, holding tank. 2 batteries with panel. Alcohol 2 burner stove, insulated ice box. Depth finder, VHF radio, hand held GPS, AM/FM radio w/ speakers, compass. Wheel steering w/cover, sail cover. Asking \$19,000. 978 689 5963 [robert.townsend@verizon.net](mailto:robert.townsend@verizon.net)



168-83. FOR SALE: 1995 Marshall 22 Catboat Bald Eagle (Hull #235). Exceptionally well maintained, white/buff, all standard equipment, fitted out for cruising. Mechanical: Yanmar 2GM20 w/ 550 total hours; Raritan head, holding tank and macerator pump; bowsprit mounted anchor roller, 7.5kg Bruce and S920 Danforth anchors with chain/ nylon rodes. Cabin has teak and holly sole; SS sink with Fynspray bronze pump; folding louvered cockpit doors; single burner butane stove. Electronics: Icom M-402 w/ VHF mast mounted antenna; Raymarine ST4000 Wheelplot; Raymarine ST50 Tridata and ST50 Wind Indicator, with masthead mounted sensor; Kenwood AM/FM/CD stereo. Bronze rudder/hull mounted steps; spring line cleats; Ritchie 5" bulkhead mounted compass; brass rubrail; solar vent in forward hatch; 120V shore power system with mounted battery charger, shore power cord and outlet; Thurston sail w/ 3 reef points and buff cover; Harken blocks. Cockpit awning. Located Duxbury, MA. \$39,500. Contact Stephen Miller at [sbmiller@alum.mit.edu](mailto:sbmiller@alum.mit.edu)





168-84. 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: WLHopkins@charter.net860.868.9092



168-85. 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 & Marlinspiked ash tiller. New Cetol 4-coat finish on Boom Crutch, Teak Rub Rails, Coaming Cap, 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 .



168-86. For Sale: 26'7" Legnos Mystic 10-3. Ladybug, rigged as a gaff cutter with varnished wood spars. Tanbark sails by Jasper & Bailey. Green Awlgrip 2011. New standing rigging and new roller furling on yankee in 2011. New dodger 2012. Edson worm gear, rebuilt 2013. New interior cushions 2013. New 16 hp Beta Marine diesel installed 2009, 516 hours on engine. Equipped with GPS, VHF, knotmeter, depth sounder, Kenyon stove, Raritan head, holding tank, shower, refrigeration, LED lights. 6'2" head room. A beautiful boat who turns heads wherever she goes. Stored indoors in Old Saybrook, CT. REDUCED to \$39,900. Contact Peter Jenkin, Ladybug.Peter@gmail.com (203) 234-7794.



168-87. FOR SALE: 1999 Marshall 18' Sanderling "LUCKY". Hull #744, Honda 8hp 4 stroke, Load-Rite galvanized trailer, white hull-buff decks-red boot top. Factory options; Molded boot stripe, Running lights, Self-contained toilet, Interior cushions, Teak trimmed drop leaf table, Teak trimmed shelves, Teak centerboard trunk, Bronze step on rudder and transom, Lazy jacks, shock cord furling, flag halyard, MacGuyer stick teak rudder lock, Stainless solar vent, Harken mainsheet system. Race ready 2014; barrier coat / Baltoplate



bottom, new faired centerboard, Dyneema peak halyard, tiller extension and new sail (2012). Wickford Catboat Association class champion 2012. Well maintained in excellent condition. Location – Wickford, RI. \$22,000 OBO. Andy McClatchy acm@mlge.com 401-529-2660

