

Catboat Association Bulletin



No. 170



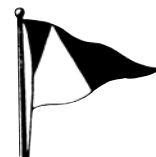
Spring 2016

ON THE FRONT COVER

The Hudson River Maritime Museum last fall acquired a 16-foot wooden catboat called *TidBit*. Our cover photograph is of her sailing across the Hudson River, one of the nation's favorite waterways. Her story is on page six.

Catboat Association

www.catboats.org



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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!

Need for Editors

The Catboat Bulletin is in need of more editors. We have openings on the editorial board. In the last year, Lou Abbey and Bill McKay have stepped down. We'd like to bring in some new talent. Please reach out to the editorial board members listed on page two of this Bulletin and let us know you'd like to help.

We have an ongoing need for stories about Rendezvous and Racing. For reasons we haven't yet figured out, there was a short list of articles for both this past winter and autumn. So please go have a good time this summer. But please urge your race and rendezvous organizers to think forward. We want to go into next winter with your stories and pictures. And please let us know when you plan your next rendezvous in 2017.

Sail Magazine

Terri Potts-Chattaway, long-time association member, wrote a catboat article for the December 2015 issue of Sail Magazine. Called Vineyard Heaven, Cruising an iconic New England Boat, the article features their catboat *Skipjack*. She, a freelance writer, and her husband Jay Chattaway sail an 18-foot Herreshoff cat around Martha's Vineyard in the summer. In the winter, they go cruising Mexico in a somewhat larger sailboat, a 45-foot Hardin ketch. They keep their catboat in Katama Bay, Edgartown. Congratulations on a nicely done article.

Sounding Magazine

A catboat is on the cover of the April issue of "Soundings" Magazine. The picture taken by marine photographer Benjamin Mendlowitz is an opener for an article in the magazine on the topic. The article is called Catharsis and was written by Dennis Caprio. The article shares some facts and fancies that go with catboating. Editor Mary South wrote in her column: "...I also yearn from the bottom of my aging heart to be aboard our cover boat, navigating a classic cat in its uncorrupted simplicity through spring wetlands, sated by a few hours of unbroken peace and beauty." Thank you Mary.



Courtesy "Soundings" magazine, photo by Benjamin Mendlowitz"

Visit the New Website

Change is ongoing on the Internet. If you haven't yet visited the new and improved Catboat Association website - catboats.org - in a long time, now is the time. There are now more opportunities for sharing stories with catboaters like yourself by logging into the website. Everyone has a user name

and password and the trick is to take that initial step. Once aboard, the opportunities arise.

The website is managed by volunteers. It is responsive too. There is a calendar listing that will be updated as material is submitted, where you'll be able to find the rendezvous schedule for the coming season. Plus, members can share their photographs and stories.

There is a discussion forum, an online store and the website is growing. You can pay your dues, update your membership listing and, beginning this year, register for the Annual Meeting in Groton, CT.

Please use the website and know that your involvement as a member will help not only others, it helps grow the website. Plus, if you want to help out, let us know.

Cats on Cats

We are looking for material for an article about cats on catboats for the winter issue. If you know or can share a story, we'd like to hear from you. We'll even be flexible about the presence of a cat in the life of a catboater. We know in Stonington, Conn. there

are two cats who live together. One is called Crosby and the other is called Fenwick.

We know a Black Labrador retriever on Martha's Vineyard called Marshall, but that is outside the scope of interest now. We want to honor the feline for which our boats are named.

Please help us out. Pictures and a story. You've got all summer to hold a camera and gather your notes. You've even got time in autumn. The deadline isn't until around Thanksgiving.

Please write Mark Alan Lovewell at mark.lovewell@catboats.org

From Hawaii

Hokulea, the legendary voyaging canoe from Hawaii, is coming to the East Coast this summer. In a worldwide 85 port and 26 nation voyage, she has already made it to Cuba by Bulletin press time. Plans are for her to visit New York City from June 8 to 18th. Then she goes to Mystic Seaport, Martha's Vineyard and on to Boston and will finish in Maine.

Organizers have indicated they'd love to see catboats in any parade of sail that accompanies her.

Over the Bar

Ray O'Brien

Raymond F. ("Ray") O'Brien crossed the bar on December 29, 2015 following a brief illness. He was born in Mt. Kisco, NY in 1929, and spent his summers in the 30s and 40s learning how to sail catboats in Shinnecock Bay on Long Island. Following high school graduation, he served two tours of duty in Korea (1950-52), first with the 5th RCT and then with the 2nd Infantry Division. He earned his degree in Architecture from Catholic University of America in Washington, DC, then spent the rest of his life in the Chicago area, working as an architect and builder until his retirement in 1996.

He was the owner of three catboats, all sailed on Lake Michigan from the Great Lakes Naval Station harbor in North Chicago, IL. He was particularly fond of his time as the owner and caretaker of Legnos Mystic hull #8 (*Caroline* then, *Annie* now), which he



Raymond F. O'Brien

owned from 1983 through 2002. He took pride in the number of times other sailors would take out their cameras for a shot of *Caroline* leaving the harbor, and was always happy to answer questions from the curious about the history of the catboat in America, the principles of catboat design, and the tricks and tips for sailing them well.

Following his sale of *Caroline*, he purchased a Herreshoff America (*Murmur*) and, finally, Cape Cod Shipbuilding catboat #373 in 2009. He supervised a complete re-fitting and restoration of CCC 317, stripping the boat down to bare glass and restoring the boat to Bristol condition, inside and out, after which the boat was renamed *Maggie O*, in honor of one of his sailing daughters. His last excursion on *Maggie O* in 2014 saw Ray at the tiller on a day with 20+ knot winds, 3 to 5 ft. waves, and two reefs in - and he could not have been happier.

He was proud of his long time membership in the Catboat Association, and took great pleasure in attending a number of annual winter conventions and meeting his fellow catboat sailors. Many thanks, on behalf of his family, for the friendships and fellowships of other CBA members over the years.

... Matt O'Brien

In the last year, the association has lost the following friends:

- John Woodward**, sailed *Chat Bateau* out of Cleveland, OH. Member since 1986.
- Irene Blake**, wife of Wayne, sailed *Tambourine* out of Marblehead, MA. Member since 1967.
- Harlan Franey**, husband of Charlene, sailed *Annie* out of South Portland, ME. Member since 1973.
- Bill Pinney**, husband of Sally, sailed *Arctic Tern* out of Little River, South Dartmouth, MA. Member since 1967.
- Ray O'Brien**, husband of Sarah, sailed *Caroline* out of Great Lakes, IL. Member since 1984.
- Ralph Bagley**, husband of Joanne, sailed *Semper FI* out of Winthrop, MA. Member since 1977.
- David Bevan**, husband of Maryanne, sailed *Mariah* out of St. Michael's, MD. Member since 1986.
- Bruce Brown**, husband of Lois, sailed *Howland Luck* out of Lake Buel, New Marlborough, MA. Member since 2001.
- Richard Rutledge**, husband of Lynne, sailed *Peggy* out of Pembroke, ME. Member since 1988.
- Ray Tomlinson**, Partner of Karen Seo, sailed *The Maltese Cat* out of Lincoln, MA. Member since 2000.



TidBit

Mark Alan Lovewell



Museums and historical organizations like catboats they can sail. Mystic Seaport has *Breck Marshall*, a 20-foot Crosby reproduction. The Cape Cod Maritime Museum has the 23-foot catboat *Sarah*, another Crosby design. There are two others and now there is a fifth.

The Hudson River Maritime Museum last fall acquired a 16-foot wooden catboat called *TidBit*. The boat was built in 1964 and she'll have a busy new life at the museum. She is a sound catboat, ready to sail, though she'll undergo some work in the months ahead.

