

# Catboat Association Bulletin



No. 169

Winter 2016

## ON THE COVER

The photograph of the 20-foot Crosby Catboat *Harbinger* was taken by Catboat Association member Jim O'Connor of West Tisbury, MA while attending a recent Osterville Rendezvous. *Harbinger* belongs to William and Michele Stirling and hails from Popponesset Bay in Mashpee, MA. She was built at the Landing School in Kennebunkport, Maine in 1991.

O'Connor said he took the photo in the early afternoon on a cloudy day with a light breeze. "I decided to use a telephoto lens on this shot in the hopes of isolating and highlighting her beautiful lines and shape." Each year O'Connor comes out with a popular Catboat Calendar.

# Catboat Association

www.catboats.org



## BULLETIN NO. 169

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

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

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

# Now Hear This!



Bruce Almeida is online.

## Modern Times

This edition of the Catboat Bulletin, came together using video conferencing. We may all embrace and love sailboats designed in the 19th century, but when it comes to tough work, as catboat sailors we also embrace new technology.

Using video conferencing on computers, Bruce Almeida and I did the editorial work jointly together to move through pages of digital copy and photography. This was a first for the editors. Almeida lives in downtown New Bedford. I live on Martha's Vineyard, an island off the coast of Massachusetts. It is inconceivable to think we could ever meet regularly face to face and go over the details. There is only so much you can do with telephones and email.

We found a better way. It was far easier for the two of us to face off, in front of our computers to get the job done.

We used Skype to talk and see each other online. Microsoft's OneDrive, often referred to as the cloud, hosted all the content.

The Catboat Association's website was significantly improved over the last year. Members of the association have access to an improved digital version of the Catboat Bulletin that includes color photographs throughout. It is available online.

--- Mark Alan Lovewell

## We Need Help

The Catboat Bulletin is in serious need of editors. Though we continue to find ways to make the work easier, we still require real people to assist. Please consider helping as an editor. We are a friendly crew of sailors, writers and photographers. Please join us.

## Storyteller's Workshop

If you come to the 54th Annual Meeting of the Catboat Association on March 12 in Groton, CT, please attend our second annual Storyteller's Workshop. It starts at 4:30 p.m. and lasts about an hour. This is a pleasant way to meet the writers, photographers, editors of this publication. It is an opportunity to put a face to a name and ask questions. It is also the first step you take to start writing your own maritime tale.

## Chesapeake Presentation at Annual Meeting

Chesapeake Bay is 4,479 square miles of water, surrounded by 11,684 miles of shoreline. It measures about 200 miles in length. For those who sail New England, or for those who sail the Gulf of Mexico, the Chesapeake is a large intriguing place. Steve Flesner, one of the top catboat captains of the Chesapeake, with his "band of thugs" will demystify this amazing area of America in a feature program at this year's annual meeting in Groton, CT on Saturday, March 12, 2016. The program is called Tales from the Chesapeake and it will run an hour after lunch.

For those who attend, they'll learn the ingredients of Black Mayonnaise; and why blue crabs have a special place in our Nation's Capital; and that a Mars and Tonic really didn't originate in Outer Space.... all this from a place that actually went to war over arsters (oysters)!

Learn about how 25 years of keeping catboat racing stats has allowed even a Wittholz 25 to occasionally (very occasionally) trounce a Marshall 18.

It's a slideshow, a video, and a barrel of talk.

The program begins at 1:30 p.m.





# Letters to the Editor

---

**Dear Editors,**

Ever since I read Bill Garden's book, "The Making of *Tom Cat*," I wanted to build one. I knew it would be the perfect boat for our grandchildren to learn to sail. In fact one of them soloed last summer. Two are ready this summer. It's also great for two adults out for a moonlight sail.

I used 3 layers of ¼ in. exterior plywood for the curved transom, two layers for the deck cuddy top, ½ in. exterior ply for the seats and floorboards. The structural wood was Douglas fir left over from another project. The planking was 1¼ in. x ½ in. clear western red cedar. All exterior surfaces were fiber-glassed. The spruce mast was from an old boat; the boom and gaff were Douglas fir. I created a watertight compartment in the bow just forward of the mast and another under the aft seat, with storage accessible through a watertight hatch. Our sailing season is short up north and the boat is stored under cover on a trailer so I think the exterior ply will be OK.

She sails great and with her 6 in. draft (centerboard up) and can sail almost anywhere. The boat holds four crew especially if three of them are small people. With a cockpit cover, she can sleep two adventuresome kids. At a total trailer weight of about 1000 lbs. she can be pulled by all but the smallest vehicles.

The boat name and *Tom Cat* logo were drawn by my Grandson, Steven and painted by my granddaughter, Josey, who is a dual language (English/Spanish) student.

I would be happy to answer questions. Or, if you're in north-central Illinois after spring arrives, you can visit. E-mail me at: [dinghy1S@yahoo.com](mailto:dinghy1S@yahoo.com) .

Wayne Brown  
Woodstock, IL



*Don Gato.*

Photo provided by author



# Yarns & Adventures

---

John Orlando, Editor

Our beloved catboats are tucked away for the long winter rest.

I have two articles for this issue, one is a little continuation of my last article on my summer from Heaven and Hell and a wonderful article which was submitted by Peter Knowlton. Thank you Peter.

Here is a little fact that really put the icing on the cake; finally, I thought I was safe using *Erica Lee* with all problems with filters and fuel behind me.

The morning of the Great South Bay Catboat Rendezvous, my good friend Bob Lyons and I left Bellport, NY about 8 a.m. for the 10-mile journey down the Bay to the Sayville Yacht Club. We no sooner got out of the creek and into the Bay, when my happy (I thought) Yanmar engine stopped cold. Guess what, a plugged up filter. Bob and I had filter changing down to a science. It took us 30 minutes to change the filter and bleed the system and my Yanmar was happy again! My only consolation after a panicking morning was winning our class and doing some serious drinking after the race.

## So This is Retirement! Cruising aboard *Willow* to Padanaram

---

Peter Knowlton

I'm T-bear. I started life as a plush stuffed teddy bear in 1973, and spent my early years on a shelf with nautical knick-knacks and books. In 1980, I was taken on a PHRF (Performance Handicap Racing Formula) race, and the crew took to me immediately – naturally, and being imaginative, they gave me my name. I spent 8-years racing, lashed to the pushpit or in the navigation station calling tactics. Then I was retired to my warm, dry and familiar shelf.

In 2014, I was off the shelf again, and onto a Marshall Sanderling catboat, *Willow*. "We're not racing this, are we?"

"No, No, just day sailing and maybe an occasional overnight." He said. And so it was until 2015.

"You seem to be packing a lot of food and supplies aboard for a weekend sail."

"Not a weekend sail. We're going on a cruise to Padanaram, in Buzzards Bay!" He said.

I gulped. "Buzzards Bay-of the Buzzards Bay Regatta and death roll jibes."

"No, No – the Buzzards Bay of warm water, southwesterly breezes, and leisurely cruising." He said.

We departed Manchester, MA on a windless Tuesday morning, under power from a Tohatsu 5 horsepower motor, and towing an 8-foot sailing dinghy. We motored at 4.5 knots past Marblehead Neck, to Grave's Light off Boston, then past Minot's Light, and arrived at Scituate Harbor. The days run: 26.5 NM, 3.6 kn. average 7:23 hours running time, approximately 2-gallons of fuel consumed. We secured a mooring from Cedar Point (\$40), off the old Coast Guard Station and adjacent to the channel, which was somewhat rolly, but offered good boat watching.

Wednesday dawned clear and windless, again. "Where are we bound today?"

"At least Plymouth, but hopefully the Harbor of Refuge at the east end of the Cape Cod Canal." He said.

Powering was the order of the day. Around noon we were crossing the entrance to Plymouth Harbor, and had to yield to a couple of whale watch boats heading out. "Look out for that tree branch to port!" "Tree branch! It just looked at us." He said.

The branch turned out to be a 4-point buck in velvet, making good speed towards Gurnet Point, we were about a mile and half off shore. He called the Plymouth Harbormaster and reported the deer, its coordinates, and heading.

We continued south under power, until just past the Sagamore Highlands where the southwest wind from Buzzards Bay made into Cape Cod Bay. Off engine, up sail, and a close reach for about an hour to just off the south jetty, where we rounded up, put in a quick furl and motored into the Harbor of Refuge, and obtained a slip at the fuel dock (\$40). The tanks were filled – 6.2 gallons. Total run from Manchester: 57.5 NM, 3.6 ktsA, 0.44 gallon per hour (gph). Smoking (open flames) were not allowed at the fuel dock slips, so no cooking supper. He changed and walked up the ramp to the Pilot House Restaurant for a cold beer and hot cheeseburger. We turned in, with the pigstick rattling against the mast.

Thursday morning was sunny, with a brisk SW wind still blowing, and a favorable tide scheduled for 09:30. "What's on for today?"

"Have an easy breakfast, straighten up the boat, put in a single reef, and head out for Buzzards Bay around 09:00." He said.

We left Sandwich at 09:00 and bucked the foul current and SW wind to the Sagamore Bridge, which we passed under at 09:32 and picked up the following current. A powerboat passed, the dinghy slewed, the outboard broke out and cavitated. "What was that all about?"

"Just a passing boat observing the sign on the bridge 'Maximum Speed in Canal 10 miles per hour (mph) or 8 knots, NO WAKE.'" He said. The day's fun had just begun!

Sagamore Bridge to Bourne Bridge (38 minutes), Bourne Bridge to Railroad Bridge (11 minutes), wind SW 15 to 20 kts, rollers and white caps in the canal and raging white horses outside. Time: 10:30.

"How do YOU plan to proceed?"

"We'll get out of the main current behind the *TS Kennedy*, look things over, and try to run in the flatter water between the channel markers and dike, round in towards Wareham, and see if we can sail." He said.

The theory seemed good, but in practice – something less! The run along the dike worked fairly well except for a couple of passing powerboats trying the same thing, with the wakes causing the little Tohatsu to cavitate. Then just before the end of the dike, three non-breaking standing waves, deep and short, killed progress and the wind started to set us towards the rocks. Down throttle, up throttle, hang on and the little engine did its job!

We safely rounded the end of the dike, hove to in the flatter water, and set the single-reefed main on a port tack towards Wings Cove. The wind seemed to be building to 20 to 25 knots, the deck was awash to the cockpit cap rail, and we were taking green water over the bow. "Did you read the article in the 'Catboat Bulletin' about catboats sinking?"

"Yes, but it was small open or half-decked boats – mostly." He said. "MOSTLY!"

"When we get into a bit of a lee we'll try putting in a second reef." He said. He'd never tried a double reef, and didn't have permanent pennants rove, but wearing an inflatable life vest and safety line attached to a "U" bolt in the main bulkhead, he managed a somewhat baggy double reef. We tacked onto starboard, and the little cat settled down with

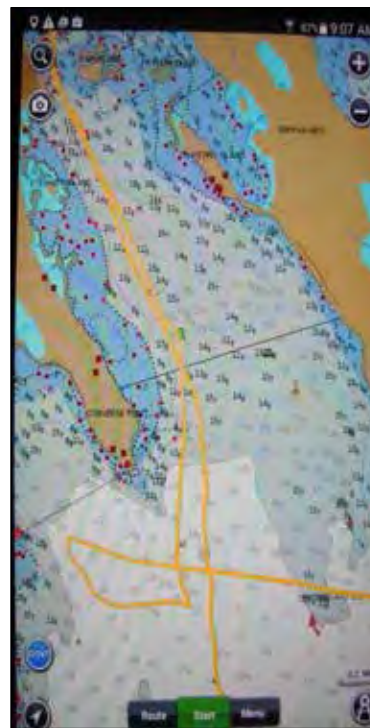
just two fingers (clinched) on the tiller and making 4.5 wet kts to weather.

The starboard tack took us out towards the Cleveland Ledge channel, and when it appeared we could tack to clear Bird Island, we did, passing between Bird Island and Centerboard Shoal, and into Aucoot Cove. Back on to port, and heave-to so we could consider the situation. Building wind and seas, two inches of water in the cockpit - Aucoot didn't look favorable, and it was a long beat to Mattapoissett around Angelica Point. "What's the choice?"

"Turn and run into Marion, its well sheltered and we know it from our racing days." He said. We ran off for Marion, ticking off 7 kts with a double reef and the dinghy planing behind. We rounded up by N "3", furlled the sail and motored in, picking

up a mooring from Burr Brothers (\$40) well up the Inner Harbor. He decided it was time to open the wine, and break out the cheese and crackers. A hot meal, and to bed early.

Friday broke bright and clear, with five osprey circling over the boat. Kerplunk! – 10 feet off the port bow a nice 8-10 inch catch.



Retreat to Marion and ME.

A good breakfast and a launch ride ashore to use the facilities and restock with ice.

09:00: underway with a 5-8 kt breeze from the west. Set the double reefed sail (3.2 kts), shake out





to a single reef (3.8 kts), then the full main (4.2 kts) with wind building to 10 knots. We went out past Centerboard Shoal, and tacked down the west shore of the Bay in a building WSW wind. We stood a little to the south and approached Padanaram on a close reach making 5.5 kts, rounded up outside the breakwater and furled the main at 15:10. The next bridge opening was at 16:00, so we did a couple of loops around the harbor looking at boats, and watching other cats come in from the Bay. We passed through the bridge with three other cats and anchored off Marshall Marine. The run from Manchester: 105.9 NM, 3.6 KtsA, 29:30 hours running.

After Friday evening's meet and greet at Marshall Marine, it was time for race on Saturday, and I was to have my old position as tactician, he said. Thankfully the catboat doesn't have a pushpit, so I was able to relax in my boat chair.

A long line of cats cleared the bridge at 11:00 and proceeded down the harbor to the breakwater, where we rounded into the SW breeze and set a full main, then bore off for the starting line. I had him do a couple of tacks and wind checks and determined the port tack was favored by about 20 degrees. We ran the line and he tacked to starboard headed for the pin. Horn Blast – sheet in and start driving. “Skipper, the big hand is on 4, YOUR EARLY!”

“What's the situation?” He asked. “Luff the line, but probably be over early, or jibe and go off on the favored port tack.”

“JIBING!” He said. About halfway up the windward leg we crossed about in the middle of the fleet and finished 8<sup>th</sup> of 13, and may have been a little overpowered on the last leg. He was awarded a “selfi-stick” for his single handed effort, although I was recognized as CREW. A FUN DAY!

Sunday was turnaround day, and we were planning on running up the Bay with *Cleopatra*, which was returning to Wellfleet. The planned run to the canal entrance was 16.5 NM, or about 5 hours at our previous 3.5 knot average speed. To make the 17:30 current change at the canal, we planned on at most the 11:00 bridge opening. *Cleopatra* was having some equipment issues in the morning and other cats were underway, and He was getting antsy, so we made the 10:00 opening, and set a full main outside the breakwater at around 11:00, for an easy run up the Bay. Strange, but the SW breeze kept building after noon. Running before the wind was getting a little roly, and the dinghy was surfing on its long tether, so we started jibing through 40-50 degrees to quiet things

down and chew up some extra time. At 13:15 off Nye Reef, we hove-to had lunch and put in a single reef. We cleared Bird Island at 14:20 and sailed up into Wings Cove – very early for the current change. A few reaching tacks between Wings Cove and Scraggy Neck used up some time, and at 17:00 we furled sail, and entered the canal near Abiels Ledge at the dike, figuring the current should be slacking. (He didn't check the current tables or tide tables until later. Or use his newly acquired Navionics+ app, with tide and current graphs).

The plan was to run in the shallow water beside the dike, but outrunning power boats and waves, made this unattractive, so we veered across the canal towards Wings Neck and what appeared to be flatter water. At about R “6A”, our old friend the standing wave appeared. *Willow* stopped short, the dinghy surfed one wave, two waves and took dead aim for the little outboard (which was cavitating). A big lean and a mighty shove avoided catastrophe, the little outboard caught, and we passed the standing waves, but not the following boat wakes – can't these people read! Around Mashnee Island *Cleopatra* came motoring past. We placed a call to the Sandwich Marina and reserved a slip, and pulled in alongside *Cleopatra* at 19:00. The days run: 38.8 NM, 4.2 KtsA, 8.3 Kts in the canal. He finished the wine, cheese, crackers and salami for supper, and turned in early.

Monday: clear, calm and warm. *Cleo* indicated there was a coffee shop and store about a 15 minute walk from the harbor. A half hour round trip to Marylou's Coffee scored a large iced coffee and blueberry scone for breakfast. After breakfast we switched to the standby gas tank and idled for a while.

At 08:45 we said goodbye and best wishes to *Cleopatra* and entered the canal with the current. The engine stopped, gas leaked out of the hose connection, and standing waves appeared off the south jetty. A quick tank switch and restart, saw us through into Cape Cod Bay. (He later found the new Tohatsu tank connection didn't match the old hose connection. West Marine had the proper fitting in a box of new old stock parts). He also needs to look at his old hydraulics textbook - next to me on the shelf for years - and review energy gradients: high velocity into low velocity = potential standing wave.