168-88. For Sale: 1983 Marshall Catboat Sanderling 18'. Well maintained in good condition. Fiberglass white hull, tan fiberglass deck, white topsides and red bottom paint. Tiller steering and centerboard trunk. Cutty cabin with 2 bunks. Teak handrails and trim, bronze cleats. Aluminum mast, boom and gaff. New sail made in 2011 in good condition with 3 sets of reefing points, 2 sets of reef lines, lazy jacks and new tan sail cover. Bunk and cockpits blue cushions, teak rudder stick, porta potty, anchor, 2 dock lines, boat hook, 4 fenders, 3 Type II life jackets and 2 sel-inflatable life jackets. Hand held radio, Running lights, 4" Danforth compass and Datamarine S200DL Depth sounder. 1983 Yanmar 8-HP inboard diesel engine, maintained by boat yard mechanic annually, with battery and 10-gal. plastic portable tank. Aluminum Lady Bea trailer with 4 wheels and travel lights. Located in Mattapoisett, Massachusetts. Asking \$18,900. Call Christophe Henry at 978 413 5664 or email at cmhenry60@gmail.com



168-89. For Sale: 1987 Marshall 22' Catboat "MEANDER", Hull 208, Yanmar 2GM20 16 H.P. diesel engine, with 3-bladed prop, all manuals,cabin and running lights, all cushions inside and cockpit, tan dodger and cockpit awning, fold up tables for galley, main cabin and cockpit. Bronze boarding steps on rudder and transom, a Bruce and Danforth anchor, stern mounted grille, Chart drawer, Porta Pottie, two new 12 Volt batteries, bowsprit with anchor roller, brass rub rail, teak trim, Marine radio, stereo radio with 2 speakers, Ritchie compass, new Cutless bearing, bronze drive shaft with coupling. Shock cord furling system, Autohelm steering system, radar reflector, cabin carpet and curtains. Solar powered fan in forward hatch. Boat currently moored in Chatham, MA. Asking \$29,000. Bill Clary 508-432-0904 libbil@comcast.netFor Sale: 1987 Marshall 22' Catboat "MEANDER", Hull 208, Yanmar 2GM20 16 H.P. diesel engine, with 3-bladed prop, all manuals,cabin and running lights, all cushions inside and cockpit, tan dodger and cockpit awning, fold up tables for galley, main cabin and cockpit. Bronze boarding steps on rudder and transom, a Bruce and Danforth anchor, stern mounted grille, Chart drawer, Porta Pottie, two new 12 Volt batteries, bowsprit with anchor roller, brass rub rail, teak trim, Marine radio, stereo radio with 2 speakers, Ritchie compass, new Cutless bearing, bronze drive shaft with coupling. Shock cord furling system, Autohelm steering system, radar reflector, cabin carpet and curtains. Solar powered fan in forward hatch. Boat currently moored in Chatham, MA. Asking \$29,000. Bill Clary 508-432-0904 libbil@comcast.net



168-90. FOR SALE: 1984/85 18' Marshall Sanderling. Hull # 572: Excellent condition. Original Owner. Engine; 2013 Honda 8 HP Outboard (yr.2014 - annually maintained by Honda as three years remain on warranty).



Hinged Mast. Three sails all excellent. Factory Green Hull, Buff decks; Molded white boot stripe; red bottom; Bottom barrier coated 2012, Lift kept. New halyards; New Porta-Potti; Drop-leaf table; teak trimmed shelves; teak cabin trim; teak handrails; shock-cord furling; Harken mainsheet system W/ 2-1/2' blocks; lazy jacks; forest green sunbrella sail-cover, anchor shade, bimini, teak name boards, mast boot, outboard & tiller cover. New out board motor bracket; new berth cushions, berth sleeping extensions; bronze steps on rudder and transom; spring line cleats; navigation lights; foam cockpit cushions; new 5" Ritchie compass; All CG equipment. Load-Rite galvanized trailer W/ spare & new bearings (never in water). All in excellent condition; solid bulk heads & solid floors. No soft spots. Boat always stored inside. Located in Port Charlotte, FL. Reasonable local delivery and set up arranged. Price \$ 14,000. Contact Bill Dolan at bill.dolan@comcast.net for additional pictures & info. Tel. 941-661-1047.

168-91. FOR SALE – 1982 Atlantic City Catboat 24', 12'beam, draws 2.6' centerboard up.



Professionally maintained at a primer N.E. boatyard, Burr Bros. of Marion Ma. Stored inside during the winter. Ceiling & overhead beautifully lined with white cedar throughout. Mahogany bulkhead, head door and sole.