The Hudson River Maritime Museum, is located in Kingston, NY, a popular and well regarded boating community. On the western shore of the Hudson River, the city is north of Poughkeepsie and south of Albany. Founded in 1980, the museum is quite active, has a robust education program and connects to the community through numerous partnerships. They host a number of different festivals, events and lectures through the year, attracting all ages and kinds of interested enthusiasts.

The museum's mission is to preserve and interpret the Hudson River's rich maritime heritage. They possess a research library and are located in the city's historic downtown waterfront district, still known to many locals as the Rondout.

The museum is the home of the 1898 steam tugboat *Mathilda* which stands guard over the courtyard just outside the Kingston Home Port and Education Center.

Last winter, the sloop *Clearwater* arrived on a barge and while docked at the museum, underwent extensive hull repair at the museum's Kingston Home Port.

TidBit's new home is the newly created Riverport Wooden Boat School, an expanded part of the museum's campus on Rondout Creek. To learn more about this inspiring traditional wooden boat building initiative, visit their web site www.riverportwoodenboatschool.org.

TidBit has her own story. She was designed by Winthrop "Wink" Warner, a naval architect (1900 to 1987) who was a prolific designer of vessels ranging in size from 65 feet down. He designed mostly pleasure yachts from yawls to schooners and also designed ferryboats. *Tidbit* was built in Kennebunkport, Maine by Herb Baum, commissioned by Alfred Scofield of Stamford, CT. *Tidbit's* design along with Warner's 40 years of yacht building records are preserved in the Mystic Seaport archives. Warner was also a

regular contributor to the publications "Rudder" and "Yachting."

The previous owners of *TidBit*, Phil Heffernan and Joe Foster of Cold Spring, NY, another Hudson River community, made specific arrangements with the museum for the catboat; to be sailed and be taken care of for years to come, according to David Price, a member of the museum's Board of Trustees. And the other key ingredient is that she be used for the education of future sailors and boat builders.

Dr. Jack Weeks, a retired physician, board member and Project Supervisor of the Riverport Wooden Boat School said: "She is a real head turner. After some cosmetic work, I can just imagine her sailing in the shallows around the Rondout Lighthouse on a quiet summer evening. She's a wonderful addition to the museum and boat school, and we're very excited to have her with us."

Price said he has known the boat for years, having seen her sail on the Hudson. "She is beautiful." A catboat like *Tidbit* is perfect for sailing on the Hudson River, where the current is less than two knots, either way, since the river is tidal. And just in case the wind dies down, she is equipped with a 5 hp single Honda four stroke outboard.

For those wondering, there are at least two other catboats that are in the hands of those who keep the history. Both 22-feet in length, they are located on Martha's Vineyard and were built by Manuel Swartz Roberts in Edgartown. *Vanity* belongs to the Martha's Vineyard Museum; *Edwina B.* belongs to the Martha's Vineyard Preservation Trust. If there is a sixth catboat out there being used by a historical organization, we'd like to hear about it. We don't mind being corrected.



Gasoline

Brent Putnam

Diesel may be the choice of new inboard installations, but because many older inboard engines and both 2- and 4-stroke outboards use gasoline, gas is probably the most common fuel used by our catboats – excepting the wind, of course.

What is gasoline?

Gasoline is a mixture of many different types of hydrocarbons which are either extracted from crude oil via distillation, or created from crude oil via processes such as catalytic cracking and isomerization. Hydrocarbons are molecules composed exclusively of hydrogen and carbon and it is the hydrogen-carbon bond that, when broken, releases a significant amount of energy. The hydrocarbons used in gasoline have 3 to 12 carbon atoms and boil at temperatures between about 85 and 430 degrees Fahrenheit.

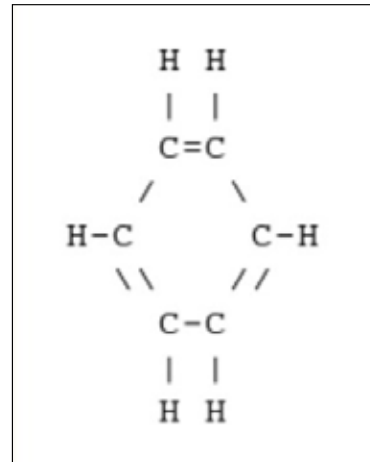
In addition to the assortment of hydrocarbons, gasoline includes oxygenates, anti-oxidants, surfactants, corrosion inhibitors and other additives. All have specific purposes, some of which are obvious. Known as a formulation, this mixture varies depending upon the desired properties.

In the past, the biggest single component of gasoline was aromatics (so named because of their odor) such as benzene or toluene. However, use of these have been decreasing over the past few decades due to clean air regulations. Moreover, the formulation will vary depending upon the season and location. For example, gasoline formulated for winter in Alaska would not work well in the Denver summer.

The primary reason for this – and most of the headaches associated with gasoline – is volatility, i.e., the temperature at which the component parts of gasoline evaporate. Gasoline capable of vaporizing during an Alaska winter will be too volatile in the thin air of a Denver summer, leading to vapor lock – a condition where the gasoline turns to a gas in the fuel system, inhibiting ignition.

Volatility creates other problems. Gasoline left for long periods (2 to 6 months or more), becomes “stale” as the more volatile compounds evaporate, leaving heavier compounds behind. These hydrocarbons are a significant source and component of smog, and unsaturated hydrocarbons, such as

benzene and toluene, will create gums via catalytic reactions with certain metals, such as copper.



Depiction of the molecular structure of benzene (1,3,5-cyclohexatriene). Note the double bonds between several of the carbon atoms; this is an unsaturated hydrocarbon.

What is octane?

The only obvious aspect of gasoline’s formulation is the octane rating, which refers to the fuel’s resistance to ignition via compression, known as “detonation.”

Diesel engines use high compression (about 20:1) to ignite the fuel/air mixture, whereas a gasoline engine uses a spark plug with lower compression ratio (about 7:1). During normal combustion, the fuel/air mixture burns away from the plug in an increasingly wider arc that eventually envelops the entire combustion chamber. During detonation, excessive pressure causes the fuel/air mixture to spontaneously ignite in multiple locations throughout the chamber. When these burning arcs collide, the engine “knocks.” The detonation temperature of gasoline varies, but it is typically above 530 degrees Fahrenheit.

Gasoline engines built with higher compression ratios (10:1) will produce more power with the same amount of fuel than those with lower compression ratios. However, as compression gets higher, so does temperature and the chance of detonation. Because higher octane gasoline is more resistant to detonation,

it is often specified for use in high performance automobiles. However, the computer control in modern automotive engines will automatically compensate for detonation (at the expense of performance) so lower octane fuels can sometimes be used even if high octane is recommended.

The term octane originates from the use of iso-octane and n-heptane as a test for detonation. Iso-octane is highly resistant to detonation, whereas n-heptane is highly prone to detonation. As the amount of iso-octane is increased relative to n-heptane, detonation is reduced. Gasoline formulations are tested against this ratio using an average of the Motor Method and the Research Method; this is the (R+M)/2 that you see on gas pumps. Gasoline that behaves similarly to a pure mixture of 87 percent iso-octane and 13 percent n-heptane has an octane rating of 87.

Pre-ignition can also result in knocking. This condition is caused by an ignition source other than

have multiple burning arcs (one from the plug and one from the other source of ignition) which collide. No matter what the origin, knocking can severely damage or destroy an engine if it is not quickly corrected.

For many years, additives such as tetra-ethyl lead were used to raise the octane rating, but the implementation of clean air regulations and catalytic converters (which are damaged by the lead), caused these to be phased out in favor of other anti-knock additives such as MTBE (methyl tertiary butyl ether).