“Where to today?”

“Scituate, or possibly one of the Boston Harbor Islands, depending on conditions.” He said.

We started motoring north, with about an 8-10 kt SW wind. To give a little push, the reefed main was hoisted; however, being on the port tack the heel caused the motor to cavitate, and it was shut down. The wind and current were favorable and we were making 4.2 to 4.5 knots. The wind kept building and by Farnham Rock we were nudging 6 kts. Off Manomet, at 14:00, we hove-to and He put in a smooth 2<sup>nd</sup> reef, and continued to Scituate, arriving as a gaggle of Optimist dinghies were finishing a race. 10-year olds, and NO reefs. The wind was between 15 and 20 knots.

Again we motored in and acquired a mooring from Cedar Point, this time tucked about as far up the inner harbor as possible, and well protected from the wind. He had a hot supper, and we sat in the cockpit watching the community sailboats and sunset.

06:00: Tuesday, we awoke to sun streaming through the open companionway doors – a beautiful morning. His phone rang! It was his brother, who said we should look the other direction – black rolling clouds to the SW, a prediction for strong thunderstorms, and devastation in Rhode Island. The sun disappeared, the hatch and doors were closed – thunder, lightning, rain, wind. He made breakfast.

09:00: the sun returned in a windless sky. The prediction for the day was for possible afternoon storms, and a passing fisherman indicated it would be calm past mid-afternoon. “ So, do we stay or go?”

“If we cut straight across Boston Harbor it’s a little over 20 NM, and with a favorable tide and running the motor up a bit we should be in Manchester in the early afternoon.” He said.

09:20: we cleared the breakwater and headed for Minot’s Light, passed the RWB Boston Entrance Bouy at 11:35, and were off Satan Rock by 13:15. All day a light SE wind had been blowing and big clouds were continually build over the land, having the tops blown off and building again. The wind had increased to about 10 kts, and it would be a reach home, so, up sail and off engine. We rounded up on the flats outside Manchester Harbor, furled sail and motored in, tying up to the boat club dock at 14:20 under a darkening sky. His phone rang, again! His brother, again – where were we? Severe thunderstorms with the threat of a tornado were predicted and headed for Cape Ann. His phone showed NO alerts. 15:15 – darkness, thunder, lightning, wind, RAIN and HAIL, but we were secure at the dock. 16:15: clear and sunny, and on our mooring.

The return trip form Padanaram: 94.1 NM, 4.3 KtsA, 22:00 hours running time.

“What did you think of your coming out of retirement cruise?” He said.

“For a 46 year old cat, a 42 year old bear, and a 71 year old skipper: pretty darn good, except for the canal!” Said I.



He said!



*Willow.*



# Autumn Sailing

Mark Alan Lovewell



Photo by Dana Gaines

Catboat *Genevieve* in Oak Bluffs Harbor, in autumn.

We love sailing in the autumn. Harbors are empty. The sun is often just as warm as summer on the lee side. Wearing a wool sweater isn't so bad, or, even downing a pullover sweatshirt feels cozy. Gloves are not required but, they are worth having nearby.

I still sail barefooted, because I feel comfortable afoot, stepping into my usual places. Shoes work, though I am just not used to them.

The ocean isn't so cold. My last swim is usually in September, or sometimes even as late as Columbus Day weekend. The clarity of the water is unbelievable, so clear. Water turbidity is the difference between fog and a sunny day. My estimates of the depth to the bottom is off. We can see the bay scallops lying on the sand and we can almost hand feed the little fishes meandering under the dock.

There is less stress to being on the water off season. Our local outer harbor is a calmer place. In summer, we find ourselves surrounded by fast-moving powerboats and their wake kicks up the inshore seas in any direction...

In September, there are less errant waves.

In October, there are none.

A smooth sail across the harbor and afar into the Sound is a delight so long as the forecast remains perfect.

Advising me about autumn maritime meteorology, a friend said: "When they forecast winds from 10 to 20 mph, add the two together. Expect gusts to 30."

My prevailing complaint, concerns daylight. It is brief. Sunset comes too soon. Thus my float plan is shorter; my opportunities are limited. A summer sunset at 8 p.m. is so different from a fall sunset three hours earlier.

While I won't portray boaters as unsocial at the height of summer, with so many of them, amid the forest of aluminum masts, aren't they different? I just feel boating, for all of us, is an opportunity for camaraderie after Labor Day.

Offseason traveling from harbor to harbor is far more exploratory. Whenever I meet a stranger they are usually friendly and are as pleased to see me, as I am them. I don't get that welcome with as much frequency in unfamiliar places in summer.

"Summertime and the living is ..... busy."

In autumn I can sing and swear as loud as I want and nobody hears me.

At the little dinghy dock there is room for tying up. With my chores, I procrastinate with impunity. Some harbormasters relax their dockage rules a bit, so everyone feels they are receiving a gift.

When sailing in the autumn, on a beautiful day, my lone boat becomes a focal point for photographers and artists. We are a background for a wedding party posing for pictures on the beach. Beachgoers wave.

Doesn't a cup of hot soup from a thermos taste delicious?

Last of all, at the end of the day, the beer is always cold.

**Note:** There can not be enough said about the safety in the offseason. At this time of year, no one is ready to reply let alone respond to a radio call for help. Much advice can fill another lengthy story about the hazards and preparation necessary for an all positive passage. But those in the know over prepare. They file a float plan with a friend and relative. They give themselves plenty of time to get back before dark. They wear a PFD, dress in layers and dress appropriately. They've read articles about hypothermia. They've gone on the web and read about frostbite sailing. Like any endeavor, do it responsibly. What is safer, sailing through a congested harbor in July, or sailing alone in the same place in Autumn? That is your call. Just be prepared. Enjoy!





# Interview with John and Ellen Isaksen

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Jim O'Connor



John and Ellen Isaksen have been members of the CBA since 1975. Having owned two catboats, they now enjoy their 37 ft. Lord Nelson Victory Tug named *Neptune*. John, who is 79, has been a lifelong fisherman out of Fairhaven, MA.

My wife Kim and I ran into the Isaksens in Cuttyhunk Harbor, MA on a gorgeous summer day last August. They are always a treat to meet and gam with. We took this opportunity to spend some time aboard *Neptune* and record some of the Isaksens thoughts on catboating and sailing. The following are ten questions that we asked and their answers, enjoy!

## **What first got you involved with boating?**

I was born in Norway and lived on an island. Your boat was like your automobile for transportation. Double enders, rowboats, I didn't even know that people lived inland.

When we came to the U.S. I got a skiff with a 15-horse outboard.

## **What got you interested in catboats and could you tell us a little about the ones you have owned?**

On Sundays, our day off from fishing, we'd go up to Gulf Hill in Padanaram. We had a 14 ft. Wood Pussy, no cabin (Ellen says it was a 15 ft.). I thought it would be nice to have a boat with a cabin to get out of the rain. Then I saw this funny looking boat with a mast way up on the front of the bow, so we went to Marshall Marine a few times and then bought an 18

ft. Sanderling which we named *Wanderer*. We owned her for 10 years. Following that, we purchased a 22 ft. Marshall, which we named *Aloha* after my father's fishing boat.

On our catboats we met all the great people and you know it's still ongoing. Ninety-nine percent of the catboat people you can go right up to and have a conversation with immediately. We always have had a great time with catboat people. Even strangers wave to you from the beach or when they are going by. They comment "Nice Boat!" I always say, it's one of the best investments I have ever made. A catboat is a special boat.! I do miss it (the catboat), but now on the tug, we have the creature comforts. Ellen says, "You can even stand up in this boat and enjoy the air conditioning!"

## **What is one of your favorite, memorable times aboard your Cat?**

We were in Cape Pogue, Edgartown and decided to go into Shear Pen Pond. We ran aground trying to enter the pond, so I ended up getting out of the boat and walking her into the pond with the rising tide. Dolores and Wayne Cole were sailing with us on their Cat, *Catfish*, and made it in without a problem. I found out that one of my fishing boats was coming back to New Bedford after a long trip so I radioed them and told them that we needed some fish. So we took Patti and Dick Delmore's Cat, *Sonatina*, to meet the fishing boat at the Edgartown outer harbor. The



crew began passing these large black plastic bags over to the catboat and Ellen says, "This does not look good, John, you know with all of the drug smuggling going on at the time!"

Wayne Cole made this big chowder with all of the fish and I cooked up fresh sea scallops, lots of scallops, that everyone was eating as quickly as I made them. It rained hard the next day and I celebrated my birthday in Oak Bluffs harbor with Wayne's chowder. One of many good times we had aboard *Aloha!*

**What is one thing, on the catboat, that you could not live without?**

Ellen says the "Dodger". The minute we bought the 22 we had a dodger made by Bob Steele. Sammy and Jerry Smith had made their own and it looked great. They bent the tubing around a tree to shape it to their boat!

I also would say the sun shower. It was very luxurious; you could wash up with warm water.

**Pinky Leavens told me that it is easy to forget the beautiful, sunny day sails you have had throughout the years but you never forget the scary times aboard. Do you have one you would like to share?**

Ellen says, "There were plenty!" Like the time we left from New Bedford. We were heading over to Hadley Harbor and all of a sudden a thundershower came in and it started blowing like crazy. Here we are in the rain and the wind. I got the sail down and there I am down on all fours and spread eagle on the engine hatch and I look at the dinghy and you could almost see underneath it, the wind was blowing so hard! So there I am laying there and Ellen's down below and she opens the cabin door and says "Are we having fun yet?"

And another time, a few years later, coming back from Hadley's Harbor, they had clocked the winds at 65 miles per hour at the New Bedford Airport, the lines were all over the place. We had this old gasoline engine in *Aloha* at the time and I really didn't trust it, so I thought I should go up and tuck in a reef. Ellen looks at me and says "No way you're leaving me to go up on the deck to do that!" What a mess with all of the lines and a torn dodger, as well.

Those are the two times I remember. They are a sturdy boat that can take the weather and could be filled with fish and get into the shallows. The boat was great and I can see why they were used for fishing years ago.

**What improvements or renovations have you made to your catboat?**

I put something on similar to davits, with which I was able to hoist the dinghy up out of the water. It was a rig that attached to the aft cleats and I used an old mast as a stringer, that made it strong enough so I could walk on it. I used the topping lift to raise the dinghy up. That worked great. Tail feathers I called them. Only once did the sheet get caught on the dinghy when I wasn't paying attention during a gybe.

I also put in a hydraulic steering system and that worked great.

**With the limited amount of space on a catboat what do you miss or would like to have aboard?**

Ellen says, smiling, an enclosed bathroom! John says, a catboat for its size holds a lot of gear and lots of people as well. We did bring a lot onboard.

**A piece of advice that you would like to give to other catboaters?**

Reef! Ellen says listen to the weather forecast. When John was fishing he would be out for 10 days and come home and want to go out on the catboat. We only had a few days off so we would go out in almost any type of weather.

**Any funny stories?**

One time I got the bright idea to use dry ice in the cooler. It ended up freezing the diet soda can and in the middle of the night BOOM! it exploded. Sounded like a gunshot. That was the last time we used dry ice.

Another time when I had my 18 ft. I thought that I would like to store it in the garage over the winter. (Ellen didn't like that idea) and it ended up being 2 in. too tall. So I let the air out of the tires on the trailer and it just squeezed in!

**What has being a member of the CBA meant to you?**

I'd say that it is all of the friends we have met. Everyday people. You'd see later they were doctors, lawyers. You can go up to any of them and just start up a conversation with them. We have met so many great folks.

And time with family. When we got *Aloha* our daughter was a teenager and didn't like to go on the boat, but now that she is grown, she can't wait to come down here enough with her kids.



# A Catboater's 50th Wedding Anniversary

Mark Alan Lovewell



Photo by Anne Vose.

Klaus D. and Gesa Vogt.



Photo from the Vogts

*Spirit of Liberty.*

Klaus D. and Gesa Vogt celebrated their 50<sup>th</sup> wedding anniversary last October in Berlin with their closest friends. They are catboat sailors, having lived for 37 years in New Rochelle, N.Y., just 30 minutes north of Manhattan, right on Long Island Sound. The Vogts summer on Martha's Vineyard. While

honored by their many friends, one of them, wrote a poem commemorating both the big event and their joy and love of sailing a catboat.

The poem was penned and recited aloud by Gerry K. Yukevich, also from Martha's Vineyard, a beloved Island physician and published writer.

## A Toast to the Catboat Captain and to the *Spirit of Liberty*

Catboat Doggerel for Klaus and Gesa on their 50th Anniversary

Although Wagner's Flying Dutchman laments  
A cruel and violent sea,  
And though trumpets at yacht club regattas  
Blare loud fanfares of victory,

When our brave Catboat Captain  
Feels waves splash against his prow,  
He takes a deep breath, strikes an operatic pose,  
And sings, "Meow!"

Yes, among the many glamorous yachts  
That ply the spangled sea –  
Concordias and catamarans and long-keeled  
sloops,  
Fancy though they may be,

The catboat is a humbler breed of boat,  
Quite sensible and sweet.  
The mast is forward, the sail swoops aft.  
It's the most practical boat in the fleet.

Its draft is quite shallow, its beam rather wide  
Which gives more room for party people inside.  
And don't be afraid of running aground –  
(The catboat's great in shallow waters.)  
That's important in Long Island Sound.

See, the catboat was never intended  
For glory at the finishing line.  
The Catboat Captain likes to sniff the wind.  
For him, finishing last in the regatta is fine.

Who needs a victory fanfare?  
Or a trophy to store in a case?  
Just get out in the boat, let the sail unfurl,  
And proceed at a comfortable pace.

Let the breeze blow hard!  
Feel the splendor of the sun!  
With a crew of friends aboard,  
You don't have to win to have fun.

So raise a glass to the Catboat Captain:  
He seeks elegance and grace in his life.  
And while your goblets are up there,  
Let's also toast to the Catboat Captain's beautiful  
wife.

Yes, let Wagner's pathetic Dutchman  
Lament the cruel and violent sea.  
And let those trumpets at fancy yacht clubs  
Blare out fanfares of victory.

But when Klaus, our proud Catboat Captain,  
Feels those waves strike the catboat prow,  
He gives Gesa a hug, strikes an operatic pose,  
And sings to the sky, "Meeeeeeooooooooowwww!"

Gerry K. Yukevich©



Photo Mark Alan Lowewell

Gerry K. Yukevich.



Photo provided by Vogts

Their sailboat is appropriately named: *Spirit of Liberty*. It is a white Atlantic City 24, built in 1982. Vogt bought the vessel in April of 1991.

The vessel was named by its previous owner: Capt. Robert De Lambily, of Lanoka Harbor, N.J.

Lambily was master of the *Spirit of Liberty*, a gigantic oil tanker plying the North Slope to California route. Upon his retirement De Lambily purchased the then biggest cat being built and named her nostalgically, *Spirit of Liberty*. And that name remained unchanged when its present owners became her warden.

"Gesa and I brought her up through the Intracoastal Waterway, a tough first journey against five mile per hour current in one canal," said Vogt. They made several overnight stops, the last one next to the Statue of Liberty, before docking at Premium Point Harbor, New Rochelle, N.Y., her new home. For years the Vogts sailed their catboat on the waters of Long Island Sound north and east to Block Island, Martha's Vineyard and Nantucket. The Vogts have been members of the Catboat Association since 1991 and have been to several of the winter events. For 22 years she hailed from New Rochelle, New York, until May of 2013.

June 1 of 2013, they brought her to Vineyard Haven harbor where she happily resides, while they summer in their home in West Tisbury on Martha's Vineyard.

Klaus said: "*Spirit of Liberty* has been my ocean-going bride for a quarter century. Gesa has been my land-based bride for 50 years, and she does not mind at all."



# Sailing Techniques and Seamanship

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Butler Smythe, Editor

*Editor's Note: Many of us in the Northeast, and even the mid-Atlantic, have winterized their boats, while still thinking about the past season and either adventures or mishaps. Hopefully there are many more of the former.*

*This issue focuses on leaving the mooring as well as a bit on "safety anchoring." Both are ultimately similar to the sometimes-hazardous takeoff and landing of aircraft. Best to be prepared and practiced! Reefing and some neat inputs from John Stanley are also included so enjoy. Please note that there are many ways to reef a cat.*

## Leaving the Mooring – Single Handed

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Butler Smythe

Leaving a mooring can be a simple task with a right wind, able help at the bow and an engine - as needed - to help get you out of harms way. For many that do it regularly, it is as easy as dropping the mooring line, falling off so as not to foul it, and either sailing off on a proper tack, or motoring out of the mooring field. There are a lot of variables such as wind, tide, other boats, rocks and just bad luck that can make you cringe at times.