6' 2" standing headroom, sleeps 6, separate electric head/holding tank, alcohol stove, 20 Gallons fresh water. Fully loaded with all gear included (GPS, VHF, Tide Clock and Pressure Gauge w mast

antenna, running lights, compass, dock lines, anchors, radios, life jackets, fenders, speed/depth/wind instruments, cockpit tent, sunshade, full dodger, etc.). Elegant sunbrella interior cushions & cockpit pillows. Power management system, 3 batteries, double bilge pumps, interior lighting. Shore power system with inverter. Cockpit Instruments includes Wind direction and speed, depth. Top quality rigging including new halyards + Harken blocks + in-cockpit reefing, lazy jacks. Stainless Steel Centerboard, Ultra -reliable 2GM - 20HP Yanmar 2 GM 20hp installed 2000. Very solid 1982 fiberglass construction. Ideal cruising Cat, easily single handed, heavy, dry and dependable in a sea. Handles Buzzards Bay chop and 25 knots of wind very nicely. Moored in Cataumet Mass. \$39,000. Contact Howard Crow at 508-563-3655 or hcrow@earthlink.net

168-92. For Sale: 1975 Marshall Sanderling 18' Catboat Hull # 356 with Dilly twin axle trailer. Well maintained. Includes 2 sails, 1 Haarstick and 1 Thurston, sail cover, 2009 Yamaha 4 hp 4 stroke outboard, 10"x15" Lewmar forward hatch, front opening port, Bimini cockpit cover, anchor deck pipe, Danforth Anchor with chain, 2 yr old cockpit cushions, transom and rudder steps, porta potty, Spar-Tite mast wedge system installed 2014. Additional photos upon request. Located at the Marshall yard in Dartmouth, MA. Call/Text Dave at 516-316-6589 or email at dperry@empiremerchants.com



168-93. 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, and custom canvas winter cover. Now offered with a roadworthy trailer. \$15K. Contact dkparkny@gmail.com or 917.576.9356



168-94. 18 ft Herreshoff America, poly carbon fibre spars,motor well and skeg filled and faired professionally, 6hp 4cycle OB,new rudder and tiller,Venture trailer roadready,recent sail, cover and cushions, \$7500. Boat in Maryland contact Dave Park cats4sea@gmail.com



168-95. 1974 Marshall 18 with 2013 Tohatsu 5hp 4 stroke. New centerboard 2014. Cabin and cockpit cushions, sail boot, Harkin block, lazy jacks, bumpers and Danforth anchor. Boat stands and 60 lb. mooring. Possible sharing. Barnstable Harbor. \$8,200. \*Trailer wanted for Marshall 18. dean@deancoe.com





168-96. 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.

168-97. 1985 Marshall 18 Sanderling Cat, hull number 602. Very good shape, just enough wood to look beautiful without driving you crazy. Aluminum mast, gaffed rigged as she should be. Excellent sail and a canvas sail cover. The sails have been cleaned and maintained annually at Squeteague Sailmakers in Cataumet, Mass. You could look them up, they do nice work there. Very good shape inside and out. The cushions are all in good condition. A couple scuffs on the wooden rub rail into the varnish, but should just be some bright work. Also comes with a 2012 long shaft 5 HP Honda 4-stroke motor that is still under warranty into July, 2017. Bought the motor new at Chatham Boat Co. (CBC) and they've maintained it since. They've also maintained the Cat. More pics are available at their website, www.chathamboatcompany.com. No trailer with the boat, but they have another customer selling a used one if you need to have one. Asking price is \$9900, but motivated to sell before the winter comes. (508)945-4948 charley@chatboat.comcastbiz.net