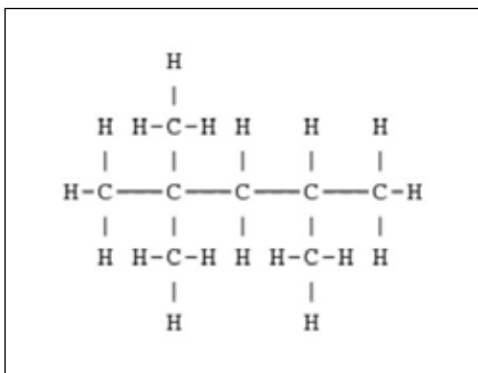
Oxygenates and ethanol

Besides having anti-knock properties, MTBE is an oxygenate. Oxygenates include one or more oxygen atoms, which allow for more complete fuel combustion and a corresponding reduction in pollution. For example, without enough oxygen, carbon monoxide is formed instead of carbon dioxide. As air quality standards were tightened, the amount of MTBE in gasoline was increased to help meet those standards.

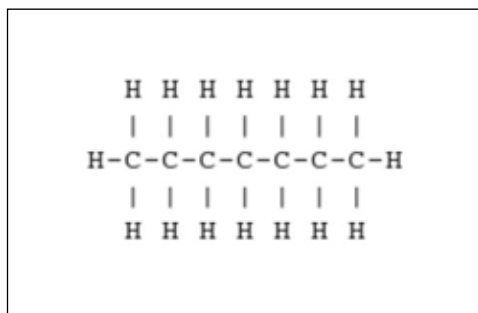
However, use of MTBE was discontinued across the United States in 2005/2006 because of liability concerns. While there are few adverse health effects associated with MTBE at low concentrations, it can be easily tasted in water – just a teaspoon can make millions of gallons of groundwater non-potable – and its solubility makes groundwater contamination difficult and expensive to remediate. Moreover, MTBE increases the solubility of the other components of gasoline, increasing the likelihood of exposure to those more harmful compounds. Ethanol, also an oxygenate with anti-knock properties, is now used instead of MTBE.

Ethanol has been used instead of MTBE in the Midwest United States for some time, but widespread use was limited until recently, in part because of its properties. Ethanol provides almost twice as much oxygen as MTBE, but the amount of energy it contributes to the total gasoline formulation is significantly less. If you watched your gas mileage during the transition from MTBE to ethanol, you probably saw about a 10 percent reduction in your range.

Unlike MTBE, ethanol is a strong solvent, and when first used it will clean gums, carbon and other deposits from engines with the potential to clog filters and carburetors. It will also attack certain plastic and rubber compounds, and will deteriorate older fiberglass tanks, dissolving the lining and creating a gum that can destroy engines.



Depiction of the molecular structure of iso-octane (2,2,4-trimethylpentane), a saturated hydrocarbon.



Depiction of the molecular structure of n-heptane (dipropyl methane), another saturated hydrocarbon.

the spark plug, such as a deposit of hot carbon in the combustion chamber. Just as with detonation, you

Because it is soluble in both water and gasoline, ethanol is prone to phase separation. MTBE, while soluble in water, doesn't have the affinity for water that ethanol does. This affinity allows current gasoline formulations to absorb more water. If enough is absorbed, the ethanol/water phase will separate from the other components in the gasoline. As this is drawn into the engine, it raises the ratio of air to fuel (remember, ethanol is an oxygenate), creating a leaner mixture that burns hotter, if it can burn at all. In 2-stroke engines, the ethanol/water phase also dilutes the fuel/oil mixture, increasing engine wear. Moreover, this ethanol/water phase can contribute to corrosion within the engine.

Gasoline safety

Gasoline is stable, but flammable. With a flash point (the lowest point at which vapors can form and ignite) of -40 degrees Fahrenheit, it will burn easily at room temperature, but only if an ignition source such as a spark or excessive heat is supplied.

Most of the components of gasoline are heavier than air, so the vapors will sink and collect in the bilge without ventilation.

Aside from being flammable, gasoline contains a number of compounds, such as benzene, which are known carcinogens at high levels of exposure. However, under normal circumstances, few individuals will ever experience high exposure.

Although one could ingest gasoline, that is almost never accidental. On the other hand, accidental contact with the skin or inhalation are the most likely forms of contact. The former is rare if the appropriate precautions are taken, and contact is usually remedied by soap and water. Serious damage such as chemical burns or skin loss is only caused by extended exposure of 30 minutes or more to a significant amount of gasoline.

Inhalation is much more likely. While it's probably safe to say that everyone has smelled gasoline at one time or another, the occasional whiff one gets when filling up at the self-serve station isn't much to worry about; most people can detect gasoline vapors at concentrations well below 1 part per million (ppm – one molecule of gasoline for every one million molecules of air). Extended exposure to low concentrations of gasoline vapor (150 to 1000 ppm, depending upon the time of exposure) will depress the central nervous system, causing slurred speech and mental confusion. In high concentrations (5000+ ppm), unconsciousness, coma and death from respiratory failure are possible.

Recommendations

As with any advice, if you have any doubts, consult a professional.

The Winter 2008 Bulletin (#145) featured a reprint on page 15 about the safe handling of gasoline. It is worth reviewing.

Heed all warnings and take all precautions. Although gasoline is generally safe to use, it is flammable and toxic. Gasoline vapors trapped in bilges and pickup truck beds have caused explosions; always fill jerry cans on the ground.

If you are exposed to a large quantity of gasoline, seek medical attention immediately. Keep the poison control number for your state (and any state in which you sail) handy; every state is different, and some have several numbers.

Materials which soak up petroleum products (but not water) are available in various forms and should be kept aboard at all times. The sheets are cheap (about \$1 each), available from most marine suppliers, and are useful for cleaning up drips and small spills from refueling or changing the oil. Seek assistance for large spills, especially spills in the bilge.

If you have a modern 2- or 4-stroke outboard, your biggest concerns will probably be phase separation and stale gas. Additives can be purchased at any auto parts store which will help inhibit the reactions that contribute to stale gas, but your best bet is to buy only what you'll use. If you haven't used the gas after two months, pour it into your car and get some fresh stuff.

Remember, this is not your father's gasoline. Older engines were designed to use formulations that, in some cases, are very different from those that are available today. While older engines will work with modern gasoline, you should be aware of the differences and take precautions where necessary.

Some marine manufacturers have specific recommendations (replacing specific components or parts thereof, adjusting carburetor settings, etc.) for dealing with the challenges presented by modern gasoline formulations, including ethanol. Be sure to check with them, and if you're not comfortable making any necessary changes yourself, consult a mechanic.

On a pre-1975 4-stroke engine (inboard or outboard), the lack of lead may be a concern. Lead not only raised octane, but served as a lubricant. On some engines, the lack of lead can cause excessive wear on the exhaust valves. Among the lead substitutes that are available, I prefer to use Marvel Mystery Oil in our Palmer P-60. According to Don Moyer at Moyer

Marine (www.moyermarine.com), MMO is a light viscosity oil with solvents and a significant amount of phosphorus that is best used as an upper cylinder lubricant by adding it directly to gasoline. Note that while phosphorus helps prevent valve seat wear, it is known to damage catalytic converters. Fortunately, this is not a problem in marine engine installations.

Low (87 and less) octane fuel is cheaper, but it rarely has the detergents and other additives found in the higher octane grades – one reason why they're more expensive. Getting stuck miles out at sea is a far cry from getting stuck by the road, so we typically use a minimum of 89 octane on *Cranberry*, our 1973 Marshall 22 catboat. Besides, most smaller marinas sell only this grade.

As for higher (92+) octane grades, this is a judgment call. An increase in octane means a higher flash point, so these grades typically burn hotter. This can create gums in 2-stroke engines because more of the lubricating oil gets burned. The only reason to use higher octane is to prevent knocking. If you have no knocking, stick to 89 octane.

Fiberglass tanks don't play well with ethanol.

Cranberry has a metal gas tank, but you should check to confirm your own installation and replace it if need be.

Some parts of older, pre-ethanol engines will be suspect. If it hasn't been done already, you may want to replace hoses, filters and other non-metallic components which were not designed with ethanol in mind. On *Cranberry*, I replaced the fuel hoses, filters (the entire assembly) and fuel pump, and I cleaned and rebuilt the carburetor BEFORE our first use of gasoline with ethanol.