The last day of the season this year was fraught with wind of about 20-25 kn. coming right from the direction I needed to go. To my right and immediately behind were very hard rocks 30 yards or so away, and immediately to my left a submerged powerboat that had succumbed to rain and winds about three weeks before. I had a due date with the tide and my yard's hydraulic trailer, so I needed to get out of there. Rowing to the boat from my dock was relatively easy, as was securing the dinghy to the mooring line, though as I tried to tie the line off I quickly realized it was going to be an effort to get the line off the bow cleat – I had 6500 lb. pulling on it with a lot of wind! My early stage arthritis and the tendonitis in my right thumb should not present a problem... right!

The diesel engine started right up and I let it idle to warm up for about 5 minutes and was ready. All I had to do was release the mooring line and ensure the dinghy cleared the bow to port, as I knew I'd fall off to starboard and wanted to move forward as quickly as I could. I moved the dinghy to the port side with much effort due to the wind and then reassessed my position. All was good so I pulled tension off the bow cleat, or at least tried to. There was a lot of pressure and it was so tight that it was all I could do to get the loop loose enough, after what seemed like 15 minutes. It was not easy and for many, it would have been impossible. As I let the line go I hurried back to the helm and the throttle, and turned to see the bow swinging fast to starboard and the rocks. It was impossible to turn up into the wind or make a circle to starboard so reverse was my only option.

The wind pushed the bow to starboard as I shifted into reverse and steered the boat's stern toward the wind and motored in reverse just downwind of the sunken powerboat whose bow was protruding inches above the water's surface. I also cleared a lovely (kidding) wreck of a lobster boat and as soon as I was clear enough to turn, I swung the bow to port (my wheel to starboard), and the torque generated by the large rudder quickly enabled me to point close to the wind and motor forward under full power – turning the bow to port and heading into the wind. I was helped by the small island that helped to block some of the wind.

At 3,200 - 3,400 r.p.m. I was able to slowly make progress across the bay to the harbor. Luckily the dock and ramp were well protected and the wind actually lessened during the transit - as I thought about what I did and might have done better.

If the same situation had existed, but I'd been anchored, my departure would have been impossible as there was no time to securely get the anchor aboard and get back to the helm in time to clear the rocks. I could have raised it somewhat, but the pressure on the rode and the risk of entanglement with a partially raised anchor was not worth the risk.

When there is a lot of wind in a restricted anchorage or mooring field, with obstacles close by, it is always better to have one hand on the helm/engine controls and another person on the mooring line/



anchor. If my engine had died all bets would have been off – I'd have been in a bad situation regardless of how many were on board. The hook would have been the only option - but that did not happen.

What is important, is knowing how to move your boat in varying wind conditions and understanding how the wind affects it – especially under power. Backing a boat is essential and it is very “under practiced” in my mind. You can do this anywhere, including open water. Simply drop a cushion in the water and maneuver around it, forward, backward, drift down onto it, and even learn to hook it with a real boat hook – not the collapsible kind that doesn't float. Do this slow and do this fast - with and without wind! I think you'll find that with practice your maneuvering skills will increase dramatically.



Photo provided by author.

In this photo you will note the position of the rocks to starboard as well as boats/moorings. The powerboat off my port quarter (T-Top) was the one on the bottom.

**Safety Anchoring.** Should you ever get in a situation where wind, current or proximity to shore – potentially enhanced by your inability to stay clear of that shore, please use your best insurance - your anchor! The most impressive show I ever saw (made a fellow sail boater proud) was in San Diego in 1994 during a Christmas Lights parade along Harbor Island. With what seemed like 100s of boats moving along in close proximity – all in the dark - with beautiful lights aloft, one boat stopped and started to drift. They soon stopped and others moved around them. Rather than risk collision with the rubble shore to which they would have drifted, they had dropped their hook after an engine failure and an obviously impossible situation, with wires aloft making their sails useless. Keeping your anchor free and available is paramount at any time!

## Technique for Reefing While Underway

Brook Gardiner

I am a fairly new catboater, having purchased my 2001 Menger 19, *Prudence*, in the winter of 2012. My wife Jodi and I fell in love with the “salty” looking little boats. We attended the Catboat Association meeting that year in Mystic and began our search for a used boat. After many calls and a couple of inspections, we settled on a very clean boat from Vineyard Haven, MA. My trip to retrieve *Prudence* using the ferry to Martha's Vineyard will be the subject of another article.

My desire in ultimately owning a catboat was to have a trailerable boat to explore different towns on the Chesapeake. We live in the country west of Philadelphia and can get to the eastern side of the upper Chesapeake Bay in less than 2 hours. I have a good bit of experience with powerboats and some experience racing dinghies on a lake in Northeast Pennsylvania. Buying a catboat however was going to be a whole new thing for us and Jodi was terrified that I was going to develop another hobby.

For the first year we did a number of trailer sailing trips, including several on Lake Wallenpaupack (Pennsylvania), Rock Hall, Chestertown and St. Michaels. All were delightful trips but very labor intensive, with trailering, raising the mast and launching on each end of a weekend trip. In spring of 2014 we decided to simplify our lives and keep *Prudence* in the water. We found a nice place, SkipJack Cove, on the Sassafras River located on Maryland's Eastern Shore.

The Sassafras is a beautiful river with several marinas located about 10 miles to the east of the rivers mouth outlet to the bay. The river, which is fresh water all the way to the bay, is about ¼ mile wide at the marinas and about 1½ miles at the river's mouth. There is no commercial traffic other than an occasional crab boat. The shores are largely undeveloped with beautiful sandy beaches, rolling farmland and some sandy/clay cliffs. The river winds it's way to the bay, and offers great catboat sailing. In many ways it is a lot like lake sailing, with challenging swirling winds coming over ground.

The river runs east to west and the prevailing winds are west/northwest. The river gets progressively wider the closer you get to the Chesapeake and with a west, north-west wind you can catch some really

big wind and fetch driving across the upper bay into the mouth of the river. My first season I only had 2 reefs in my sail and had some pretty hair-raising experiences in the open part of the river. I posted my reefing concerns on the Catboat LISTSERV and got some great suggestions, including the addition a 3<sup>rd</sup> reef. I added the additional reef, saving several sailing days and a couple of stomach linings the following year.

First, I must say I get off easy, almost cheating really, in the reefing *while underway* department. I have an inboard diesel and an autopilot and think this equipment is indispensable if you typically single hand your boat. I also usually don't leave the dock without having the first reef tied in. I believe my boat is overpowered if I have the full sail up in winds greater than 8 knots, which means I'm usually reefed. Better to leave the protection of the marina with too little sail than to have to immediately tie in a reef underway.

My technique for setting all reefs *underway* begins with turning the motor on, heading into the wind and setting the autopilot.

**First Reef: Fortunately** I have the Menger Jiffy reefing system for my first reef. First step set the topping lift to hold the boom up. Lower the gaff and gaff jaw with the peak halyard and throat halyard together (both on starboard side). Guesstimate when you think the first cringle (grommet) at the luff is in line with the top of the boom. Pull the jiffy reef line tight (port side). Tie the rear cringle at the leach of the sail (back) to the boom. The jiffy system pulls it tight, but this line keeps the cringle tight to the boom. If you don't do this, your intermediate reef points will carry load at the foot of the sail (the sail is not reinforced to carry load). Tie off all of the intermediate reefing lines to tidy up the foot of the sail. Slowly lower the topping lift and allow the sail to carry the weight of the boom. Return to the gaff halyard and throat halyard and pull tight followed by minor adjustments with the gaff halyard to shape the sail.

**Second Reef: The** second reef (not a jiffy on my boat) requires you to go the front of the boat to tie off the second cringle at the luff. I have a line at the starboard side front cleat to tie down this cringle. If I'm soloing, for safety, I would set the topping lift and lower the gaff to be in line with the boom. If it is

really blowing, set a temporary sail tie to hold the gaff and boom and sail together while you go up forward to tie off the cringle. Better yet, in a winding river you usually can get close enough to shore to get some protection from the wind and stop the sail flogging. Go to the bow and tie down the luff tight so that the cringle is in line with the top of the boom. Then go the stern and tie the rear cringle off to the cleat on the boom. Also tie the rear cringle to the boom and tidy up the sail behind the cringle with ties along the rear of the boom. Then tie off the intermediate reef points. Next, raise the gaff and throat together. Slowly let out the topping lift and return to the gaff halyard to tighten or loosen to improve the shape of the sail.

**Third reef: Drop** the sail as described above. The throat jaw is all the way down at this point sitting on the mast hoops. Go the bow and untie the second reef with the line on the starboard cleat and use this line to tie off the third reef cringle so that it is in line with the boom. When you do this, the sail cringle is actually lower than the stacked mast hoops. Go to



*Prudence* is reefed for a fine day of sailing.

Photo provided by the author.

the leach of the sail and tie the third cringle off to the mainsheet ring (boom bail) at the back of the boom. Also secure the cringle to the boom as indicated above. Use sail ties to tidy up all of the sail behind the third reef cringle and then tie off the intermediate reef lines. Raise the gaff, lower the topping lift and readjust the gaff to shape the sail.

Obviously solo sailors can get into a lot of trouble reefing the sail while motoring into the wind with an autopilot. Tying off the cringle at the bow is tricky with one hand. I always wear a life jacket, stay low and maintain a solid grip on the cabin rail.

Happy sailing and remember the old adage, if you think it is time to reef, you are too late. Reef early and often because it is easy to shake them out.

Brook is a 1978 engineering graduate from Virginia Tech and owns a design-build construction company (Gardner/Fox Associates), in the Philadelphia, PA area. His sailing began in earnest 8 years ago with dinghy racing on Fairview Lake in the Northern Poconos. In 2012 Brook purchased a 2001 Menger 19 out of Vineyard Haven, MA and trailer-sailed the upper Chesapeake. He now keeps his boat in the water on Maryland's Eastern Shore on the Sassafas River. He can be reached at [bgardner@gardnerfox.com](mailto:bgardner@gardnerfox.com).

**From the Editor** – From last month's issue (168) you may note that I never tie in my intermediate reef lines for expediency, and I do not believe they add much to the speed of the boat. Looks maybe... but fast to reef is more important than looks. Simply, I suggest the following:

Tighten your topping lift to ensure the boom does not drop too far when you drop sail.

Lower your main and throat halyards enough to give the reef lines (both) more than enough line to ensure the sail is down all the way the first time.

Raise the throat and gaff halyards in sequence to achieve the correct sail shape and then ...

Fall off the wind and get back on course! But you may need to ...

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 get to and secure if the boom is shifting across the cockpit above or into your head.

## Quiet and Uneventful

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By John Stanley

When I was a Deck Watch Officer, those were the best types of watches – quiet and uneventful. There was not a lot going on. Maybe a little traffic here or there to lookout for, maybe maneuver for, just enough to pass the time. I like that on the catboat too. Just enough going on to occupy my time and my mind.

When I'm sailing alone, I like to steer. It keeps me get in tune with the boat. But every now and then I do need to get off the tiller, to make lunch, tidy up, or take care of something else on board. Then, on a long tack, I set up the sheet-to-tiller self-steering and let the boat steer itself to give me few minutes to take care of things.

Sailing is, in many ways, a balancing act on the wind. It's fun to find that balance. Inevitably, there will be busy times, but those times in between, those quiet blissful, ordinary times where the boat is nicely balanced and the watch is quiet and uneventful that are the best.

### Stop the Action

When approaching a dock, have your lines rigged and ready to send to the dock. Having sized up the situation, you've decided which side you're going to approach and figured out a plan. Your fenders are rigged. Slowly, you approach and when you're ready, the first line goes over. This *stops the action*.

Once that first line goes across, there's no more flailing around. From that point on it's usually a cinch to get the second one over, and the springs, and so on. But that first line is the key. Incidentally, when tying up, it's the eye that goes to the dock, not the bitter end. The dockhand should put the eye on the cleat; the boat is then controlled from the deck not the dock. Of course, it can be done both ways, and often is. In those times when the end's been tied to a cleat on the dock, I've switched it for the eye as soon as I can. When letting go later, the eye is taken off the cleat and pulled aboard without a long tail following.

### Practice, Practice, Practice

You can never get enough of this, with catboats especially. You can learn quite a bit from books, but nothing beats getting underway and working things out for yourself. If you're lucky, you got the basics in



a small boat and you got into a few scrapes along the way, and got yourself out of them and learned, along the way, knowledge that came in handy later.

Catboats are such fun because of the challenges they pose due to that one big sail. They carry a lot of way when approaching a mooring. They don't spin up to a stop like a small sloop does. "Rubber docking" is great way to practice mooring in safe circumstances where you can miss and not cause any damage. Many a summer evening I have spent practicing approaches to the mooring. Round and round, tacking and gybing, making one approach after another, hitting and missing. The sheets and cockpit inevitably get wet doing this, but it's great fun, and worthwhile too.

### Quotes

"Nothing is more dangerous than for a seaman to be grudging in taking precautions lest they turn out to

have been unnecessary. Safety at sea for a thousand years has depended on exactly the opposite."

—Chester A Nimitz,  
Admiral, USN

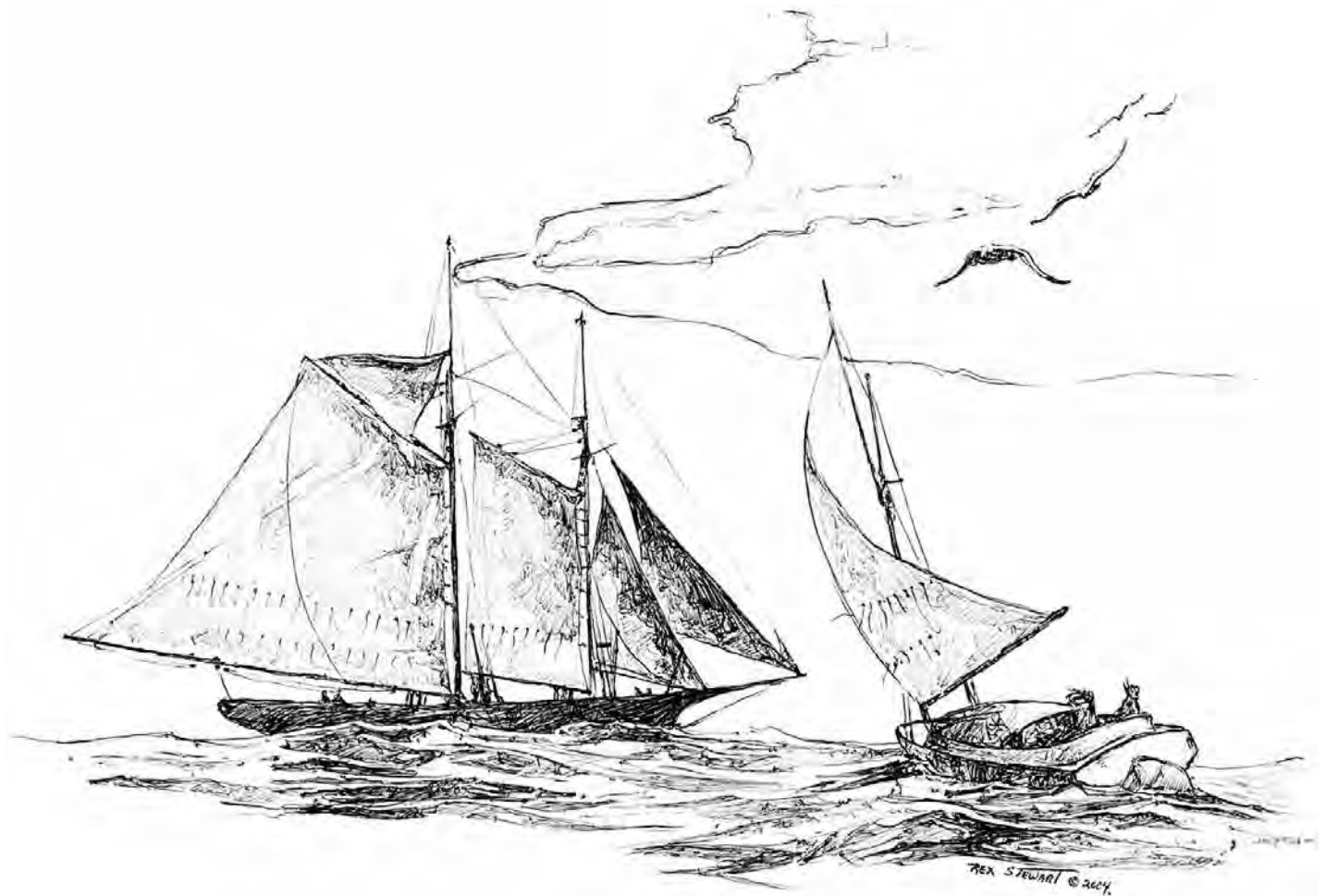
"Forehandedness is a pillar of seamanship."