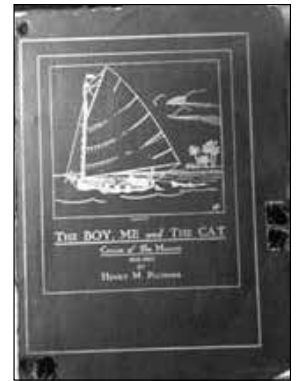
168-98. 1973 Marshall 22. "Esmeralda". I am getting long in the tooth so I need to sell my catboat. Esmeralda Marshall '22. '73. Palmer P60 engine FWC, mechanic maintained. boat and engine in good condition. 2 suits of sails. 3 anchors, Danforth, Yachtsman, Plow. Priced for quick sale \$15,000. Tom Hyland 718-356-3955 thomasghyland@yahoo.com



168-100. 1969 Marshall 18 Sanderling. "Uff Da". Danforth anchor and rode, 2 wheel trailer, Licensed and registered. \$8,250. Tom Hyland 718-356-3955 thomasghyland@yahoo.com



168-102. Plummer, Henry M. THE BOY, ME AND THE CAT. CRUISE OF THE MASCOT, 1912-1913. n.p. (1914) b/w line and photo ill. x, 142 pp. Plummer's classic tale resides on the nautical bookshelves of innumerable catboat enthusiasts. It is the first person narrative of his voyage with his son and their cat from Maine to Florida aboard a 24' Cape Cod catboat, "as rest for a set of frazzled nerves and tired eyes." His narrative of this trip is a perennial favorite marked by whimsical good humor, delightful drawings by the author and by information on harbors and waterways long since disappeared. It was next reprinted in 1961.



This original copy is a set of mimeographed sheets, limited to 700 copies, produced and bound in fishline by Plummer himself. Only a handful remain extant. The cover of this copy has become separated from the book but with no loss to the black construction paper wrappers. It is otherwise in immaculate condition. The interior pages are fresh and bright. This copy was sent to Oswald Garrison Villard's original YACHTING magazine. It includes an inter-office memorandum from WHT to CR which reads:

"I reread this hastily over the weekend and doubt if we can do much in the reprint line as I'm afraid either condensing it or selecting a part of the passage would lose the flavor of it. However, see what you think. It's full of quotable stuff, some of which I have used and some of which I intend to—e.g. the definition of "sport" on p. 64.

To which CR replies in a handwritten note: Read about half + enjoyed very much. Agree it would be difficult to condense—but I hope you can use some extracts. Many of his phrases are wonderful."

Virtually impossible to find in any condition. \$950. john.hutchinson@comcast.net

168-103. FOR SALE: 1973 Herreshoff America Catboat. Built by Nowak & Williams. Good condition. Fresh water sailed only. North sail. Includes EZ Loader trailer and Johnson 15 HP outboard that fits in motor well. Newer laminated tiller. Tabernacle mast. Knot meter & depth meter. Full cockpit cover. Autohelm. Compass. Many extras. Asking \$6,900. Cleveland, OH. Contact Floyd Biery at 216-849-6167 or fbiery@gmail.com



168-104. 1997 Marshall Sandpiper Open Cockpit Model. Completely upgraded by Marshall 5-6 years ago. 2015 4HP Tohatsu O/B Motor used less than 3-4 hours, Newer cockpit cover and sailcover. Cockpit cushions. 8' Fiberglass dingy and oars. Jiffy reefing and shock cord furling. White hull, buff decks, red boot stripe and green bottom. Docklines, fenders, bilge pump, anchor and rode, life jackets and cushions, horn, Harken main sheet system, Harken cam cleats, Mast hinge, Cetol finish on teak, trailer. Lazy jacks, Thurston dacrom sail. Replacement cost \$32,000, asking price \$16,000 or best offer. Boat is currently located on Cape Cod. Current owner has been a member of Catboat Association since 1970. email macparson1972@aol.com, tel. no. 508 951 4617.