Remember that gasoline is a combination of petrochemicals, so there are differences from brand to brand. The stuff you get at a brand name gas station will probably be more consistent than that from a no-name station, which may be a different formulation from a different supplier every week. However, formulating gasoline is a relatively refined process (no pun intended), and you may be hard pressed to notice a difference from one brand to another. I prefer to use Mobil gasoline in *Cranberry*, but it is just that – personal preference – and I've not run any tests to determine if it performs better than other brands.

Catboat Postcard Collection

Judy Lund

Would you believe---catboat sailing in Pennsylvania and Wisconsin, and in 18 more states, and Canada? That's the evidence from the Catboat Association's collection of postcards, about 400 in all. These cards were the lifelong collection of CBA member Harold Ewart Batley Jr., of Sharon PA, donated to the CBA by his wife Marcia after his death in 1999. He was 74. The couple sailed a Marshall 18 on a nearby lake.

These cards are part of a substantial collection of catboat illustrations that form the archive of the Association.

Postcards were a twentieth century phenomenon, dating from 1901 when the US Government gave permission for the words "post card" to be printed on privately printed mailing cards. For the first six years, nothing but the address was allowed on the back, which explains why many used cards have handwritten messages right over the pictures on the face.

The postcards in the Batley collection date from



1902, which coincidentally was a time of great interest in catboating. His collection generally represents the first three decades of the 20th century, though there are cards included right up to the present time. Most cards illustrate pleasure boating, though there are several of working cats used for various forms of fishing.

From time to time, the Catboat Bulletin has run these postcards.



54th CBA Annual Meeting

Mark Alan Lovewell

For all who attended this year's annual meeting, they received a canvas bag full of treasures. The 54th annual meeting of the Catboat Association is a ditty bag loaded with workshops, exhibitions and presentations. Sailors took over a large part of the Groton Mystic Marriott Hotel & Spa on the weekend of March 8, 9 and 10. The spacious hotel is more often accustomed to stiff-shirt, jacket and tie and long dress clientele. But on this weekend, it was informal and just about everyone knew how to tie a bowline.

This was a colorful sailor's weekend on the hard with opportunity for fellowship and summer planning. A top memory that will go with everyone attending this year was the convenience of no bad weather on the horizon and no snow on the ground. The March weather outside was too comfortable for the taking, for a mostly indoor event.

Conversations inside rivaled the best of boat shows in the region; for participants were a buzz with heightened interest in all aspects of sailing.

Opportunities for comradery came in all the best places. Sailors first met Friday afternoon at the Mystic Seaport for an open house in the Watercraft Hall. While the purpose of that gathering was to share and appreciate their extensive collection of historic small boats and ancient marine engines; the large open shelter created an opportunity, a setting for sailors to rekindle friendships which had been interrupted by months of winter. Catboaters love boats and friends who will talk about them.

An early evening cocktail hour went on for hours at the hotel. A slideshow ran continuously in the background and for many the pictures became the foreground. Later groups formed and migrated to other places, filling up just about every nice eatery in downtown Mystic.

On Saturday morning early, comradery came in front of the many booths where vendors set up their wares in the large exhibition hall. There was flotsam and jetsam. Artists shared paintings, photographs, and maritime themed crafts.

While the highlight of the weekend event was the Saturday luncheon program, a Chesapeake Bay Catboat Association presentation where the crew of

talented sailors talked about history, cruising and the meaning of "black mayonnaise," attendants flocked and filled the many workshops.

An early morning workshop opened with Eric Donald and Kurt Peterson giving a beginner's lesson on catboat sailing. The association has always possessed a welcoming affection for the newest of catboaters, with the notion that everyone should know how to reef and understand the difference between a peak and a gaff halyard. What other sailing organization is so kind to put a priority on teaching the rudiments in an annual meeting?

Matthew Hill gave a comprehensive talk on the rules of racing. Using clear illustrations and concise notes on a screen, the director of the U.S. Sailing Race Administration spoke about right of way, and the many aspects of competing on the water with others. He answered hard racing questions. For me, I left that session feeling a bit overwhelmed. No one has to fear me beating them in a race. But sailors who seriously compete enjoyed the talk and walked out of the session feeling validated in the knowledge they already knew, but also got their barrel filled on a topic that naturally is complex.

I am the last person to try and speed and one of my friends said to me after Hill's session: "Two sailboats sailing side by side, are racing. They are racing!" Even when they are not racing.

Contributors to the Catboat Bulletin offered workshops. John Stanley, who writes for the Bulletin, lead a program called "Catboat Seamanship". As quickly as he tried to stay on top of the many questions that were splashed upon him, more questions poured in. He moved quickly as if bailing a boat.

Jim O'Connor, a catboat photographer extraordinaire, talked about how to take great pictures, especially while catboating at his workshop. O'Connor gave insight on composition and how to tell a visual story. Even pretty pictures have elements that can be understood. Butler Smythe, a writer for the Bulletin, followed behind O'Connor with his own perspective on photography, but with altitude. He talked about aerial photography using a drone.

In the early afternoon, in the exhibition hall, Glen Abrahamsson of Old Lyme Marina gave insight into basic diesel engine maintenance. It was an hour long course in do-it-yourself care and feeding of that iron sail that rumbles below deck. He offered ways to recognize problems before they become serious and costly.

The Catboat Association's most highly regarded ladies ran an afternoon book workshop on cruising couples. These ladies are annual meeting favorites. It seems every year they come up with a new angle for exploration. The session run by Jane Walsh, Diane Webster, Dawn Peterson and Carol Titcomb used the recently published book "The Coast of Summer: Sailing New England Waters from Shelter Island to Cape Cod" by Anthony Bailey as a centerpiece for sharing stories. They talked about that wonderful group of sailors, those sailing couples, who fill their boats with fellowship and mix their love for sailing with their love for each other.

Going back to the luncheon, the expected formal annual business part of the meeting was again less than five minutes long. Association president Tim Lund called for reports from the leadership and all critical details of the nonprofit association were put to rest within seconds for the 54th year.

What got this writer, who was trying to cover the events of the day far off track, came during the Awards Committee's presentation of this year's awards.

The awards committee's moment on stage is when the sailing organization celebrates its members. Annual awards were given to catboaters, who were chosen by these three catboaters after being nominated by their peers.

Two out of the three recipients for the top awards weren't there. But still the committee announced the winners of the Broad Axe, Dolphin and John Killam Murphy Awards as if they were all there and the audience obliged.

Frank Camm, who built a Fenwick Williams 18-foot catboat called *Presto* at St. Andrews, New Brunswick, was this year's recipient of the Broad Axe Award. This is an esteemed award for a boatbuilding catboater. Camm's four-year project was shared in detail in several segments of the Catboat Bulletin.

Catboat Bulletin past editor Bill McKay received the Dolphin Award. The award created in 1975 recognizes a recipient who has demonstrated exceptional service to the association. McKay has been with the association 25 years and for all of

those recent years working at the helm of the Catboat Bulletin.

"He has done hundreds and hundreds of hours of volunteer work for the Association in all sorts of jobs. He has served on seminar panels, writing Bulletin articles and he was the driving force on the Bulletin's editorial board," said John Agne, in making the announcement.

"He ... has a knack with making people feel comfortable when they are new to this group. His projection of friendship is completely genuine with that very thin veneer of affected curmudgeonliness," Agne said.

I was only trying to photograph and take a few notes when the Awards committee opened their program with the awarding of the John Killam Murphy Award. Who else would know that Agne, Paul Cammaroto and Ed Meaney, members who would take their work very seriously, would knock me off my path.

Already, whenever this crew meets in front of an audience, they speak with authority and in a matter that always quiets the audience.