- Tink Martin

Author of "Adventures in Boating Mishaps"

### Knots to Know

Of all the knots, perhaps the most useful is the bowline. It can be used as a hitch (tied to a fixture), a bend (to tie to another line) or a loop. Every sailor should know it. Secure and easily tied and untied, it is the arguably the most important knot for a sailor to know. The second would be the reef or square knot, which is a binding knot used for securing an item in place.





# Boat Building and Maintenance

Doug McQuilken, Editor

## The *Goose* Suffers From Engine Blues

Al Parker

Most of our catboats use outboards for auxiliary propulsion, but some, like *Blue Goose*, have inboards. Hopefully this account will interest all owners.

Another chapter in the *Blue Goose* saga began on Memorial Day weekend. We headed out for our first sail since the “annual maintenance” had begun 11 months earlier (“Bulletin No. 167”), there was little wind, but the forecast said it would pick up. It did, finally, and we had about 45 minutes of fairly good sailing before it was time to head in. After about 20 minutes of motoring we got into the marina, ready to turn into the slip. The engine slowed and stopped. It restarted and we got in. I suspected a water pump impellor failure after sitting for 11 months, and changed it a few days later, finding 2 or 3 vanes broken off. Again, we headed out but didn’t get 5 minutes away when the engine slowed and stopped again. It wouldn’t restart this time.

*Blue Goose*, built in 1928, is 28 ft. long, displaces about 8000 lb. and the 50 hp BMW 3-cylinder diesel was installed new in about 1993. Probably overkill for this boat, but we had been told that the owner at that time had bought it because it was the quietest engine he could find.

After determining that it would only turn over with excessive force, it was removed and taken to the shop for inspection.



The picture doesn’t give you scale, but the engine weighs about 680 lb., and the mounting centers are 21-1/4 x 25-3/4.

Final analysis showed that the oil cooler had leaked, the oil pumped into the bilge, the alarm buzzer didn’t work, tho’ the gauge and low pressure light did, and one connecting rod large end bearing had spun. The estimate for a proper rebuild was about \$5000 in labor, and if parts could be found, add several more thousands.

A new Beta Marine 22 hp. engine, which should be enough power, would cost right at \$10,000, plus installation costs. After hearing warnings like, “if you put a different engine in, you’ll have all sorts of fitting problems,” I decided to buy a local, used Universal 32 hp. 4-cylinder engine, and proceeded with preparations for the smaller engine, which weighs in at about 490 lb.

The engine mounting is 5 in. narrower, 5-1/2 in. shorter, and 2-1/2 in. lower – the first of the “fitting



problems". The engine bed stringers have 17-3/4 in. between them, the new mounts are 16 in. apart, some additions to the stringers are needed.



Maybe it's easier working with wood than it would have been with fiberglass, except perhaps for cleanup. The frames and bed stringers were pre-cleaned of oil, loose paint, etc., and then painted with white Bilge Coat after completion of work. I had some thick sapele (an African hardwood resemble mahogany) sections left from the transom project, so cut blocks to be epoxied and bolted in place on the stringers. Removal of 1 inch spacers from the top of the stringers was easy, cutting out pockets to lower the mounts another 1-1/2 in. was a bit harder. A small hand-held circular saw, and oscillating tool were used to good advantage.



OK, what else can be wrong? You name it, everything that connects to the engine, except the propeller shaft coupling, is a different size or connection than what was here before...

- Exhaust – the new engine has 2 inch pipe fittings, the old was 1-1/2 inch. A trip to the plumbing supply house got the needed fittings and adaptors, a trip to the marine consignment shop brought a short length of 2 inch exhaust hose.
- Battery hookup – one different length cable needed.
- Alternator hookup – all connectors different, including one for the tachometer.
- Fuel pump – the old engine had a mechanical pump, the new one is set up with an electric pump – mount the pump and run wiring. Of course, inlet and return hose sizes are different.
- Gearshift hookup – an existing bracket on the new engine must be modified. Care must be taken to make sure the gearbox shifts to forward when the shift lever is pressed forward.
- Throttle hookup – here's the unexpected but difficult one. This engine doesn't have a shutdown feature, it is stopped by moving the throttle lower than the idle position, to close the fuel supply. The existing single lever shift/throttle control can't do that. Dual lever side mount controls are not common. To temporarily solve this, the existing lever was just used for shifting, and a heavy duty push-pull lawnmower throttle cable was installed. Not a long term solution, but would allow checking things out, and some short outings. More problems, this old control unit failed when coming in to the slip, internal gears slipped teeth, and it would not shift. It's time to do it right.

A proper new, two-lever, side mount, control was identified and ordered, they are not common. Again, Murphy (Murphy's Law) steps in, the supplier didn't have it in stock as he had told me, and the control arrived 6 days later than expected. But Murphy is still riding high, this control uses a common Teleflex 3300 series cable for the throttle, but a bigger, less common, 6000 series cable for the shifter. The gearbox is set up for a 3300 series small cable. I will have to modify one end, whichever size cable I use. I chose to modify a clevis to fit the control end with the existing smaller cable. A small change to the engine end for the throttle cable is also required.



I think that covers all the “side jobs” involved in this engine replacement. The original warning of “problems with a different engine,” certainly was accurate. At this writing, it is mid-Dec., almost 6 months after the engine failure. I think everything is ready for action in a final state. While awaiting completion of the control installation we have sailed 3 times, but not for a month or so. Fortunately North Carolina affords us sailing weather year ‘round, we will get out again soon.



*Blue Goose.*

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## Improved, Non-Traditional Mast Hoops

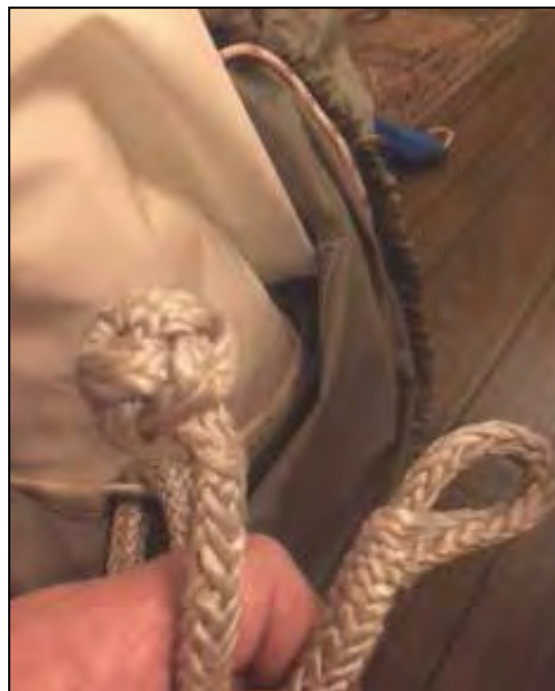
John A. Wolf

I have owned a 1970 Marshall Sanderling, *Gala VI*, since 2004, and as a licensed captain have been taking charter passengers for sightseeing cruises of Wellfleet Harbor—one of the loveliest on Cape Cod—since 2010.

Three years ago, I had the pleasure of being hired to skipper a friend’s Marshall 22, the *Hope*, to

take his mom and some friends of hers on a harbor excursion. Imagine my surprise when, upon raising sail, the sail seemed to float almost effortlessly up the mast; no jammed hoops to free, no jockeying of halyards, no problems at all. Upon closer inspection, I noticed that, instead of the traditional wood or more modern pvc hoops, there were simple loops of rope. The rope was not like anything I had ever seen before—soft and smooth almost to the point of slippery.

Mystified, I contacted the owner’s father to ask him about this unique arrangement. He explained that he had come up with a way of using a new type of rope—Dyneema™—as a mast hoop. Using in this case 1/2 in. Dyneema rope, he makes an eye splice in one end, with the standing part able to slide in and out of the “jacket” of the rope, and in the other end he makes a “monkey’s fist.” The length, of course, is sized to the diameter of the mast as appropriate—in my case, 28-29 in. The eye splice end is fed through the sail’s grommet (where the shackle to the hoop lashing would normally be found), placed around the mast and then the “monkey’s fist” is threaded through the eye splice. Normal tension on the rope causes the standing part to draw into the jacket of the rope, and the eye tightens down behind the monkey’s fist, completing a very strong, light and incredibly slippery hoop (Dyneema has almost no stretch at all).





## Yanmar GM-series-Beware of the External Oil Lines!

John A. Wolf

Greetings, from *GalaVI*, now ensconced on her trailer in my yard awaiting May. Like many of the catboats owned by my fellow CBA members, *Gala VI* (built in 1970 with an outboard auxiliary) is equipped with a Yanmar GM-series Diesel engine, in this case a 1-GM retrofitted to the boat in 1979 or 1980. It wasn't used very much, and even now at 35 years old, has slightly over 500 hours of use on the clock. However, the GM-series engines, unlike most modern diesels, have external oil lines to feed various points of the engine. Two of these lines run under the raw water pump (at least on the 1-GM). Trouble arises when a leaking pump seal drips sea water on the oil lines, which are made of steel.

This past July, just as I was hoisting sail with a charter party aboard, the oil pressure alarm sounded. A quick glance at the gauge confirmed the problem, and I immediately stopped the engine. A glance into the bilge revealed the contents of the engine's crankcase lazily sloshing back and forth, I immediately turned off the automatic bilge pump switch. Later examination at the mooring revealed that one of the steel oil lines had corroded through, and the resulting leak had drained the crankcase.

To play it safe, I replaced both lines (there is a third, smaller line which connects an oil supply port on the block with the cylinder head so as to lubricate the rocker shaft, which was out of harm's way and didn't need replacing), and all was well until one of the new lines sprang a leak.

It turned out to be a factory defect. The new line did have odd blemishes and rough spots. I replaced this line, and the dealer made good. A lesson was learned: if the replacement line doesn't look right, send it back and get one which doesn't have visible imperfections or blemishes.

Finally, on "haul-out" day, I checked the oil before powering to the launch ramp in Wellfleet harbor and was surprised to see that the oil was low and more in the bilge. Upon starting the engine, I saw oil spraying from one of the "banjo" bolt assemblies which secure the ends of the lines; when I went to tighten it further, it broke off in the block. Luckily I was able to get it out. I decided to replace all four banjo bolts, along with their copper washers.

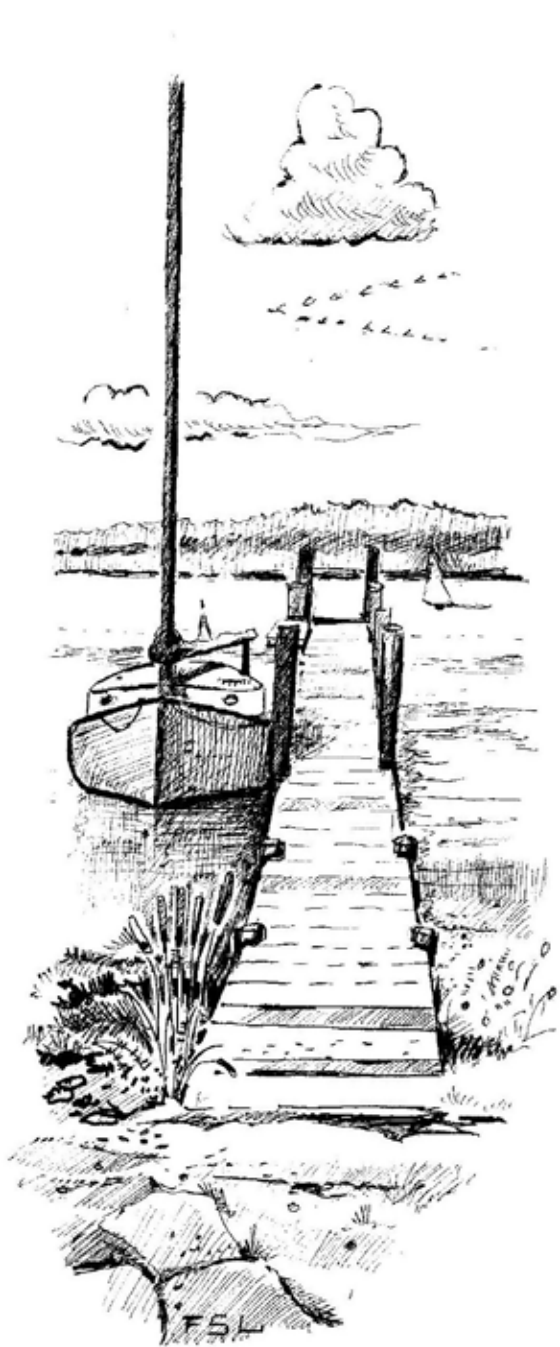
Intrigued, I contacted him and asked if he could make me a set for *Gala VI*. Turns out he's "in the business," so presently I found myself the proud owner, for a very modest fee, of a set of seven perfect mast hoops for my boat. After installing them this past August, I immediately was glad I had parted with the \$245 in order to make the very desirable change. If you are interested you can contact Doug Ingram directly at (508) 341-5227.

I should note that, unlike the M-22, my Sanderling has a tabernacle mast, and therefore has a cutaway on the forward-facing side of the mast just above the hinge; there has been a slight issue with my new hoops occasionally hanging up at that point; I plan to come up with a cover or filler-piece to fill it in and thus present an unbroken surface.



Apparently, fatigue can take a toll, especially since these bolts are hollow.

If the occasion arises to replace a line, replace them both at the same time. Do not overtighten the bolts! Tightening specs are 18-25 foot pounds. If you have the room, use a torque wrench. I don't have the room, so I used the torque wrench in the shop to get a "feel" for the proper tightening specs, and used that "feel" when actually tightening the banjo bolts.



## Centerboard Pennant Replacement

Brian Smith



Photos provided by the author

For a couple of years, I had noticed the wooden housing that sits atop the centerboard trunk on my 1978 M22 was a tad loose on one end. This never concerned me too much as it wasn't going anywhere but last spring I decided to lift the entire housing off to then re-glue it back in place.

It came off with a only a little effort, one advantage of owning a 1978 boat! But while the housing was off, the centerboard line and where it was spliced onto the centerboard was more exposed than I had ever seen it. I had always been a bit concerned that one day that line just might part and then I'd have a catboat that draws 7 feet or so!

After a quick inspection I could see that I was down to my last strand of the three strand line. That was all that was holding the centerboard!

Now the boat was in my driveway so propping up the centerboard from below was easy enough to do - but still the ring that I needed to splice the new line unto was quite as accessible as it needed to be. A fresh blade in an electric jig saw cut through the fiberglass housing like butter and within two minutes I had enlarged enough of the original opening to be able to attach the new line.

I'm not sure exactly what I used to re-glue the housing back on, but I know it wasn't 5200 marine sealant! I'd like to be able to get to that line again before another 37 years pass.



# 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:** *The List went quiet in October and the question was raised, "Anyone out there? Or is everyone busy hauling out for the winter?"*

**Answers Summary:**

It seems that most members were sailing, and had little for the discussion list. Some of the replies to the questions "is anybody out there?" included:

Actually we here in the Florida Keys are just putting our catboats in for the six months of winter. Too busy to rub it in. Catboats are being bought and sold around here now and the sailing season is in full swing.

Went for a sail a week ago on Fri. with 3 old friends, that made 4 on board. Wanted to sail last Thurs., but neither wife nor any of the guys were available. Single handing is a bit much for me on the 28 ft. boat with 500+ sq. ft. of sail.

Last week a crew of 3 took a 2 hour sail out of Wickford, RI. Cautiously, we reefed to ensure staying dry. It was beautiful, but a little chilly. The boat is now hauled out.

Yesterday sailing on the York River was mild and serene--breezes barely enough to work back and forth across the current. I was encouraged to sail up the narrow Queens Creek quite a way before dropping sail and motoring in to the dock. My Menger 17 is perfect for sailing the tidewater, sharing the silence with the great blue herons, great egrets, and the osprey when they are here.

I've been sailing on the Sassafras River (Eastern Shore of Maryland) for the past 2 years. The Sassafras is a beautiful river with marinas located about 8 miles to the west of the upper Chesapeake. The river offers great, protected catboat sailing, if there is too much wind on the Bay. The shallow draft permits a catboat to sail the whole river with little regard for the channel. The past 3 or 4 Fridays have

been quite challenging with blustery gusty winds out of the northwest. I had a 3rd reef added to my sail last year and I have used it quite a bit.

**Q:** *Two different members sent in questions about the gaff arrangement on a catboat. Both had to do with where to attach the throat halyard and how to utilize the saddle.*

**Answers Summary:**

Respondents noted that the gaff (peak) halyard adjusts the gaff itself and not the tang on the gaff saddle. A block mounted on the gaff is the norm. (see page 7, "The Catboat and How to Sail Her", Catboat Association publication)

**Q:** *I have a Menger 19 with jiffy reef set up for the first reef. I had a bit of trouble with it. When trying to set a reef, the reefing line didn't pull in all the way easily. In fact, the cheek of one of the two blocks at the mast/boom side has worn away completely.*

**Answers Summary:**

It was noted that when you pull the jiffy reef in tight (really tight, lots of force) it does bring the blocks in line at the front of the boom. It also does a fairly good job of pulling the back of the sail to tighten the foot. It was suggested that you check the alignment of the reefing line and the blocks as a block should not wear on one side. Once the jiffy reefing line is tight, you should tie off the back reefing ring to the boom so it doesn't ride up and load up your intermediate reefing lines. While not a requirement, if you need to reef underway wearing a life jacket and even a secured safety line was recommended because the reason you're reefing is the weather is getting rough.