168-105. Sail cover for Marshall 22. Very dark blue. Older but decent shape. \$50. In Bristol, RI. 401-253-4286 bjburdett@hotmail.com





168-106. Three Mark Beaton Sandpiper sails. Good for racing or cruising. \$200 each plus shipping. Ed King. nails462@aol.com (908) 489-1363



168-107. 2005 Stur-Dee Cat. In beautiful condition with mahogany seats and oak trim; many accessories with 2010 2hp Honda 4-stroke Outboard and Karavan Trailer. Accessories include: Boom Tent, Tabernacle Mast Hinge, Automatic Bilge Pump, 2013 Raymarine i40 Depth Gauge and Gel-Cell Battery in bow with Solar Trickle Charger. Custom rig step mast. Asking: \$11,000 or BO. Located in CT. Contact Bob at harrirt@snet.net



168-108. 1995 Melonseed sailing/rowing skiff. 13'6" wooden lapstrake hull. The builder was Marc Barto at Connell's Wooden Boats in Chestertown, MD. This is a beautiful boat in excellent condition. It is an awesome sailboat and it rows wonderfully. Bright work was just redone. New paint on deck and hull. Brass hardware. Custom wooden cockpit cover with rack on top for mast, sprit and boom. Rowing system with like new Shaw and Tenny oars and leathers. 7'6" oars store in the cockpit, out of the way under the deck. 70sq.ft. sprit-rigged sail repaired to good condition. Galvanized E-Z Load trailer in very good condition, not titled, but I believe it can be. 30 mile free delivery from Allentown PA (beyond 30 mi. is negotiable). Price \$5,900. Email or call with questions. Marty McLean jmkpmclean@gmail.com 4846346405 O'Connell's Wooden Boats



168-109. 1970 Marshall Sanderling Excellent Condition - Professionally restored and maintained Bottom stripped and faired in 2010, treated with 4 coats interprotect, Racing condition!! Topsides painted with interlux perfection in 2010. Coaming rebuilt in 2010 with beadboard Cockpit floor, braces, legs and seats completely rebuilt and painted in 2015 Carbon fiber mast step rebuilt 2014 All woodwork stripped and finished. 3 Sails: 2005 Quantum Racing Sail w/ Window, BH16 2000 North Racing Sail w/ Window, MC22 Sail w/ 3 reef points shown in picture, SA3. New Sail Cover 2014 Blocks, halyards, lines, cockpit overhaul system in excellent condition. Cockpit features: porto pot, cockpit light, running lights, electric control panel, overbunk shelves, centerboard fold down table, anchor, compass, swim ladder and safety equipment.



Removable racing motor bracket. This boat is a beauty and ready to race or day sail. Located in Lavallette, NJ \$15,000 Contact Bob @ rkuhne@najarian.com

168-110. 1985 14' Arey's Pond Catboat ready to sail. "Dixie C" is a wonderful Arey's Pond fiberglass Catboat- she can comfortably hold 4-6 adults with a wide beam of 7' and is a very stable ride. She has a centerboard which is 38" when down/10" when up. This fiberglass boat weighs 700lbs, has sitka spruce spars, teak coaming, rails, seats and floorboards, bronze fitting, ash & mahogany tiller, traditional oak mast hoops, bronze engine mount, trailer and 3.5hp Tohatsu engine. Sail cover, cockpit cover, ladder and life vest. \$7,995. Thomas Krivickas info@ctboatworks.com 860-282-0100



168-111. FOR SALE - 1980 Atlantic City Catboat 24' 11'beam, draws 2' with the centerboard up. Meticulously maintained. Mahogany interior with teak and holly sole. 6' 2" standing head room, sleeps 6. Separate head, new Jabsco head installed 2008, new stainless steel deep sink and faucet in 2012. New 27 gallon holding tank installed 2012. New water pump installed 2013. Galley with 2 burner Origo alcohol stove, refrigerator (AC/DC), 25 gallons fresh water. New faucet in galley 2012. 25 hp Westerbeke engine installed in 2008 with 460 hours has been well maintained. New cutlass bearing and stainless steel prop shaft installed 2014. New house battery and engine start battery 2014. Two 12watt Ganz-eco energy semi-flexible solar panels (1 for each battery) installed 2012. 1000watt power inverter installed 2014. Interior fan and LED cabin lighting. 4-120 volt duplex outlets. 1-12volt outlet for charging phones, etc. Dytek marine electronic battery charger- charges 2 batteries. Garmin 546s GPS with sonar, speed, temperature and depth-new transducer 2015. West Marine VHF 580 w/ mast antenna installed 2012. Danforth constellation compass, rebuilt in 2013. Interlux interprotect epoxy bottom 2004. Centerboard replaced 2004. Centerboard sandblasted and resealed in 2012. All deck fittings removed, holes epoxied, re-drilled and re-bed 2012-2014. All through-hull fittings re-bed. Rudder rebuilt 2015. New mast hoops and parrel beads 2013. Danforth anchor, dock lines, fenders, fire extinguishers, cockpit tent, sunshade, storm dodger, full cockpit cover, sail cover. Full interior & cockpit cushions. 1 electric bilge pump, 1 manual whale pump. Large canvas winter cover. Great coastal cruiser, unique centerboard design locates centerboard trunk out of cabin, which provides an extremely large cabin area. On the hard in Portland, CT.\$34,500. Contact Eric Pehmoeiler at 860-681-3284 or vickianderic@cox.net