Call it shock. I received the award as a complete surprise. This is a coveted award that goes back decades and the past recipients reach back to the very beginning of the organization. Those who receive it, are the spiles that hold the institution's dock above water.

In the interest of being brief, I lost all levels of professional journalist detachment when Cammaroto started talking about this year's recipient.

Lund grabbed my camera on the floor. He took picture of us.

If anyone wants to hear more from me about this award, contact me. Or, wait until next year when the award is given again to someone else. We promise a better report next year. At this point, right now, I am short on words, grateful and feeling fortunate beyond measure.

On Sunday morning, members of the Cape Cod Maritime Museum gave a talk about their initial plans to build a Cape Cod catboat. Chris Galazzi, Executive Director, of the museum talked about the challenges ahead for bringing community together for the museum's latest boat building project and their other expanding programs.

Mark your calendar, next year's annual meeting will be held on the last weekend of January, from Friday, January 27 to Sunday, January 29.

Annual Meeting *(continued)*

Photos by Mark Alan Lovewell, unless otherwise noted.



President Tim Lund ran the annual meeting with speed.



Photographer Jim O'Connor.



Butler Smythe talks about drones in the air.



Mark Alan Lovewell (left) recipient of the John Killam Murphy award. Awards committee: Paul Cammaroto, Ed Meaney and Jon Agne.

Photo by Tim Lund



Exhibition Hall was a meeting place for all.



Bob Reddington gets a birthday song.



John Stanley wrestles the extensive subject of seamanship.



Matthew Hill talks racing.



Live music from the Peterson Band.



Chesapeake storyteller Steve Flesner.



Workshops were often full.



Marc Cruder.



Catboat Beginners Workshop. Eric Donald Peterson and his brother Kurt.



Noelle Cruder and Dominic Cammaroto.

Rendezvous Schedule and Race Results

Gayle Cornish, Editor

Catboat Association 2016 Race/Rendezvous Schedule

May 28-30, 2016 (Race 29th)

New Prospect Bay Race

Contact: Butch Miller

Anmiller03@aol.com

410-271-2540

June 11, 2016

Martha's Vineyard Rendezvous

Edgartown, MA

Contact: Mark Alan Lovewell

mark@markalanlovewell.com

508-696-4655

For details visit website:

<http://markalanlovewell.com/catboat>

June 12, 2016

Mayor's Cup Race

Halloween Yacht Club

Stamford, CT

Contact: John Reffner

jareffner@cs.com

203-348-8098

June 18-20, 2016 (Race 19th)

Patuxent River Shootout

Calvert Marine Museum

Solomons, MD

Contact: Steve Flesner

flesner00@comcast.net

410-586-8179

June 18, 2016

Noroton Rendezvous

Noroton Yacht Club

Noroton, CT

Contact:

Frank Kemp

fkemp@optonline.net

203-656-1129

July 9, 2016

Sprite Island Rendezvous

Sprite Island Yacht Club

Contact: Robin Varian

bwvarian@mac.com

203-938-4149

July 8-9, 2016

North of the Cape

Race and Rendezvous

Kingston, MA

Contact: Michael Thornton

21sestone@comcast.net

July 9-10, 2016

Wickford Catboat Rendezvous

Contact: Eric Collins

pswinc@verizon.net

401-641-8993

Rex Brewer

401-261-7974

July 10, 2016

2nd Annual Barnegat Bay Rendezvous

Beaton and Sons Boatyard

72 Beaton Rd

Brick, NJ

Contact: Henry Colie

201-401-0292

Cat gathering, fun "raid" race, evening clambake!

July 16, 2016

Duck Island Rendezvous and Race

North Cove Yacht Club

Old Saybrook, CT

Contact: Craig Elliott

celliot02@charter.net

860-933-6941

July 16, 2016

Martha's Vineyard Rendezvous

Vineyard Haven, MA

Contact: Mark Alan Lovewell

<http://mark@markalanlovewell.com/catboat>

508-696-4655

July 22-24, 2016

Corsica River Yacht Club Regatta
Weekend

Contact: Rich McLaughlin
richardmcl@comcast.net
610-268-3780

July 29-31, 2016

Padanaram, MA
Contact: Geoff Marshall
geoff@marshallcat.com
508-994-0414

July 30, 2016

Go Your Own Way Regatta
Indian Harbor Yacht Club
Greenwich, CT
Contact: Mark Williams
mark.williams.T@gmail.com
203-258-4755
60 Old Farms Road
Pleasantville, NY 10507

August 6, 2016

Hyannis, MA
Skip Hall
508-255-2266
skipperdo@comcast.net
Drew Staniar
508-896-8746
dstaniar@gmail.com

August 6, 2016

Round the Islands Race
Norwalk Yacht Club
Norwalk CT
Contact: Roger Klein
rogerklein@optonline.net
203-899-0402

August 13, 2016

Bass River, MA
Rick Farrenkopf
508-776-1074
rickscatboat@aol.com
Paul Cook
617-365-1952
paulcook@comcast.net

August 20, 2016

Arey's Pond Cat Gathering
South Orleans
Tony Davis
508-255-8977
catboat@cape.com

August 20, 2016

Cats and Gaffers Regatta
Pettipaug Yacht Club
Essex, CT
Contact: Rick Batchelder
rick@chesteraf.com
860-526-4637

August 27, 2016

8th Annual Townie Hornor
Sail-Around
Osterville, MA
Paul White pwarving@comcast.net

September 3-5, 2016 (Race 4th)

Great Whitehall Bay Regatta
Contact: Dave Morrow
david@maritimeins.com
410-757-1060

September 3, 2016

Huntington Lighthouse Concert
Huntington, NY
Contact: Hank Bungart
Us51311@verizon.net
631-423-4245

September 10, 2016

Norwalk Buoy Rendezvous
Norwalk Yacht Club
Norwalk CT
Contact: Roger Klein
rogerklein@optonline.net
203-899-0402
48 ½ Roton Ave
Rowayton, CT 06853

September 16-17, 2016

Indian Harbor Classic Regatta
Indian Harbor Yacht Club
Greenwich, CT
Contact: Mark Williams
mark.williams.T@gmail.com
203-258-4755
60 Old Farms Road
Pleasantville, NY 10507

September 16-25, 2016

2016 Long Cruise – “Catboat
Prowl
on the Pocomoke”
Pocomoke River
Contact: Marc Cruder
heavitree@comcast.net
410-987-9616

September 30-October 1, 2016

Mid-Atlantic Small Craft Festival
Chesapeake Maritime Museum
St. Michaels, MD
Contact: Dave Park
Cats4sea@gmail.com
410-827-4168

October 13-15, 2016

Wye Wild Goose Chase Weekend
Contact: David Bleil
dfbleil@verizon.net
410-721-0375

An Island Race

John Bishop

Muscongus Bay is roughly halfway between Casco Bay and Penobscot Bay. Unlike its better known neighbors on the Maine coast, it's not a destination for cruising sailors because it's packed with rocks with names like Wreck Island, Devil's Limb, Devil's Elbow, and Devil's Back. When you see Jim's Ledge on the chart, you wonder what happened to Jim. There's a fuel dock and a little store at Broad Cove Marine in Medomak, but last time we tried, their hand-operated pump-out station was too pooped to pump. Round Pond is lovely and there are a couple casual restaurants there, but it offers no services at all.

When cruising Mid-Coast Maine, you do better to put in at Boothbay Harbor or at Christmas Cove in South Bristol, at the mouth of the Damariscotta River where you can find services as well as guest moorings. In the morning, you set out around Pemaquid Point, and cross below Muscongus Bay toward Port Clyde and the Marshall Point Lighthouse for a pleasant day's sail into Penobscot Bay.