If you go to the catboat web site and search for reefing, you'll find plenty of information. Also see article in this issue on p 24 by Brook Gardner.

**Q:** *I would also like to hear about heaving-to on a catboat.*

**Answers Summary:**

Start out close hauled, let's say you are on a port tack. Release the mainsheet. When you release the main, the boom will swing over to the starboard side of the boat and start luffing. Lash the tiller over to the starboard side of the boat using your rear starboard cleat. Pull up your center board. Adjust and cleat your main sheet (bringing it in just a little bit). Your boom should be about 45 to 60 degrees to the center line of the boat. If the boat tries to sail, the lack of a center board allows side slip and the lashed rudder sends the bow back into the wind. Unlike a sloop when "heaved-to", you won't scallop as much. It is an important skill required to take a break and calm your nerves for a minute, if the boat is in an overpowering wind.

Another approach on heaving that involves continuing on your course without too much slowing. Given the right combination of seas and wind one can adjust mainsheet and centerboard such that the boat will carry on in more or less the direction intended on its own. This works quite well when close reaching; give the boat enough board so that she stays up on the wind but, not so much that she wants to tack. It was noted that if you follow either method noted, you'll suffer more leeway as a consequence.

**Q:** *What do you use to hold the boom up when the sail is down?*

**Answers Summary:**

Three choices were suggested. One was the standard boom crutch, another was the traditional scissor, and the third was gallows. The standard boom crutch is a single plank, secured aft in the cockpit, in a strong base, with a "Y" at the top for the boom. If it fails, you have problems. Like, the crutch, the scissor arrangement can be stowed when not in use. The gallows approach is permanent and provides a place to hang things when under sail.

When a crutch is used you need a line going to each side of the cockpit to hold the top of the crutch in place. Also, tie the boom down to the crutch so there is lateral resistance to keep the boom crutch from heavy flopping back and forth which is hard on the base of the crutch.

One solution that is easy and it works well is to use two lengths of 5/16 in. spun Dacron line and two small bronze Pelican hooks. Fabrication consists

of putting a small (approx. 3 in.) eye splice on one end of each piece of Dacron, that's it. Installation is done with the boom placed in its crutch and consists of hooking the Pelican hooks to the boom bail, then place one eye splice over the forward end of the starboard. stern cleat and reeve the other end of that line through one of the Pelican hooks, draw it up tightly and secure it to itself using a rolling hitch. Now for the port side, attach the other piece of Dacron line to the port side of the traveler by reeving the line through its own eye splice and pulling it up snug below the port traveler stop, next rove the end of that line through the other Pelican hook, pull it up tightly and secure it to itself with a rolling hitch. That's it. To go sailing, all you have to do is release the Pelican hooks - take the line off of the stern cleat and traveler and stow it until you need it again. You now have a great Boom Tackle! Enjoy.

Another solution is to attach an eye strap near the port stern cleat and tied a line to it. On other end of the line you need a snap hook to clip onto a boom bail. On the starboard side, you tie another snap hook to the traveler with a very short line. The procedure is put the boom in the crutch, snap the port line onto the boom, then push the mainsheet over to starboard side and clip on the snap hook to the shackle, which rides on the traveler. Then trim in the sheet, which brings the boom down on the crutch. This triangulation works very well, even at a rough mooring. After the sail is lowered, you can get the boom stabilized for furling. When it's time to sail, just unclip both snap hooks, the port line is just doubled over and left on the stern deck. Over time a boom crutch wears out and needs to be replaced.

The scissor style boom crutch was recommended, as it provides more support when properly installed. The scissors version will fold up neatly, which is always a plus.

A concern about using gallows is that there is something more to worry about in a jibe. The gallows is a rack consisting of a port and starboard post connected with a beam...It usually with has 3 notches to hold the boom in 3 different positions. Gallows do give you a secure point to fly a canopy to provide shade. You usually see them on schooners or large ketches where the boom is substantial. So named due to the resemblance to a hangman's gallows.

**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

## Wye Wild Goose Chase

David Bleil

This year's Fall Mini-cruise attracted a record number of participants. Weather was a bit boisterous on Saturday morning but not enough so to keep Martin Gardner with *Planet* and friend, Tim Gallogly, sailing a red hulled 26 ft. Folkboat, *Violet Jessop*. The two boats sailed in from Oxford, MD and anchored in Shaw Bay. *Gull* was delayed by a complex car shuttle and did not arrive until 2:00 in the afternoon. By that time several others had come and gone. First to arrive and depart was Bob Ostergaard who sailed down to Shaw Bay Saturday morning from Bryantown in his Sanderling, but only saw one boat, *Planet*. He decided not to stay and sailed home.

When *Gull* arrived, Martin informed us that several boats had launched from Wye Landing and were cruising on the upper reaches of the East Wye. Dave Park was attempting to extract himself and *Sarah K* from the low tide mud of Mill Creek above the landing in an attempt to join the rest of us. He eventually succeeded.

Paul Commaroto and crew in *Bubbly* launched from the Wye Landing and explored the vicinity but the river is sinuous with many side creeks. We never saw them. Jack Smith in *Winter's Dream* was there but also eluded us. Eventually *Sarah K*, *Planet*, *Cathy*, *Gull* and *Violet Jessop* all found their way into Dividing Creek and worked their way through an



Dividing Creek.



Drawing courtesy of Frank Lovewell

anchored fleet of larger boats toward the head of the creek where we anchored in six feet of water. This was of some concern to the Folkboat who did not have a retractable centerboard. Never-the-less he joined us at the raft up. The weather was clear and mild and the creek admirably sheltered which turned out to be unnecessary. The wind died away to nothing overnight. The stars were exceptionally clear and bright and all slept comfortably.

The wind did not come back in the morning but much to the amazement of the larger boats in the creek, all the Catboats quietly sailed out from the anchorage. It took a while. On the East Wye, several boats headed up river to explore while *Gull*, *Cathy* and *Sarah K* sailed down to Shaw Bay and then up the West Wye. Wind came up a bit during the afternoon and we were all sailing easy. When we reached the split where one branch of the Wye goes East around the Island and the other branch heads North toward Queenstown, we found the Folkboat anchored in an inlet. Tim Gallogly had checked out the hurricane hole we intended for an anchorage that night and decided it was too shallow for his fixed keel. He intended to spend the night just off the West Wye but that left him exposed to the wakes of passing power boats. We rafted up with him briefly but decided not to endure a night of rocking and rolling when it was unnecessary. Butch and Denise left in *Cathy* to head home. Dave Park in *Sarah K* and Jim Ohlmacher and David Bleil in *Gull* continued around the Wye Island to within sight of the fixed bridge.



Threading our way through the remains of an ancient duck blind we anchored in the calm, nearly enclosed, unnamed pool. Unlike years past, the trees were only starting to turn colors and the flocks of geese and ducks made their coming and going unhindered by shotguns in the vicinity. The next morning, a mist settled over the water as the remaining boats departed for their various home ports. It was a magical weekend and end to the season.



Dave Park on *Sara K* in the mist.

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## A Circumnavigation of Cape Cod, Part II

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Brent Putnam

### Day 5 – Wednesday, June 10

Provincetown to Sandwich Harbor

Clear and sunny, 75 degrees

Winds N 5 knots, backing to the SW and increasing to 10-15 knots

Seas calm, increasing to 1-2 feet

**“The sea finds out everything you did wrong.”**

~ Francis Stokes

One of the preparations I made for this trip was to repeatedly remind everyone that, “Sometimes, it rains in Disney World.” I said it often enough that Victoria started to repeat it. In the past, we have occasionally skipped a day sail or rendezvous because the weather was less than ideal, and even the itinerary for this trip was flexible; had conditions at Butler Hole delayed us more than a few days, this

would have been a circumnavigation of Nantucket Sound.

However, when you have only one week off from work, waiting for the best weather is not an option either. We knew how to handle *Cranberry* in a variety of conditions and did so when needed.

That said; two of our first three days at sea had been in small craft advisories and we had to spend one evening ashore as a result, so there was some relief when Wednesday dawned bright, clear and calm.

Rebecca and I walked Commercial Street in search of breakfast and happened across the Provincetown Portuguese Bakery, a fixture in the community for well over 100 years. After a hearty breakfast and grabbing a few pastries to go, it was back to the boat for the trip to Sandwich.

We left the Provincetown Marina at about 9 a.m. Shortly after rounding the breakwater, the engine quit. A look around confirmed that there was no danger nearby, so there was no need to panic. While Rebecca kept a lookout, I opened the engine hatch.

By the summer of 2012, *Cranberry*, our 1973 Marshall 22, had been on the hard for nearly two years. There was work to be done, but I had significant responsibilities – a day job that was a 90-minute commute away, a part-time job in the evenings as a selectman, and helping to care for my elderly father who lived hours away in Maine – all of which had conspired to steal time from the boat. However, Rebecca didn’t want a derelict boat in the yard. She gave me an ultimatum: Launch *Cranberry*, or sell her.

With considerable assistance from Victoria, I somehow found time that summer to refurbish *Cranberry*. I pulled out the corroded, 40-year old wiring harness and installed a new fuse panel and wiring. We repainted the once-buff-but-now-pink deck, and refreshed the non-skid. We painted the spars faux wood and bought a new sail. The forward bunk was rebuilt and the interior painted.

None of this had anything to do with this current journey – not directly at least. *Cranberry* had been on the hard because I insisted on doing most of the work on her myself. Economy played into the formula, but so did the desire to know my boat. As we approached a decade of ownership, this intimate knowledge meant that if we hadn’t already prevented a problem by replacing a part before it failed, we knew how she worked – and why she wasn’t.

Unlike the cliché movie scene where a car in the desert slows and sputters to a halt as it runs out of gas, *Cranberry's* Palmer stops abruptly. I knew we had some sort of fuel problem. At low throttle – at idle – we were fine, so I adjusted the jet on the carburetor. That did the trick, and the Palmer behaved as we opened the throttle and surged into Cape Cod Bay.

Outside Provincetown harbor, the purist took over; the sail went up and the engine was purposely turned off. It wasn't long before the pragmatist appeared. The wind was light and shifty, and after an hour or so of drifting here and there off of Truro, the admiral asserted her rank. With no crew to stage a mutiny, the captain complied, and within minutes we arrived at the green #1 buoy off of Wood End. From there, it was a direct run on a heading of 240 degrees magnetic to the east entrance of the Cape Cod Canal.



The author at the helm on Cape Cod Bay.

We kept the sail up, hoping for some wind, but that didn't happen. Cape Cod Bay was placid and largely undisturbed save for light undulations left over from the winds of days past. Occasionally, a cloud spoiled the blue expanse of sea and sky, but otherwise the only thing to break the monotony was a set of deflated Mylar balloons that we plucked from the water. It was so calm that Rebecca expected a sea monster to break the surface, rear its head and devour us, dragging *Cranberry* down into the abyss, but that didn't happen either.

It seemed like hours passed; in reality, it was only about 60-90 minutes before the sou'west wind started to pipe up. By 1:30 P.M., we were exceeding 6 knots motor-sailing. The gremlins had briefly visited us as we left Provincetown. They rejoined us with the burgeoning breeze, and the engine started skipping. There was more than enough wind, so we let the Palmer rest.

The red and white CC buoy is about 2-1/2 nautical miles from the east entrance to the Cape Cod Canal. It was here – about half-an-hour out – that we tried to restart the Palmer, but it again refused to do anything but idle. I finally got it to run steady, but only by fully choking the carburetor.

You have to actually enter the canal in order to reach the Sandwich basin and marina, but once again, we were ahead of schedule. This time we faced an eastbound canal current of about 2 knots or so. Rebecca was inclined to press on, so we did, albeit at a much more leisurely 2-3 knots because of the wind and current on the nose. At 3:15 P.M., we were safely tucked in at the head of the Sandwich Marina.

Victoria was still not feeling well, so Rebecca got a ride home and took her to Falmouth Hospital for the CT scan that Cape Cod Hospital refused to do. While I awaited her return, I ran up the road to the local hardware store for some Gumout.

Rebecca returned several hours later. The good news was that Victoria had no concussion. The bad news was that I couldn't get the engine to behave.

Our plans were changing rapidly. Victoria opted to remain at home; this journey was over for her. *Cranberry* was crippled. To get this old cat home from here required backtracking, or an engine to get through the canal. Rebecca and I had a gift certificate for the Dan'l Webster Inn in Sandwich, so we debated our options over dinner.

## Day 6 – Thursday, June 11

### Sandwich Harbor

**“If you can't repair it, maybe it shouldn't be on board.” ~ Lin and Larry Pardey**

We stayed aboard on Wednesday evening, and by Thursday morning a new plan started to emerge.

Before we departed on this journey, I had done a significant amount of routine maintenance. However, I did not get around to replacing the spark plugs. Those I brought with us, and before leaving Stage

Harbor on Sunday, had replaced them. Rebecca thought the engine trouble was related to the new plugs, but this was one of those rare situations when I could claim to know better.

Troubleshooting is a process of elimination, and there were two things I could not eliminate – the fuel filter, and the carburetor.

Although *Cranberry's* auxiliary isn't as common as a Yanmar diesel, parts are not hard to come by – you just have to know where to look and what to ask for. Essentially an International Harvester Cub Lo-Boy tractor engine, the Palmer M-60 has only has a few parts – the crankshaft and manifold – that are truly unique and difficult to replace. Everything else can be obtained through marine chandleries and auto parts stores. The Palmer's Zenith updraft carburetor is common, and NAPA sells a rebuild kit that is usually stocked.

Rebuilding a carburetor is not as difficult as it sounds. At the heart of it are several jets – narrow passages that the fuel is forced through, causing it to vaporize so it can be mixed with air and drawn into the piston chambers for ignition. The Zenith carburetors used on the Palmer are made of cast iron or aluminum, but it is difficult to machine these materials to the close tolerances needed for jets. Therefore, the passages in a carburetor are threaded, and this way the jets can be made of a more malleable material – such as brass – and replaced if they get worn or clogged.

Rebuilding is as simple as that – taking the carburetor apart, clean the passages with a solvent such as alcohol, replace the jets and gaskets, and reassemble everything.

We located new fuel filters at MacDougalls' in Falmouth. Unfortunately for us, none of the local NAPA stores had the rebuild kit. However, it could be delivered overnight and in our hands at 7:30 A.M. when the store opened.

The die was cast. Rebecca suggested staying at home this evening, that way I could dismantle the carburetor tonight and do all of the cleaning and preparation for the rebuild. In the morning, we run to NAPA, pick up the kit and I could have the carburetor rebuilt and installed well before noon when the current in the canal would turn east.

Rebecca dropped me off at the boat and I got to work removing the carburetor. Absent a functioning engine and alternator, I unrolled the solar panels to top off the batteries.

There was some downtime as I waited for her return. Even in the sheltered basin of the Sandwich Marina, the wind was strong. We weren't at sea, so I've nothing recorded in the log, but historical data available on the Internet indicates that there were 25-30 mph gusts that day – strong enough that there was probably yet another small craft advisory.

A motorboat struggled with the breeze to get to the public ramp. After a few tries, it bumped a much larger vessel, and shouts were exchanged. On his next approach, I ran over to the ramp and yelled for a line, helping pull them in and tie off. The captain claimed the boat was new to them.

On the next pier over, I saw some folks rigging a Marshall 22, so I walked around to say Hi. My memory escapes me now and I can remember neither the boat's nor owners' names. Perhaps they'll refresh my memory when they read this.



Rebuilding the carburetor.

### Day 7 – Friday, June 12

Winds S 5-10 knots, increasing to 10-15 knots

Clear, 75 degrees

Seas 1-3 feet

**“There are three sorts of people; those who are alive, those who are dead, and those who are at sea.” ~ Old Capstan Chantey attributed to Anacharsis, 6th Century BC**

After grabbing coffee and pastries at the Maison Villatte, a French bakery in downtown Falmouth, we stopped at NAPA for the carburetor rebuild kit. Right away, there was a problem – it was missing one of the replacement jets!

The carburetor on *Cranberry's* Palmer was relatively new – a replacement that I had bought a few years back. It lacked an adjustable high-speed



jet, making tune-ups easier than with the original carburetor. The latter was still in the garage, sitting on a shelf. It was functional, just a little more temperamental than the newer model. However, I wasn't sure if it, too, needed to be rebuilt; it had been sitting around for a while.