168-112. For Sale: 1988 Mower 22 Classic Catboat. A classic 22' Mower designed catboat ready to sail. "CHIEF" was built in 1988 by renowned boat builder George Luzier in Sarasota, FL. She has a strip-planked hull and Dynell over plywood deck. Spars have been recently wooded and varnished. Universal 25 HP diesel, recently serviced, and ready to cruise. Edson rack-and-pinion steering and a Benmar autopilot. Sarasota, FL. \$35,000. S. Pore: 941-921-5674 or spore3@comcast.net



# The Catboat Association

# Membership Application



Founded 1962  
Incorporated 1983

*Mail completed form to:*

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

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

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

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

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

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

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

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

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

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

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

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

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

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

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

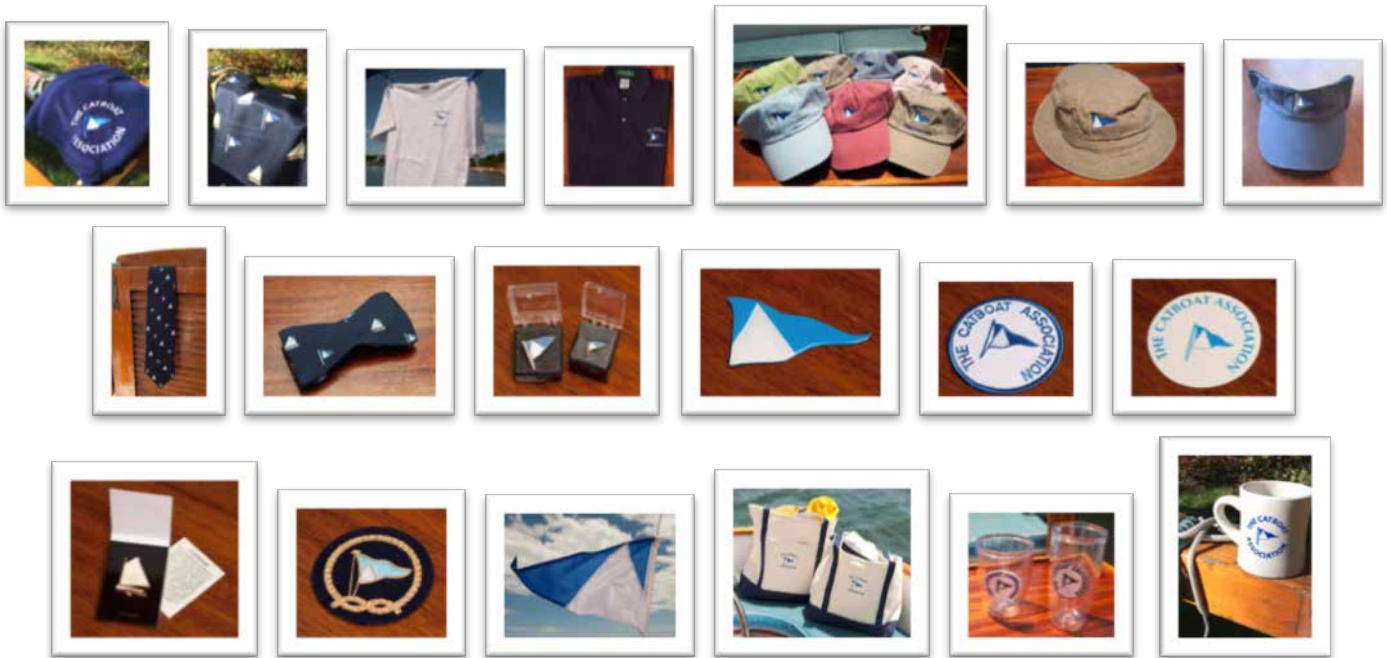
Description: \_\_\_\_\_

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

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

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

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



**CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM**

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

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

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