When Wendy and I met, she had a history of vacationing in rented cottages on Bremen Long Island at the north end of Muscongus Bay. There are about 30 summer homes on the island with a gregarious population, there is no commercial boat service, and back in the day, there was no electricity. In recent years, inexpensive and compact generators have invaded the oil-lamp lifestyle, so of a quiet August evening, the island buzzes gently to the tune of Honda four-strokes – there is still no commercial utility. We spent several vacations there together, and fifteen years into owning a place on the mainland on the Damariscotta River, we go back to the island frequently to visit our many friends there.

The Friendship Sloop is the native vessel of Muscongus Bay. It's a single-masted fleet that originated in Friendship, Maine around 1880, and was popular among lobster fishermen before diesel power. They range between 18' and 45' in overall length, with most of them in the low 30's. One man could sail the boat and haul traps, and there was plenty of space for a big catch. Originally, there were nearly two-dozen boatyards building Friendship Sloops in Bremen, Bremen Long Island, Friendship, and Friendship Long Island. The Friendship Sloop carries a gaff-rigged mainsail, two foresails, and the hotshots fly a triangular topsail. The Friendship

Sloop and the Catboat have at least two things in common – they were both developed for fishing, and they both have gaff rigs.

The Catboat's centerboard makes it ideal for shallow water, while the Friendship Sloop has a deep keel. People may think that means a Catboat isn't such a good choice for the Maine coast, but we feel that *Kingfisher* is a match for the best of them, and we have the story to prove it.

The highlight of the summer on Bremen Long Island is the Island Meeting, an annual Pot Luck meal accompanied by a program with a guest speaker who lectures on a subject appropriate to island summers. And for many, the highlight of that is the "Island Race" the day after the Island Meeting. There are actually two islands involved, Bremen Long Island and its southern neighbor, Cow Island.

The start is at the northwestern corner of Bremen Long Island, at the top of Hockomock Channel, a narrow waterway with swift tidal currents that separates the island from the mainland. There are about two and half miles of busy tacking southward between shores, shoals, and ledges to the southern end of Bremen, another three miles past Jim's Ledge and Cow Island, around below the Cow Island nun, and depending on your tack, a good five mile run up the east shore of both islands, through the Flying Passage (more nasty currents) to the top of the island. The penultimate leg brings some very funky sailing in shifting winds and crossing currents as you skirt the north end of the island, round the nun near Jones Neck, and tack to the start/finish line. As the crow flies, the course is about twelve miles, but we all know that in sailboat races, crows don't fly.

2015 was our third summer in *Kingfisher*. She's a Marshall 22, and following our inaugural cruise from her birthplace at Padanaram to our place on the Damariscotta River (see my story, "The Maiden Summer", in the CBA Journal, Fall 2013) we've had a blast exploring the boat, our abilities and resourcefulness, and the terrific waters around where we live. It was well into the second season before we snared our first lobster pot – since then we've found that practice makes perfect. We've enjoyed arriving at crowded anchorages in remote island coves and passing through the fleet with the centerboard one-quarter down to assume our front-row seats near the shore. We've played the hotdog by leaving our mooring under sail in a gentle early morning breeze, casually sipping coffee as we thread our way back to open water while the clicking of camera shutters wafts across from the other boats. And we've added

Goldendoodle Farley (named for the author Farley Mowatt because they look alike) to our crew. At first, Farley was not pleased by the foot-pad sensations of the Yanmar, but he has settled gently into onboard routines, and when things start flapping about on deck, proves his sea-dog worthiness by responding promptly to the urgent command, "Go below."

I do not have a history as a racing skipper. Friends have fought over my crewing services for racing in heavy wind – the sobriquet "Rail Meat" rings in my ears – and I have a long history on the Race Committee. But twenty years ago, I was a sailing dad. My son Mike is tall, broad-shouldered, powerful, and agile. Sailing those white rocket-ship racing dinghies, he could put lots of weight out far over the rail, and when he gained a Blue Ribbon at Marblehead Race Week, and I made the most of my dockside bragging rights.

Wendy is the competitive one in our household, and as word passed around last summer about the upcoming Island Meeting, she was keen for us to enter the race. Happy with how I can make the boat go for our cruising and day sails, but doubtful that I'd be able to do well against the fierce competition at Bremen Long Island (I'd been listening to the tall tales for years), I mumbled something about not being sure of my schedule. She instantly cleared my schedule by inviting Mike to join us as skipper. As Mike told it later, he got off the phone feeling pleased and flattered to be invited. But he knows Wendy and he's no fool. The penny dropped. "Wait a minute," he said to himself, "she's expecting me to win!"

The great weekend arrived, and we were quivering with anticipation. Mike got off work in Boston on Friday afternoon and raced up to Maine. He had been onboard *Kingfisher* with us a couple times for quiet day sails in the river, but he had never taken the helm, so we planned to spend Saturday on the water around the race course, letting him get the hang of the water, the rocks, the big rudder, and the wide beam. Unfortunately, that was the day we found that the pump-out station at Broad Cove Marine wasn't working, and as we were planning to sleep on board and anticipating a five-hour race, there was some urgency. Not for the first time, Wendy and I chatted forcibly about the definition of "three miles," as we sailed south to purge in open water. Michael was the epitome of discretion at the helm, but his eyebrows raised frequently, and his impressions of our display were released slowly as the weekend progressed.

The fun started for real when Rem Briggs, the island resident chairing the Race Committee,

circulated among the skippers gathering data about the boats, and distributing copies of the chart of the area with the race course penciled in. He would enter all our numbers into the PHRF formulas to provide the wide range of participating boats an even chance. No Catboat, no matter how many Blue Ribbons at the helm, stands a chance against not one, but two Hinckley 42's!

One skipper introduced himself as our primary competition. He would be sailing a Muscongus Bay sloop, a gaff-rigged boat with a jib, a lot like a Friendship Sloop. But while Friendship Sloops have keels, but like the Catboat, the Muscongus Bay Sloop has a centerboard. We learned that the boat was a local favorite, had been built by one of his uncles, and that Rem Briggs was a family member – a formidable opponent. The fleet would also include a 31' Concordia Sloop, three or four 30-ish-footer white sloops, a sleek Sakonnet 23 (now built by Marshall Marine), several odd smaller boats, and those two Hinckleys.

After the party, Wendy and I retired to *Kingfisher* while thirty-something Mike joined a group of twenty-something island kids for a late-late session in one of the cottages. When we rejoined in the morning, he was a little fuzzy, but pleased to know that he could still keep up with the young'uns. After a congenial breakfast on shore, we tidied up the boat, and motored toward the course, hoping there would be some air later. As we arrived at the scrum below the start line, the first breaths of wind came up the channel. The fleet responded to the horn and the starting sequence was under way. I kept the time while Mike jockeyed with the other skippers, and as he approached the start at the head of the fleet at full speed, we found that the Race Committee's timing was off. My clock said 00:00, but no horn. Ten seconds, no horn... Twenty. Thirty. The horn finally blew forty seconds late, and we were off, Mike's perfect start noted on board, but lost on the competition.

I've told this story tack-by-tack often enough, but I know that even to another interested sailor, it can be like describing knitting a scarf. "We tacked, blah, blah, blah, then we tacked again ... we were on the starboard tack" You all know the drill. But I will tell you that the two Hinckleys covered a lot of water in a short time – we had just a few seconds to read the names on their transoms as they roared off. And I will tell you that early on, while the rest of the fleet was packed pretty tightly in light air, we had a magic moment when Wendy, veteran of more

than twenty seasons on Bremen, noticed a ruffled spot of water nestled among the “local-knowledge” reefs. We went over there alone, found the wind, missed the rocks, and two tacks later were well ahead of most of the fleet.

We passed upwind of the Concordia as we rounded the Cow Island Nun (her skipper was our on-shore host for the weekend), and with a light wind abaft, we let the Catboat do the rest. Mike guessed correctly that the air would be a little stronger close to the east shore of the island, and we were off. There were still a couple sloops ahead of us. It was interesting to observe their sail trim – boom travel limited by side stays, and jibs a-flap, reluctant to fill – just how little canvas they could offer to the wind. With our boom all the way out and peak lowered a trifle, in comparison, we had a huge scoop out to starboard, and raising the centerboard sent us past our competition.