I had one rebuild kit for two carburetors. If I rebuilt the new carb without the replacement jet, it might not work and Cranberry would be in Sandwich for another day or two while we waited for yet another rebuild kit. Or, I could rebuild the original carburetor.

At 10:45 A.M., Kaytlen dropped me at the marina with the original, rebuilt carburetor and the new fuel filter.

Less than an hour later, Rebecca arrived; the Palmer is humming as I adjust the idle. Within minutes, we're motoring out of the marina and westbound to Buzzards Bay.

It's another beautiful day. The sun is shining, the wind is light, and the engine and current are pushing us along at 7 knots. As fast as that is for us, the HyLine tour boat is catching up; they hail, letting us know that they intend to pass to starboard. Tourists crowd the rail and wave as they go by.



Rebecca at the wheel and we're clear of the Canal.



Passing under the Sagamore Bridge.

We reach the railroad bridge and the Massachusetts Maritime Academy at 12:30 P.M.. The current is now slack and we've slowed to 5 knots or so, but we clear the canal safely and head into Onset.

It was going to be a long day – I estimated about 36 miles from Sandwich to Edgartown, and at 4 knots it would take 9 hours. In our haste to catch the favorable current, we neglected to top off our fuel tanks or refresh the ice. Both were available at Onset Marine, so we tied up and made lunch.

At 1:40 P.M., we depart Onset. We're motor sailing, but the wind is light and the current is now running east into Cape Cod Bay, so it's slow going at about 3-1/2 knots.

We spy black smoke in the distance. A boat speeds by us toward the cloud, the blue light of the harbormaster flashing. Channels 16 and 22A crackle with traffic reminiscent of Sunday morning in Stage Harbor. A boat is on fire in Pocasset Harbor.

At the end of the Stony Point Dike, we cut the engine and tack southwest toward Bird Island. We tack back to the southeast, and off Megansett Harbor spy a Marshall Sanderling, but never get close enough to identify her. The wind is light – 5-10 knots from the south – and the seas are relatively calm with gentle rollers marked by catspaws.

By 4:30, Rebecca once again convinces me that motor-sailing would be more productive, and just 45 minutes later we're making 6 knots as we pass the



green #13 bell buoy which marks the entrance to Woods Hole. At 5:45 P.M. we're in Vineyard Sound, having reached a high of 10.7 knots through The Straight.



Passing Nobska Light.

On the other side of the Hole, the wind is being funneled up Vineyard Sound, and what was previously on the nose is now on our starboard beam. There's a favorable eastbound current and we're clocking more than 8 knots over ground as we round the West Chop. In spite of our late start, it had turned out to be a very good day with favorable currents and winds.

That is, until the fog.

At 6:30 P.M. we were east of Oak Bluffs when the air chilled and a fog developed. The engine stalled. It had been about 80 degrees in Sandwich when I hastily adjusted the carburetor. Now it was 65 degrees with 100-percent humidity and the Palmer was cranky. It wasn't a problem; there was still sufficient wind to keep us moving at 5 knots, and even with the encroaching fog, it was familiar – albeit heavily trafficked – territory. We were on a course of about 130 degrees magnetic, drawing a roughly straight line on the chart between the green bell #23 off of East Chop, to the green/red can and green/red bell that mark the west and east ends, respectively, of the Squash Meadow shoal.

We adjusted our course to starboard to pick up the red #2. As we turned due south to Edgartown, the wind was now on the nose. I restarted the Palmer, which thankfully complied after a bit of tweaking, and dropped the sail.

The sun was still above the horizon, but it couldn't be seen; the fog was pea-soup-thick. Visibility was perhaps a few hundred yards, and there

was condensation on everything. I kept an eye on the compass and the clock as Rebecca took the wheel. It's roughly a straight line between the red #2, red #4, and red #6 that lead into Edgartown, and each is about a mile from the other. The GPS said our speed was about 5 knots over ground, so we knew each buoy should be about 12 minutes apart.

Like clockwork, the markers appeared on our bow, one after the other. I sounded our air horn periodically. The *Pied Piper* – the Falmouth-Edgartown ferry – went by. They were professionals, sounding their own horn at regular intervals and moving at a reasonable speed. Another boat – apparently amateurs – erupted from the fog off our starboard bow, crossing our course at a high rate of speed. As quickly as it had appeared, it disappeared into the gloom that surrounded us.

At the red #6, we steered toward the harbor, and 12 minutes later we were at the red #8 just outside Edgartown. I told Rebecca to look for the lighthouse, but as close as we were, we never saw it.

Inside the harbor, we decided to tie up on the first available mooring, catch our breath, and then find the other catboaters who were in Edgartown for the rendezvous. Before we could, the harbormaster recognized our type, and directed us to a line of moorings where other cats rested. It was 7:45 P.M., and the GPS recorded 38 miles.

We hailed the launch, and once ashore ran into Bob Luckcraft and a few other catboaters as they were returning to their boats. Rebecca and I had a quiet dinner at the Main Street Diner.

## Day 8 – Saturday, June 13

Edgartown Harbor

Sunny, 75 degrees

**“Give a man a fish and feed him for a day. Give him a fishing lesson and he'll sit in a boat drinking beer every weekend.” ~ Alex Blackwell**

Rather than wait for the launch, we motored to the dingy dock aboard *5-4-Fighting*. Bruce and Susan Almeida of *Harvest Moon* were tying up, and we joined them, and Mike and Marty Power of *Rum Tum*, at a coffee shop appropriately named Behind the Bookstore.

It turned out to be a blustery, unsettled day, with the wind backing around the compass from southwest to north and then back to the west by



Catboats in Edgartown Harbor.

sunset. The planned race outside the harbor became a parade of sail inside. I surprised Rebecca when I suggested that we just relax and leave *Cranberry* on the mooring. It had been a long journey – living just across the sound in Falmouth, we were amongst the closest to Edgartown, yet we had traveled the longest distance to get here! I was ready to rest and enjoy the company of other catboaters.

There were so many familiar – and new – faces! Paul and Rick had come from Bass River. The Peterson's were there with several boats, including *Nantucket*, a colorful Atlantic City Cat. Our host, Mark Lovewell, was gracious and entertaining, and there were brothers from Boston – I forget their names – whose Marshall 22 sported the very same blue dodger as *Cranberry*.

Bob Luckcraft offered to take passengers for the parade, so we joined him aboard *Genevieve*. I've been aboard before, but never under way. A 1927 Crosby cat, *Genevieve* is a behemoth of a vessel with a cockpit big enough to fit a Beetle cat. Yet in spite of her size, she is as nimble as any other cat, and Bob deftly guided her amongst the boats and moorings in the harbor.

As the day drew to a close, we again found ourselves in the company of the Almeida's and Power's, enjoying cocktails and fish tales on *Harvest Moon*.

#### **Day 9 – Sunday, June 14**

Edgartown Harbor to Waquoit Bay, Falmouth

Winds E 5-10 knots

Clear, 75 degrees

Seas 1-3 feet

**“We are tied to the ocean. And when we go back to the sea – whether it is to sail or to watch it – we are going back from whence we came.”**  
~ John F. Kennedy

It's more economical to eat aboard, but there's something to be said for exploring a port and trying new things. Rebecca and I had a leisurely breakfast ashore at Among the Flowers, and then returned to Behind the Bookstore for coffee before wandering the streets of Edgartown.

It promised to be another beautiful day, but as we steered *Cranberry* out of the harbor, we stopped at Edgartown Marine to top off the fuel tanks – just in case.

We departed the fuel dock at 11:00 A.M.. Once we cleared the channel, the engine was rested and we let the wind carry us.

It didn't take long before we got antsy. It's not unusual for Rebecca – she grew up in powerboats and prefers racing or passagemaking to idle daysailing. We were making headway in the light winds, but it was slow going – perhaps 3 knots – and there was a sense of urgency I couldn't ignore. The adventure was over; we were headed home. Nothing would change that, so we might as well get there sooner than later.

I fired up the Palmer – which by now was fully cooperative – and opened the throttle. Other than spotting *Harvest Moon* enter Waquoit Bay ahead of us, this last leg of our circumnavigation was uneventful and unremarkable. Two hours after leaving Edgartown, we were home.

## Cat Tales 2015 – Part Two

### The forks of Long Island

Bruce Almeida

In part one, written by Diane Webster, we were last at Sag Harbor before Jay and Diane in *Ishmael* left to join the rendezvous in Vineyard Haven. The rest of us, my wife, Sue, and I, on *Harvest Moon* and Jim and his wife, Kim, on *Glimmer* stayed on. Before we leave Sag Harbor, however, I feel compelled to expand a bit on Diane's comments. It really should be called Sad Harbor. All the cruising guides and its general reputation seem to give it kudos. Well not with this captain! As you pass the larger mega yachts anchored outside the harbor entrance, you've seen the best part. The inner harbor was a mishmash of typical boats, nothing special. The dingy dock for us paying guests was the worst dingy dock that I have been to in my life. It was tucked into an awful corner of a decrepit cement pier. You hardly had room to tie up and it barely floated. If I had brought my inflatable dingy, instead of a fiberglass one, I'm not sure I would have stayed. The bathrooms you ask? Well let me tell you. They too were the worst I have seen. They were in the harbormasters building on the ground floor. This was a good thing because the cement was in such poor condition that the floors would have collapsed if there weren't dirt under them. Sad...sad...sad.

The town was all right, but it seemed a little dead and had that confusing feeling about it. Closed stores here and there; no real frills. The Whaling museum was small but interesting. So let's "get outa Dodge."

We then sailed in very light airs but a good 2+ kn. tide around Shelter Island to the North fork town of Greenport. Well, this place satisfied our hunger in more ways than one. We thought we had to go into their inner harbor and the harbormaster's staff found us some moorings. There are some good sized marinas in there also, but they're tucked into little corners of the harbor so that they're hardly noticeable. Jim and Kim ventured off on their bikes. That's right, they traveled in their catboat with two full size bikes! It's no wonder how a professional chef can pack everything in a van to cook and feed 200 people!

Upon their return they told us about a wonderful town marina on the "outside" protected by bulkhead with new floating cement docks and facilities. It's



On *Glimmer*, L-R Jim & Kim O'Connor, Diane & Jay Webster.

called **Mitchell Park Marina** and is outstanding. You already know my pet peeves about bathrooms and dingy docks. Well, I have no complaints here. Aside from everything being in very close proximity, the town was welcoming and inviting, offering great restaurants, shops and a short ride to many wineries and vineyards. I see on their website ([www.greenportvillage.com/mitchell-park-marina/](http://www.greenportvillage.com/mitchell-park-marina/)) that if you stay three nights, the fourth night is free. I might consider that in the future especially with the ferry to Shelter Island being right there.

We left Greenport and had a pleasant sail around Shelter Island to complete our circumnavigation. We headed east with fair wind and tide toward Gardiners Island. No stopping there. It's the largest privately owned island in the U.S., second only to Naushon in the Elizabeth Islands in Buzzards Bay. We ducked under her southern sand bars and headed under the iron genoa to Montauk. Since we had the Montauk scene kind of figured out (see the last article) we acted like stink-potters and went ashore.

The next day we headed out to Block Island and had a great time. I'll let Jim expound about the virtues of Block Island, in the next installment. I will only say this. There seems to be a common theme about the way powerboats rafted at anchor in New Harbor on Block Island. You see, they all throw out a stern anchor at a 45-degree angle to one of the boats on the end of the raft. What you don't



see, as you're heading to or from your boat in your dingy, is the line. It's out at a low angle at least 50 ft. with no marker or float on it. Holy decapitation Batman! Admittedly, I harassed one such raft, which then proceeded to tie their water toys to the line. Nice touch stink-potter!

Sue and I headed home the next day leaving at O'Dark thirty for the 45 mile trip back to Padanaram. If the weather or speed didn't work out we had plenty of "outs," Westport or Cuttyhunk to name a couple. We raised sail and ran some motor for the first hour and a half. We had fair tide, about 1 kn., but building breeze off the starboard beam. We sailed at 5-6 kn. plus over the bottom for the next several hours. The wind came up strong to 25 kn. For the last 2 hours when we were turning well off the breeze. Hull speed 6.3 kn. then home, 7 ½ hours, not bad.



Eating oysters on Block Island L-R Kim & Jim O'Connor, Bruce & Sue Almeida.

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## New Members

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Dave Calder, Membership Secretary

***WELCOME ABOARD to our new members who have joined since November 12, 2015***

Barnes, Jim & Alitha Young (Round Pond, ME)  
Brennan, Ed & Jane Ross (Westport, CT)  
Chase, Phil & Karen Kenny (Manchester, MA)  
Chester, John & Kathleen (Woodstock, GA)  
Dueweke, Michael & Andrea (Livonia, MI)  
Frankel, Edward & Susan (Baldwin, NY)  
Haberland, Arthur (Northfield, NJ)  
Jones, Nate (Westport, ME)  
Korn, Bob & Lucy Bisbing (Easton, PA)  
Pierson, Will (N Palm Beach, FL)  
Rybski, John (Algoma, WI)  
Shirane, Tatsuo & Terressea (Bloomfield, CT)  
Siegrist, William & Susan (Miller Place NY)  
Stegg, Dick & Jayne Bourke (Avondale, PA)  
Tapper, Robert (Mattapoissett, MA)  
Waters, Mike & Connie Zeckendorf (Key Largo, FL)



# CATFOOD

Jane Walsh, Editor

## A Call for Cupboard to Catboat Creations

John and I travelled to New Mexico in the great Southwest this Fall. We didn't see one catboat, but that was not surprising since we were at 7,000 feet above sea level. Actually, the only body of water we saw was the Rio Grande; great for river-rafting, but certainly not for catboating.

Why do I even bring this up? Well, I thought a Southwestern themed meal on a catboat might be tasty and fun. From Albuquerque to Santa Fe, Taos and back, we enjoyed many feasts with concepts of farm to table, market to mouth, seed to spoon and grape to glass. So, how easy would it be to bring along 'cupboard to catboat fixings' for a tortilla or taco event? Margarita anyone?



John Greene, CBA Clerk, enjoys a fajita in New Mexico.

Photo by the author



For starters:

### **Chipotle or smoked paprika rubbed grilled chicken, beef or fish**

- Flour tortillas or tacos
- Shredded lettuce
- Shredded cheese
- Salsa
- Black or refried beans
- Brown rice
- Sour cream or plain Greek yogurt
- Fresh cilantro

Guacamole – for homemade, please see Dawn Peterson's guacamole recipe in Bulletin No. 149 page 62 or Kristen Marshall's in Bulletin No. 157 page 44. These are easy to find on our new and improved CBA website.

And so, with a 'cupboard to catboat' concept in mind, please share your creations and food inspirations for sailing season 2016 with me [jane.walsh@catboats.org](mailto:jane.walsh@catboats.org). I promise your submission will be published!

I look forward to seeing you in March at the annual meeting in Mystic.

"Boat" Appetite,  
Jane





# Book Reviews

Ned Hitchcock, Editor

## *Penelope Down East*

By W. R. Cheney

Breakaway Books, Box 24  
Halcottsville, NY 12438  
2015. \$14.00

*Reviewed by Ned Hitchcock*



This book is a keeper. Reading it was like sitting down with an old friend and catching up on all the latest. Many readers of the CBA Bulletin, Points East, and other publications, will have read a chapter or two in those settings and revisiting them is quite rewarding. The author, Bill Cheney, is an excellent story-teller, he writes as well as he sails and is clear in his descriptions both of natural beauty and the craft of sailing.

The book describes the relationship of a man and his boat in 21 short chapters covering a number of seasons. *Penelope* is a Marshall 22 which Cheney sails in coastal Maine. He clearly sees the boat as much more than a catboat he owns. *Penelope* is presented as a partner and good friend. For the relatively new catboater, Cheney presents a thoughtful and interesting way to learn skills both general and specific that is remarkably reader-friendly. He describes various cruises he's taken and along the way, describes skills useful to any catboat sailor, particularly the single-hander. There's a chapter on "Servicing the Mooring" and others on anchoring, sail trim in various circumstances, and other useful commentary. "Old salts" will find useful tidbits as well.

At the same time, he writes beautifully about his natural surroundings and about people he's met and known along the way. Of special interest are the chapters "What Grandma Told Me About Catboats," "Shemaya," and "*Penelope's*" Bag of Tricks." The reader will also detect a note of nostalgia in several stories.

Two themes winding through the book are "engineless sailing" and "single handed sailing." Cheney is forceful in his advocacy for engineless sailing and is eloquent in describing how doing without power has enhanced his navigational skills, particularly his hearing and smelling of navigational cues, especially in fog. He shows us a sense of independence and self-confidence that go with doing without an engine and single-handed sailing as well. He has and does sail with others, but this book is about his solo life on the waters north of Rockland, ME and away from the larger coastal towns and harbors

"*Penelope Down East*" is a sailor's book written for sailors. It is available from the publisher, from the usual web based suppliers, and, I hope, will be available at the 2016 Winter Meeting.