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](http://ces.landsend.com/the_catboat_association)





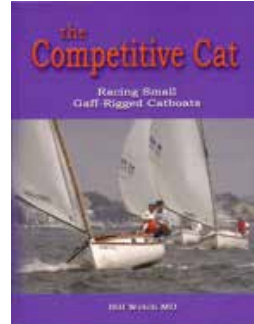
# Catboat Association Publications



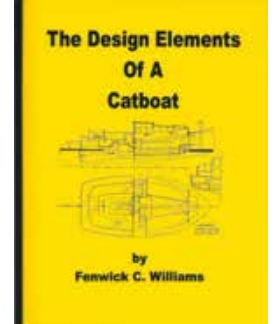
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\$19.95



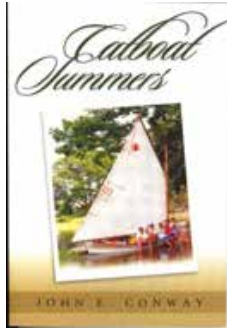
"The Catboat and How to Sail Her"  
edited by John H. Leavens  
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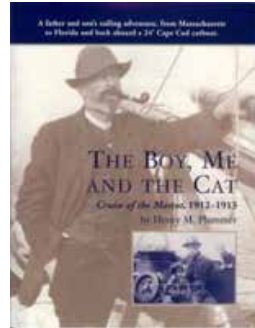
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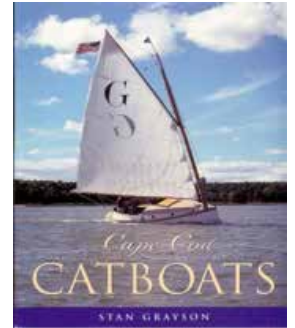
Catboat Summers  
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\$15.00



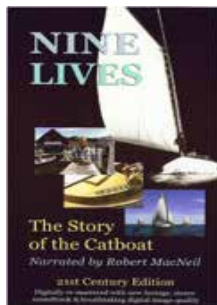
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by Henry M. Plummer  
\$29.95 (hardcover)



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By John H. Leavens  
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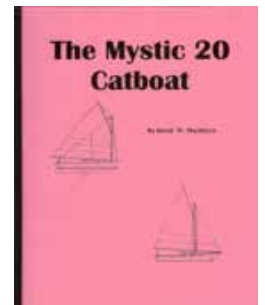


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To order publications: List items you want and mail with check to: Carol Titcomb, 38 Brookwood Dr. Branford, CT 06405-2325. Shipping and Handling are \$2.00 for EACH item. Foreign orders, please include \$5.00 extra.



The 2016 calendar is available now for \$22.00 plus \$5.95 shipping (anywhere in the U.S.).

Make your check payable to the Catboat Association, Inc. for \$27.95 (includes shipping) and fill in the information below.

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

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip \_\_\_\_\_

Telephone Number (optional) \_\_\_\_\_

Send the order form, or your own note, along with your check to:

Carol Titcomb  
38 Brookwood Drive  
Branford, CT 06405-2325

## ON THE BACK COVER

*Presto* is underway. Frank Camm has completed his Fenwick Williams Cat and she is in the water. The latest chapter in *Presto's* journey can be found on P. 12 in this issue.