During one of the sessions in our first Catboat meeting, longtime association member Ben Brewster mumbled, “If you wanted to go fast, you should have bought a bicycle.” That bit of wisdom has been oft repeated on board *Kingfisher* since. But that channel narrows as you go north, and the wind strengthened as it funneled between the shores. The motion of the water under our rudder grew to a full boil, and by the time we bore to port at the daymark to reach across the top of the island, the rest of the fleet was miles behind – not figure-of-speech miles, but real miles. We covered the mile across to the nun, tacked into the wind toward the finish line, and graciously received our horn as we crossed the line, all without another boat in sight.

No segment of time spent on a sailboat is quite like the long wait for the rest of the fleet to come into sight after a race. We picked up a mooring, Mike took a celebratory dip, and we furled the sail, coiled the lines, and tidied up while we waited. There was a terrific party on the lawn near the finish line. The host was serving his signature chowder and adult beverages were flowing freely when Rem Briggs rang a bell to start the awards ceremony. We knew plenty about how the afternoon had gone, but we were surprised and delighted to learn that in addition to beating everyone else in real time, the PHRF numbers had us ahead of the Hinckleys and in first place. No thirty-five pound silver cup could have pleased us more than that six-by-six inch square of varnished wood with a silhouette of a Friendship Sloop.

Mike has lots of experience sailing sloops in the active PHRF fleets around Boston, and when he was a kid, he was a whiz in those fast white 13-footers. *Kingfisher* might look a little stodgy to a kid with speed in mind, but she was a champ, eating up the wind and water in spite of our not-so-racing trim that included a big dog, and all of our usual cruising gear including bedding, a small library, pots and pans, a full fuel tank, and a bunker full of booze. At least the holding tank was empty.

7th Annual Townie Hornor Sail-Around, Osterville

Bill McKay

We all know the feeling: a few days before a rendezvous is scheduled and the weather report talks about two days of NE winds and driving rain. Some cats plan to leave Nantucket on Friday; others are on the Vineyard and wondering; locals on the south coast of the Cape know that a sail easterly will be long and nasty. The weatherman is pretty much ON; Friday looms very bad for a day on the water; the Wianno Yacht Club and the Osterville Historical Museum / Crosby Boat Sheds are alerted, “We’ll see you next summer.” But a little weather window opens Saturday morning – enough for those in Nantucket to sail northwest. *Glimmer* and *Ishmael* head out and hope to be at the Osterville home of the Crosby’s by mid-day. And these great sailing couples, the O’Connors and the Websters do just that. Thus, all is never lost, when catboats rendezvous. Four couples (two by road) met at Wimpy’s on Main Street and had a fabulous time talking about Nantucket, sailing, the voyage across and, of course, everything else Catboat.

But what is to do to continue the event; no way is Paul White going to let the annual string be broken. So on a beautiful Saturday morning in September, Paul organized a small group to do the Sail-around for Townie. In his 1920 Crosby, *Rugosa*, five happy sailors set out to once again enjoy the waters of Cotuit and Osterville. No race, no awards, no cookout... just a wonderful sail for a long time catboat captain.



Paul White (L) and Nick Niles sail through Wianno Cut. They sail by Townie's dock and Frances' boathouse.



Wianno Yacht Club is busy on a beautiful Saturday; Then under the Osterville Drawbridge.



This is the very Crosby door that opened for *Rugosa* on her launch day in 1920.

Keep us in your sights in August 2016; it is a wonderful way to end the summer season; usually the weekend before Labor Day. The Wianno Yacht Club hosts us with free moorings, use of their dingy docks and opens their beautiful facility for showers, meetings etc. A short walk up the road: "Osterville Historical Museum - Home of the Crosby Boats," opens their facility to us for tours and a terrific fire and ice dinner. During the two or three days, you can also provision your cat from the Friday Farmers' Market at the Museum or enjoy wandering the quaint streets of Cotuit or Osterville. Hope to see you this summer.

Paul White is the contact person.
pwcarving@comcast.net

First Annual Barnegat Bay Catboat Rendezvous

Henry Colie

An informal Cat Gathering was hosted last summer by David Beaton and Sons Boatyard, Mantoloking, NJ, on Sunday, July 12th. A pursuit style race kicked off the day led by a Fleet of 15' Sneakboxes, followed by a Marshall fleet of 15's, 18's, and 22's. Finally, and majestically, sailed the big Cat fleet including the 28' Marconi rigged A Class and the older gaff rigged B Class Cats 26' circa 1889 *Myth*, 30' 1900 *VIM* and the 33' *Silent Maid*.



Headed out to the start and a day of fun!



First across the finish line was the 15' Sneakbox, *Lenape Scout*, helmed by longtime Bay Head sailing mentor, George Lucas.



Beautiful Catboats of New Jersey.



Sneakboxes lead off the day of racing.

After the racing event, the fleet returned to Beaton's Yard for a wonderful barbecue and much cheer. The consensus of the day was that we should make this an annual event and to that end we would like to invite all of our Catboat friends back to Beaton's on Sunday, July 10th, 2016 for the 2nd Annual Barnegat Bay Catboat Rendezvous.

North of the Cape 48th Annual Race July 18, 2015

Michael Thornton

Most of the participants enjoyed a gathering at the Plymouth Yacht Club the night before the race taking place in Plymouth harbor, dinner served by the clubs' Friday Night Supper program.



Friday Night Supper at Plymouth Yacht Club.

The race began after a raft up at the Kingston Nummet N4. The wind was very heavy and picking all day most started with a reef. The race course was an upwind start with all port rounding's which included Clarks Island. The weather starting getting heavy towards start with all boats headed for Plymouth beach at start.

The race continued leading up past Saquish past Bugs Light in Duxbury Bay keeping the island to port. The wind picked up during the race spreading the field of boats out into three groupings.



Heavy seas toward the start and past Bugs Light.



Gerry May in *Maytime* lead the first pack towards Clarks Island The field was spreading out with Kevin White taking the lead with *Maytime*, and *Pearl* in close pursuit. *Ripple*, *AA Homes*, *ULI* had the third wave passing Clarks Island. The varying wind conditions proved an equal challenge for both the Marshall 22s and the single Marshall 18 *Paradox* in the race.

The “Gam” was held on Kingston Shores overlooking Kingston Bay on Rocky Nook. The Marshall Trophy was awarded to Kevin White and his crew: his two daughters.

Last Prospect Bay Catboat Race & Rendezvous

David Bleil



Awards ceremony



Marshall Trophy Winners Kevin White and his two daughters.

Roger Compton observed that it has been feast or famine with respect to wind at Prospect Bay. Originally scheduled the week after Whitehall Bay, the early years were often characterized as drifters. In later years the event was moved one week later and that seemed to find better wind. This year was the feast part of the menu. We had more than enough wind. In order to be sure of making the trip across the bay in time for a 3:00 p.m. start on Saturday, most sailors leave Friday afternoon and overnight in a creek part of the way there. But small craft warnings on the main bay and Eastern Bay on Friday caused widespread reconsideration. The small craft warning conditions persisted into Saturday. With almost no boats planning to attend, and the wind still above the range for a safe race, Roger emailed the fleet that the race was canceled. *Sarah K* and *Gull* were the only two boats present when folks began to arrive with their contributions to the pot luck.