# Barndoor Postings

## Scary Seafaring Movies

Mark Alan Lovewell

In December, the long-awaited movie “In the Heart of the Sea,” finally arrived. It is a maritime thriller based on the book of the same name, written by Nantucket resident Nathaniel Philbrick. His book is derived from a personal account written by Owen Chase, the first officer of the Whale Ship *Essex* that was sunk by an angry sperm whale in 1820. This movie is a scary retelling, aimed at lifting you out of your chair and in another moment sinking your heart down below the floor.

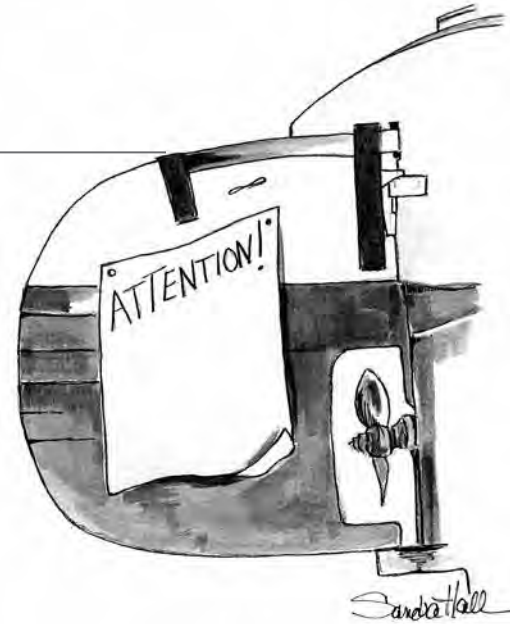
Whenever Hollywood portrays the ocean, it is most often an unfriendly place. I have childhood memories of being enamored, of first seeing a sea-soaked Spencer Tracy in the movie adaptation of Rudyard Kipling’s “Captains Courageous”. I recall a bearded Gregory Peck as Captain Ahab standing on the poop deck of *Pequod*, when Hollywood retold “Moby-Dick”.

Today the star of “In The Heart of the Sea” is Chris Hemsworth as Owen Chase. All three actors portray the same thing: it is awfully rough and unfriendly out there.

Who would put together a movie that portrays it otherwise? We loved Spencer Tracy, but he drowned. We hated Gregory Peck and he drowned. I don’t know how I’ll feel about Mr. Hemsworth.

We had a hard time watching Hollywood’s portrayal of “The Perfect Storm.” Fishermen were nearly all crazy in that film. Fishermen I know aren’t wild cowboys who drink a lot and ride their fishing boats through storms like it were a wild steer. Where I grew up, fishermen I know are smarter, quieter and far more highly regarded. Ashore, they hold town office, may appear in church during Christmas. Only a few I recall, ever swore in front of their wives or children. And they don’t leave Edgartown when there is an approaching gale.

Immediately after watching the movie “Jaws,” I didn’t think much of heading into the water and swimming. Edgartown as Amity was a different place and not my town. There are big fish out there, but I don’t think of myself as their meal.



To me, a car on the highway going at breakneck speed is far more dangerous today than a boat. Negotiating turns in August on Martha’s Vineyard? Now that is a thriller!

Sailors I know rarely go out when the wind blows over 20. If they do, they are racing. My sailing friends are cautious, and though there is danger out there... fortunately, they’d rather be mowing the lawn on those windy days.

Movies are done where there is conflict, tension, drama. Someone is killed or is at the blithering edge of being harmful, or being harmed.

When we go on the water, even on a ferryboat, we’d like to seat ourselves in a gentler place.

So, why would I like a movie from Hollywood? For the drama? The brilliant acting and storyline?

I have stood shoreside, near the mussel bed at Squibnocket and watched an approaching hurricane. When the waves stack up, gulls fly in and out between the raging whitecaps. Storms are dangerous. They don’t inspire me to go sailing. Nor do they give me a whisper of an idea to ponder sailing.

In my early 20s, I recall crossing the North Sea in a rusty old freighter in a horrific storm that lasted days. That was my perfect storm. The wind and waves got so bad everything in our cabins and in the galley took flight. I remember sea water coming down the passageway and into my cabin. We were all too experienced to be seasick; but we were scared. Perhaps that unexpected adventure qualifies me for post-traumatic stress syndrome.

Many movies are based on a book.

A friend told me of all movies that come from books, "If you like the book, you won't like the movie."

A fisherman friend, told me, "The ocean isn't for the frail," and the language he added is unprintable.

So what is the "take home thought" on these maritime drama films?

A Hollywood friend said, "Movies are about conflict. Like all good stories, movies are about rising above some adverse, difficult moment."

Well, that might be true.

But whalers who homeported in Edgartown, like the fishermen we know, who came from my neighborhood, were far more highly regarded than portrayed in film. They were good people. They built the Edgartown Whaling Church, they built this community and others.

As a tribute to our heritage, I still find pleasure in reading the best parts of "Moby-Dick" which, incidentally, isn't all tied to an evil whale or a crazy captain, but brings me to the author's personal experience at sea. The beauty of the read is in being

persuaded I am there. My feet feel wet. My hands are cold and my young friend Herman Melville is on watch for whales at the top of the mast.

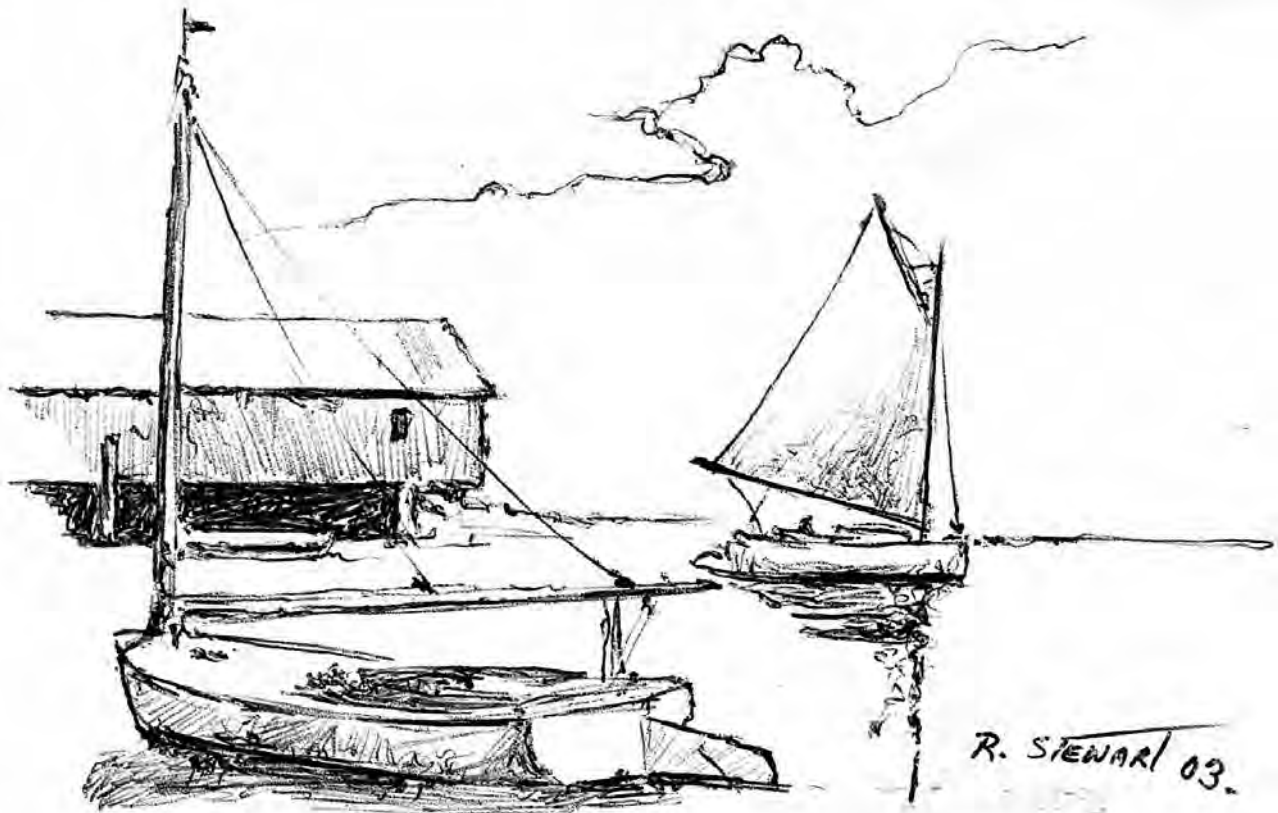
My favorite chapter in "Moby-Dick" is called The MastHead. That chapter alone had a big impact on my love for the sea in my youth, that endures as some of the sunsets we've had this past fall and winter.

Not too many years ago Nathaniel Philbrick wrote another maritime book, more recent than the "In the Heart of the Sea." It is called "Why Read Moby-Dick?" I cherish that as I have a signed edition.

When I sail out of Edgartown harbor with a light breeze behind me and head towards Nantucket Sound on a late afternoon in summer, we pull the plug on conflict, drop the lines with tension and distance ourselves from the raging voices and high drama of hostile traffic intersections.

And you might add, we steer away from scary seafaring movies.

Sailing calm waters is how I get in the heart of the sea.



# Short Tacks

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## Hit The Road, Cat!

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David A. Morrow

As we all know, sailing a catboat has its advantages. Their shallow draft allow us to explore areas unreachable by keel boats. Large cockpits allow us to explore these waters with several friends comfortably. And who doesn't love the look of a gaff rig! But for me, the best feature of my Sanderling is the ability to travel to these places via trailer. Or, even better, to go to great sailing venues "only" reachable over land.

Recently, I traveled over 1500 miles round trip from Annapolis to Guntersville, AL via Nashville, TN with Anna, my 1964 Marshall Sanderling. We experienced some fabulous sailing on Percy Priest Lake in TN and Lake Guntersville in AL. Leaves were beginning to change and the winds, while shifty, were wonderful even requiring a reef one morning.

The trip went off without any issues which I like to attribute to prior planning and dumb luck! Here are some of the things I've learned after many years of trailering boats.

I believe in roller over bunk trailers. I realize that opinion goes against what some boat builders and dealers believe. If you're going to take a trailer to a launching ramp, with various depths and inclines, rollers are the only way to go.

I can haul out even when there is a low tide as long as I can get the bow past the first set of rollers. That would be impossible for a bunk trailer.

I've added several keel rollers to the trailer that support the majority of the hull weight, allowing the rollers to act more like guides. In the 10 plus years I've owned this trailer, I have yet to notice any hull deflection at the rollers.

I also like brakes on my trailer, disc brakes preferred. I am not worried that my  $\frac{3}{4}$  ton pick-up can't stop the boat. However, I am concerned that with panic stops and emergency situations it might cause a jack-knife. I recently had the brakes updated from drum to disc and can really feel the difference. Discs are also easier to flush with fresh water so they will last longer than drum brakes.

LED lights are also a terrific upgrade. I'm for anything I can do to help the other guys see me on the road!

I use a two strap system to secure Anna. One over the transom behind the cockpit coaming and in front of the traveler and the other over the bow through the chocks and fastened down to the trailer. Never strap the boat down with the strap on top of the cockpit coaming, it's not designed to take that kind of load. The transom strap secures the boat to the trailer, and the forward strap keeps the bow from bouncing up and down on rough roads. As a safety enhancement, I've eliminated the metal hooks on the strap ends and replaced them with soft shackles. By doing this, I eliminate the chance of the hooks coming undone from the trailer if the strap loosens, as it did on my way North last year on Rt 95 in New York. I also had my local canvas shop fabricate strap covers made of the same material as used in high-end car covers. They Velcro around the rear straps and keep them from damaging my painted hull.



Padded hull straps.

Photo by the author

I've also made some enhancements to the boat that make the process of preparing the boat to travel much quicker and safer as well.

The single biggest upgrade I have made to my Sanderling is the tabernacle mast sold by Marshall Marine. I keep the hinge flushed with fresh water, clean and lubricated with McLube Sailkote. I like a dry lube for the hinge as the lubricant doesn't attract dirt, as compared to WD 40. Keeping the hinge clean and lubed is a must for ease of operation.



Second only to the hinged mast for trailering upgrades is the custom sail & mast cover designed and made by fellow Sanderling owner, Butch Miller. It zips around the lowered mast sail and boom allowing me to “stuff” all halyards, forestay, and topping lift into the cover making for an incredibly neat and secure package. I can assure you it does not flap in the wind even at 65 mph. The cover is perfect, not only for traveling, but storage as well. Sun damage, dirt, and other debris don’t affect the rig while stored between trips! Butch also created a fine mast/boom crutch that integrates well with his sail cover.



Custom Sail Cover.

When pulling the mast up to unlock the hinge, it may occasionally stick causing the mast chocks to loosen as the entire mast is lifted. I solved that issue by securing the base of the mast in the fore peak using an old turnbuckle and length on non-stretch line. A pad eye was affixed to the boat just aft of the mast butt at the mast step and an eye strap screwed into the mast. The rig is tightened down with the turnbuckle.



Securing the mast.

Finally, I use a rudder stop to keep the rudder & tiller from swinging back and forth underway. This is better than tying the tiller as it cannot work loose as I drive and I don’t damage the varnish on the tiller with a tie-down. Wear and tear on the gudgeons and pintles is also eliminated.

Our plan next spring is to trailer to Lake Champlain, VT for a week of fresh water sailing. We will next sail on Barnegat and Chesapeake Bays for the summer before taking another trip south in the fall.



# Where There's Smoke There's Fire

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Bruce Almeida

I was sitting on the boat one day ...  
In the merry merry month of May...  
I started up the mota...  
Saw a bunch of smoka...  
Then I shut it down right away!

To better explain, I was in fact sitting on my Marshall 22, *Harvest Moon*, on a leisurely Friday morning. We had returned from the last of two weekend trips on Memorial Day, the previous Monday. I was just putzing around, you know, tightening hose clamps on the head and holding tank, etc. Then I lubricated the throttle and gear cables and closed the engine cover... later I thought I would start the motor for a few minutes and take a look at it. So I started the motor, looked out the stern end to see if it was making water, it was, so I proceeded to lift the engine cover. To my surprise white smoke billowed out from under the cover even though it was only lifted an inch or two. I threw it open, only to see plenty more where that was coming from, and with my heart in my mouth, I saw a source. No flames but a totally melted wire in the engine wiring harness. Quick... shut down the engine...turn off the key... shut off the battery switch. Look again and more white smoke is coming from further aft. Quick, take of the wheel nut and wheel...take off the engine panel. Fortunately, as I was extracting the eight or so screws the smoke was abating. When I got the panel off I could see more wire with the insulation completely melted off if it. Seeing no "fire," I proceeded to open up the battery cover boards in the starboard locker. They looked fine... checked all other visible areas and finally I could breathe again. Not those good deep breaths like after you accomplish something positive. No, just breathe!

I grabbed the cell and called Marshall Marine which is within sight of my mooring in Padanaram. Geoff answered and immediately dispatched Joe, the mechanic and engine extraordinaire to the boat. He quickly assured me that things were under control and that we and the boat were safe. Good! Now he

got down to diagnosis of the cause of the problem. After of few "umms" and "ahhs," he removed the engine starter, pulled the toasted engine harness and panel to go into the shop for bench testing. Good news so far, everything from the alternator to the batteries and cabin mounted main electrical panel were fine.

At the bench the solenoid on the starter seemed to be working alright. The wiring harness that he and Chris White, the new build foreman, were inspecting seemed suspect. Yes, Chris came over from the adjoining shop, the word "fire" literally travels fast in a boatyard! We went back to the boat and did see a scorched area on the rear port side engine mount... the likely suspect?

A factor that we don't know for sure is if the starter was still engaged, via the solenoid or a stuck button on the panel, apparently there would likely have been a noise of some kind. I, seeing smoke, personally do not think my ears were working any longer. Nor were any other of the five senses, or parts of the brain, that were not needed at that particular moment! So I can't say for sure.

Within moments, parts were ordered. My insurance company was able to cover a new starter, engine control panel and wiring harness for the repair. Joe was able to wire tie and keep the harness out of harm's way along its run from the motor to the panel.

All I can say is service your starter and carefully inspect your wiring harness for nicks and chafes. I also understand that in addition to properly securing it away from that shuddering iron genoa, you can also split a heavy duty water/exhaust hose and protect the harness inside.

And,  
A smile she gave to me...  
Of course, were happy as can be...  
On this lovely afternoon ...  
On the sea...On the sea!



# My Own Backyard

Brian Smith



Photo by Brian Smith



Photo by Brian Smith

Every winter, I anticipate the places I might sail to in *At Ease*, my M-22. I sail out of Stage Harbor, in Chatham, MA. This past summer felt uneventful as far as destinations go - one overnight to Nantucket and the two rendezvous I try and make every summer; one held at Bass River and the other being Arey's Pond in Pleasant Bay - both on the Cape Cod and both worth attending if you haven't done so in the past.

But as I review the total "sailing experience" I feel blessed to have such a backyard in which to sail in. Now I envy those boats sailing out of the Falmouth area as they have so many destinations close at hand, and certainly the boats from the Vineyard but as we all know, most of our sailing time is 3 hrs. here and 4 hrs. there. Sailing out of Stage Harbor is a nice place to spend those hours when there's only a small window of time.

For instance, if the wind is blowing 25 kts. I can still "get my fix." I can double reef and sail within the confines of the small but picturesque harbor including sailing down the first section of Oyster River. I usually have the harbor to myself on those days as all the keel boats sit at their moorings.

On the days when the wind is more cooperative, I enjoy sailing around the Monomoy flats just southeast of the harbor. I find it best to venture into this very shallow body of water with an incoming tide. Even though I sail in there constantly, I'm always most comfortable knowing the tide is rising. Unfortunately there isn't enough water to sail willy nilly so pay attention to the mid-channel markers that are placed seasonally.

With so little water, it's basically a "catboat only" sail. On a beautiful summer weekend day the area can be a bit of a powerboat parade but ideally I'm there on a weekday (or overcast weekend day) when there's less traffic. I love bringing first-time guests through these waters as I truly feel we are sailing in some of the most beautiful scenery of the state and arguably the whole east coast!

The low lying beaches appear as a horizontal line of beige separating the blue water from the blue sky with frequent sightings of seal heads bobbing about. And very seldom is there any chop as the beaches flatten the water making for a perfect sail.

Two summers ago, I decided to spend an overnight on these flats. I ventured off solo with a loaded movie on my iPad and a dinner for the grill and headed as far as I could go between North Beach and Monomoy Island. The day boaters left with the sunset and I was left alone anchored in the deepest water I could find with the wind still blowing.

At around 2 a.m., I awoke and thought the wind must have really died as everything was perfectly "still." I pulled the hatch back and under a nearly full moon saw I was completely aground! Fortunately, the morning brought the sun and tide back and I was floating just fine for my coffee.

What's nice is I can sail to the flats and back to my mooring in about two hours or less. There's just something wonderful about sailing a catboat along the barren beaches of Chatham as if the date is still 1910. And fortunately for me - it's all in my own backyard!





# 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)*

169-1. 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 Resuwrecktion 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)



169-2. 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



169-3. 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. \$13,500. Contact [dkparkny@gmail.com](mailto:dkparkny@gmail.com)



169-5. 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](mailto:bmwoody@comcast.net) or phone @ 978-505-3770



169-6. 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



169-7. 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



169-8. 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 \$6000 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

Also see Home page picture of Calico.



168-9. 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



169-10. 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.



169-11. For Sale: 1916 / 2007 Sea Rover. Originally built in 1916, Sea Rover has recently undergone a total rebuild. Relaunched 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. jmlmgr@gmail.com



169-12. 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

169-13. 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 axle, jack stand, surge brakes, and spare tire). Call (202)262-2153 or email sct286@aol.com



169-14. "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.



169-15. 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



169-17. 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 or 617 571-8938.



169-18. 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



169-19. 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.net





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

169-20. 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.

169-21. 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



169-22. 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

169-23. 1985 Marshall 18 Sanderling Cat, hull number 602. Very good shape, just enough wood to look beautiful without driving you crazy. Aluminum mast, gaff 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. Asking \$9900 OBO. Motivated to sell before winter comes. (508)945-4948 charley@chatboat.comcastbiz.net



169-24. 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



169-25. 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



169-26. 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



169-28. 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



169-29. 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



169-30. 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



169-31. 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



169-32. FOR SALE – 1980 Atlantic City Catboat 24' 11' beam, draws 2' 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 Pehmoeiller at 860-681-3284 or vickianderic@cox.net



169-33. 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



169-34. Three Mark Beaton Sandpiper sails. Good for racing or cruising. \$200 each plus shipping. Ed King. nails462@aol.com (908) 489-1363





169-35. 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. Needs some cosmetic work on the teak. Asking \$9000. Les at 508.317,2330 or slesliemd@hotmail.com



169-36. For sale: 1972 18' Sanderling Marshall Catboat: Includes: 1992 well maintained Evinrude longshaft 4HP outboard engine Porta-Potti Bronze steps on rudder and transom Teak trim around the cabin house, teak louvered companion way doors, Teak rub rails and coaming caps Distinctive blue sail in very good condition Sail cover and cabin cushions Anchor with anchor rode Varnished and well-maintained tiller New cockpit cushions New boom tent cover Dry Deck for Cockpit Sole Specifications: LOA: 18' 2" Beam 8'6"; Draft 4'4" Weight: 2200 pounds Maintained annually by Chester Point Marina in Chester, CT. 2013-present Asking \$7,100 Can be seen at Chester Point Marina: Call Jane/Loch Syme at 860-575-5724 cell or email LJSyme@aol.com



169-37. For Sale: 2009 Arey's Pond 20' Cruising Cat - Cold molded, custom designed, meticulously maintained, and ready to sail. Awlgrip topsides and awlwood teak work performed in 2014. Interior features an enclosed head and shower, cozy galley, stove, and V-berth. Systems include a Yanmar 2YM15 diesel, cabin and nav lights, 2 bilge pumps, manual pump, 3 batteries, and Edson quadrant and self steering gear. Carbon fiber mast and gaff, fir boom, Quantum-Thurston white Sail, Posh double braided halyards and mainsheet, Garhauer block. Dodger, bimini, and sail cover. Load Rite American 2010 Trailer and custom outside storage cover. Contact Bill Womack or Michelle at the Beetle Boat Shop in Wareham, MA for more information and photos. Tel: 508-295-8585 or E-mail info@beetlecat.com. Asking \$85,000.



169-38. 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.



169-40. 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.net

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 \$27,000. Bill Clary 508-432-0904 libbil@comcast.net



169-41. 1976 18' Herreshoff America Catboat sailboat - \$12900 - Barnstable, MA • 5 hp Honda motor w/ very few hours - winterized and stored • Bottom paint recently stripped and replaced • Teak and gel coat restored • Newer sail w/ American flag • Lazy Jacks • Anchor & bumpers • Cushions for below and above decks • Countertop, sink, and porta-potti • This boat is a true historical gem that has been painstakingly restored - people go by and take your picture (well not you, your boat). Easy to sail and ready to pull up the centerboard to skim shallow water for family fun. One of the finest features of this boat is the well the motor sits in giving it the advantages of an inboard while offering easy access while preserving the lines of the boat. Contact: Maureen Dwyer at reenie@mindframes.net



169-42. WASP 1963 - Beetlecat Fiberglass Hull #1016 Sturdy Hull - bottom repainted in 2015 Deck rebuilt in 2009 Needs a few ribs replaced Needs a boom crutch bracket Rub rail needs replacing (new unvarnished rub rail from Beetlecat in Wareham included) Spars have been recently varnished All new lines Included: white sail/boat cover/anchor This is a sweet boat, a little time worn but extremely responsible. \$2500 Location: Wickford, RI. Contact Donna: FairWindsRI@gmail.com (401) 529-8744





169-43. 1993 Herreshoff America, built by Squadron Yacht/ Nauset Marine, Inc. She's been a freshwater only boat for last 22 years. Good condition. Includes EZ Loader trailer and Mariner 9.9 HP outboard with a motor bracket. Original cost of boat (US\$ 22,500) and trailer (US\$3,500). Boat is in North Hatley, Quebec, Canada and can be delivered in the US in Newport Vermont. Asking US\$11,000. Contact Jean-Pierre Fruchet 514-931-1938 in Montreal or jfruchet@gmail.com



169-44. CAMILLA is a 1986 Marshall 22 in solid condition. White Hull, Red Boot Stipe, Buff Decks and Green Bottom. I'm the third owner and have had her the past 15 years. The cabin has just gone through a cosmetic refit with new paint on the ceiling and walls and all of the interior woodwork was stripped with fresh Cetol applied. Yanmar 2GM20 diesel engine, New insulation in engine bay, Running lights, GPS chart plotter The engine was overhauled by Marshall Marine in 2009 with new mounts, hoses, exhaust elbow, thermostat and fuel lift pump. Loaded Features include Radar Depth sounder, Knot meter, Compass in cabin bulkhead, Lazy Jacks & reefing gear, Spring line cleats, Brass rub rail, Bronze steps on transom & rudder, Opening porthole in cabin house, Fin spray galley pump, Origo 2-burner alcohol stove, Refinished Drop leaf table on cb trunk, Bunk extenders on cabin berths, Sail - Original, Sail cover -Buff, Berth cushions Blue. Meticulous records and pictures are available for serious inquirers. CAMILLA is currently located on the hard in Norwell, MA. Asking Price: \$32,500. Contact Bob Nutt 617-312-1882 or Robert.nutt@gmail.com



169-45. 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.

169-46. FOR SALE: 2003 Menger 23 Catboat - CAERULEAN III Well-maintained, outfitted and sailed catboat that has a cruising and racing history. Caerulean III sleeps up to four comfortably (more in the large cockpit), with standing headroom below and an enclosed head! Cockpit, Decks, Cabintop & Spars are Awlgrippped!



Yanmar 2GM20 diesel engine, CPT Autopilot, AIS navigation/location system, New VHF Radio, Depth, Air-Head composting toilet, sunbrella interior cushions, large 55 gal. fresh water tank, 12 Gal. diesel tank, stainless sink, drop-leaf table on cabin centerboard well, Origo non-pressurized alcohol stove - recessed, stainless steel wheel, dock lines, fenders, brand new bronze and teak boom gallows, all spars awlgrippped, very clean "cream" mainsail, two year old running rigging "natural" color), large cockpit, custom sail cover, Fortress anchor & rode, all documents for engine and boat. New bottom paint 2015, bronze transom step (transom and rudder), compass, two batteries, wiring and panel, automatic and manual bilge pump, shore power and cable, forward hatch, opening portlight (head), teak louvered doors plus custom "Starboard" lower hatchboard, cockpit shower, pressure water, Alpenglow cabin light (white and red), LED running and anchor lights, Edson Rack & Pinion Steering, etc. Asking: \$50,000 Located in Blue Hill, Maine Contact: Butler Smythe (207)-374-3838 caerulean3@me.com

169-47. For sale: 1997 Marshall 22' sloop Ella W. Bray. One owner. One of the most recent builds of 22s currently on the market, this boat has been diligently maintained by Barnstable Marine Management and is in excellent condition. White/buff. Yanmar inboard 18 Hp. Roller furling jib 2010. New dodger 2015. This boat has virtually all the options offered by the builder plus custom features like second 20-gallon water tank with pressure pump and outlet on deck for wash down or showering, backup hand diaphragm bilge pump accessible to helm, DC circuit breaker expansion panel with cigarette lighter installed to power cabin fan or other 12-volt accessories, 12 volt search light plug at helm, radio with remote connection at helm, depth sounder and speed indicator, ground plate. All available teak trim in cockpit area. Teak and holly cabin sole. Yachtsman and Danforth anchors, the former with chain and nylon rode. Anchor roller on bowsprit. Boat located in Barnstable MA. Asking \$48,000. Contact Ron Perera at rperera@comcast.net.



169-48. 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 self-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



# The Catboat Association

*Mail completed form to:*

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



*Founded 1962  
Incorporated 1983*

# Membership Application

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

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

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

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

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

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

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

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

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

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

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

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

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

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

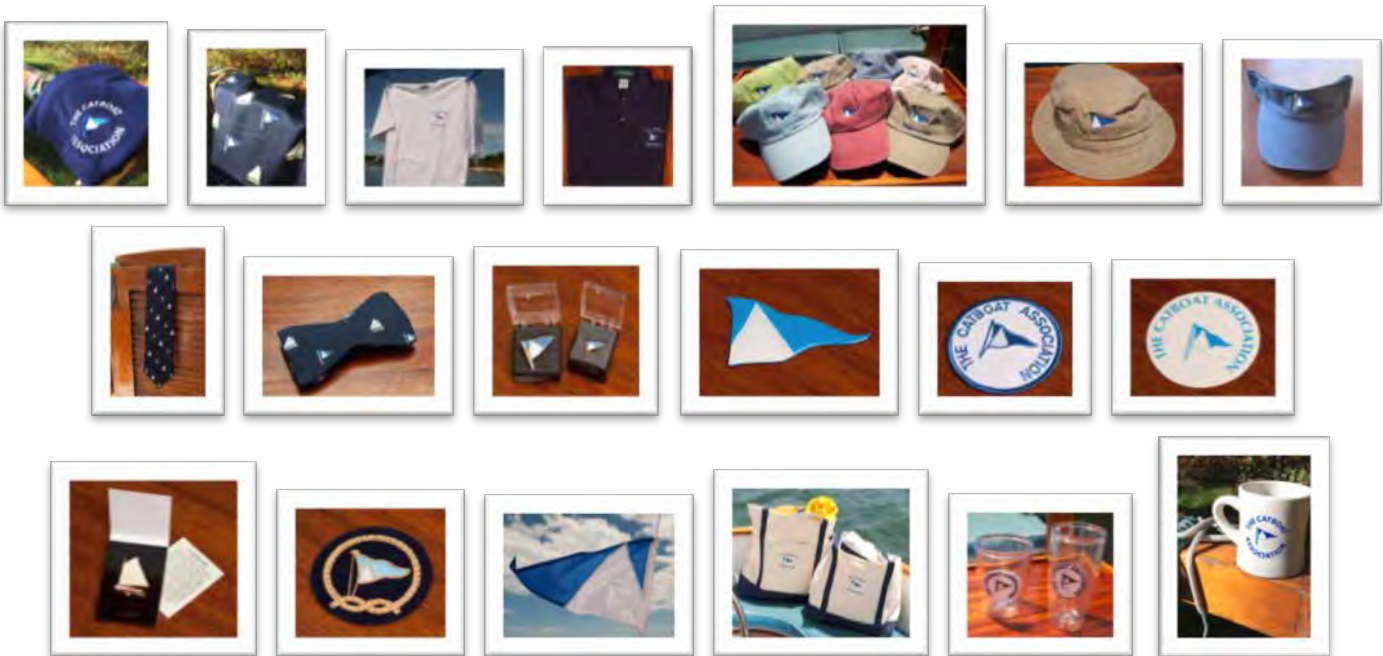
Description: \_\_\_\_\_

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

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

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

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



**CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM**

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

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

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

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

**NEW!! The Catboat Association Store at Lands' End!** Order additional merchandise of your choosing and add CBA logo for \$5.95.

Order online at: [ces.landsend.com/the\\_catboat\\_association](http://ces.landsend.com/the_catboat_association)

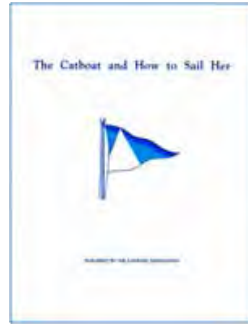




# Catboat Association Publications



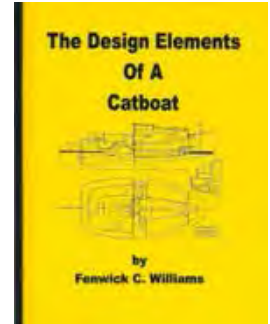
Buckrammer's Tales  
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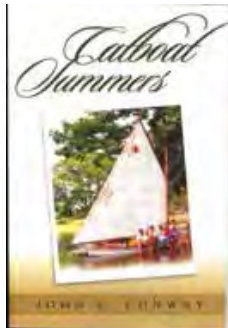
"The Catboat and How to  
Sail Her" edited by  
John H. Leavens  
\$10.00



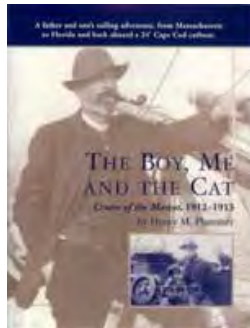
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\$19.95



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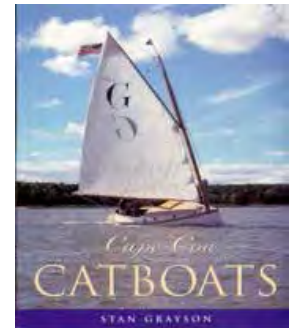
Catboat Summers  
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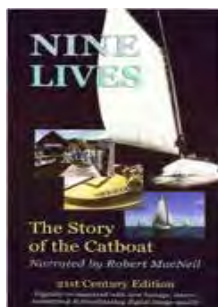
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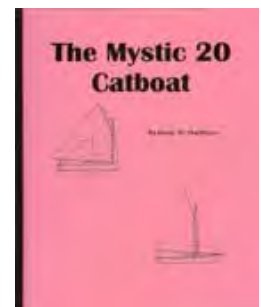
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To order publications: List items you want and mail with check to: Carol Titcomb, 38 Brookwood Dr. Branford, CT 06405-2325. Shipping and Handling are \$2.00 for EACH item. Foreign orders, please include \$5.00 extra.