This was the last year that Roger and Jill Compton would sponsor the Prospect Bay race and rendezvous because they are returning to Webb Institute on Long Island for another year. Roger, as Dean Emeritus, will be mentoring the new Dean and teaching a course. After that, they plan to retire to Florida. There has been some discussion of a possible replacement for this event, but final resolution may not occur until the annual CCBA business meeting in March of 2016. With no race, there was no one to award trophies to. Roger passed the unused trophies to Butch Miller who is also the keeper of the race buoys, which we did not use. As the last race of the season, it is traditional to award the Washington Irving Tuttle Memorial Award for best seasonal participation. For the truncated season, Roger determined that the recipient of this year’s award was *Bubbly* –with Paul Cammaroto and family as captain and crew. Paul won the award last year, and expected to win it again this year–so he did not bother to bring it back leading some to proclaim that he was a true disciple of Dave Morrow, our other perennial winner.

This presented our Commodore, Steve Flesner, with a quandary: he was supposed to make the presentation, but how was he to do that with no trophy to present? Ever creative, Steve resorted to pantomime - presenting an air trophy.

RACE RESULTS

Place	Skipper	Boat	Model
1	Kevin White	<i>Manatee</i>	Marshall 22
2	Gerald May	<i>Maytime</i>	Marshall 22
3	Greg White	<i>AA Homes</i>	Marshall 22
4	Jack Hoey	<i>Pearl</i>	Menger 23
5	Michael Thornton	<i>Ripple</i>	Marshall 22
6	Sandford Leslie	<i>Paradox</i>	Marshall 18
7	Joe Johnson	<i>Sara J</i>	Marshall 18

Vineyard Haven Rendezvous

Eric Peterson

Photos by Mark Alan Lovewell



Commodore Flesner innovates, Paul Cammaroto accepts!

Steve then went on to thank the Comptons on behalf of the entire association for their 13 years of hosting the event, and presented them with a gift certificate for a stay at one of the Annapolis historic inns as a reminder of what they are leaving behind!



Dark Star, a winning crew



CCBA thanks Roger and Jill for hosting PBRR.



Eric Peterson with son Eric Donald Peterson, captain of *Pinkletink*, and granddaughter Grace, two years old.



Winner Drew Staniar of *Pandora* with perpetual trophy.

The 2015 Vineyard Haven Catboat Rendezvous took place on July 18th, in one of the greatest wooden boat harbors in the world. Vineyard Haven is home

to the famous Gannon and Benjamin boatyard and many, many beautiful wooden schooners, ketches, yawls, and catboats. The annual Vineyard Haven Catboat Rendezvous takes place the weekend after the Vineyard Cup, which also has a catboat division and is a great event raising money for the well-respected island organization, Sail MV.

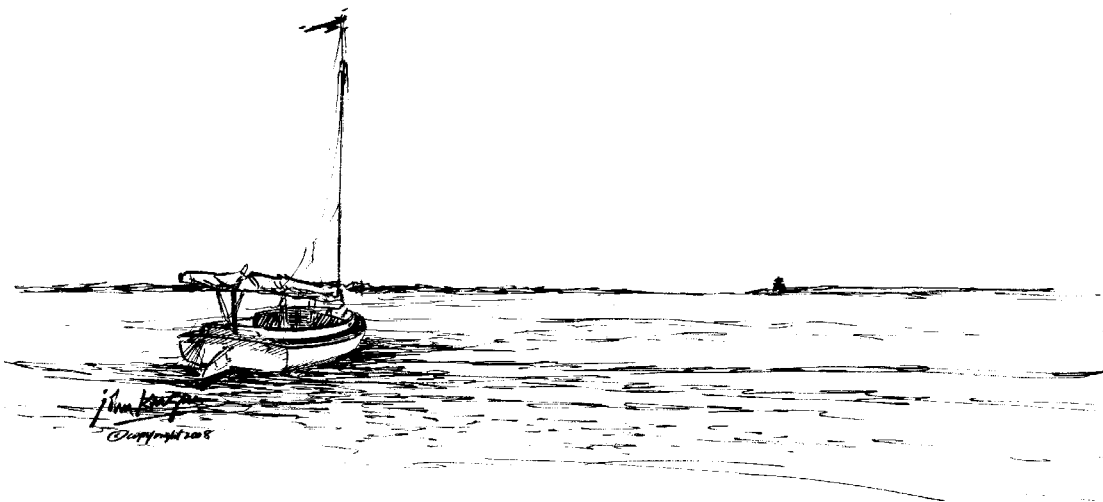
On Friday evening, many of the boats that would participate in Saturday's race were anchored and moored about the harbor. There's a perfect little corner to anchor catboats just outside the west end of the breakwater near the beach; it's an easy row to the Harbormaster's dock where the facilities are free and fantastic. Don't forget to say "hi" to Jay Wilbur, the Harbormaster, who has a soft spot in his heart for catboats. A couple of Popponeset Bay cats sailed in very late from a detour to Oak Bluffs to check out the party scene...ahhh, youth... Luckily, the aforementioned Harbormaster was willing to look the other way when first light on the town dock revealed the two boats and their crew tied to the dock, bodies everywhere.

Saturday morning, a skipper's meeting was held at the Harbormaster's shack, where an amazing 22 catboats and their crews signed up for the race and learned about the course. It was to be a five leg race with a course that would keep the fleet in the lee of the island as a small craft advisory was forecast for the afternoon. The race was also designed to stay clear of the many ferries that come and go from Vineyard Haven during the summer months. At the start of the race a few boats had crossed the line early and were recalled by the Race Committee, -me. One of the boats that was over early, was easily recognized by its red hull: the infamous *Red Squirrel* from Padanaram, with CBA President Tim Lund at the helm. Admittedly, some boats did get away

with crossing the line early because they couldn't be identified due to so many white hulls and sails without numbers crashing across the line together. It was exciting and beautiful.

Red Squirrel went on to sail a brilliant race only to learn of their disqualification after finishing. Sorry Tim! I probably should have restarted the whole race, but didn't think of it 'till later, to tell you the truth. This Race Committee duty is all fun and games 'til you mess something up, I should be getting better at it with practice... So the top finishers were Drew Stanier in the very fast and very well sailed *Pandora* and *Dark Star* with its sleep deprived crew of pirates who had drifted into Vineyard Haven in the wee hours of the morning, and who had somehow found a way to be the first Marshall 22 to cross the finish line with no complications. The wooden cats were led by *Pinkletink*, skippered by Eric Donald Peterson, and followed by a sweet wooden boat fleet including Woody Bowman's *Julia Lee*, Ned Hitchcock and Terry Gips' *Cleopatra*, and Doron Katzman's *Bella*.

Saturday night's festivities were held in the lovely garden backyard of our awesome island host, Mark Alan Lovewell. Mark's place is just a short walk from the harbor and is the perfect spot for a good old-fashioned catboat gam. The crews of *Dark Star*, *Genie*, and *Pinkletink* brought their musical instruments and provided some fun. Awards were presented, glasses were raised, and tall tales were told, as a wonderful group of cat boaters, old and young, from near and far, reflected on the day's events 'till it was time for many to retire to their boats and rest up for tomorrow's sail home. Sorry for any errors or omissions in this report. I waited too long to write it. I promise I'll get it right after this year's race. Hope to see you all in Vineyard Haven this Summer, July 16!!!



Sailing Techniques and Seamanship

Butler Smythe, Editor

Greetings and welcome again! It's on-the-water time and I know there are stories, so would love to hear about them—I'm all ears. If you have something you'd like to submit please do. If in doubt, let's talk about it.

Pinching

I'm not talking about what happens when you get kindly reprimanded, but the act of degrading your boat's performance to windward. Catboats are very good to windward (really!)—certainly not like a racing sloop that can point to 20 degrees or so—but certainly in the 35-40 degree range, given the right wind and sail trim. Pinching is the act of heading too high into the wind: factoring of the wind speed, the boat being sailed (specific performance), as well as the sail's trim. Despite the desire to get to a place via the most direct route, the speed one can make when heading too high into the wind diminishes to the point that falling off (away from the wind) 5-10 degrees will actually get you there faster. How do you know you're pinching?

1. My boom is often over my aft corner and I'm not pinching, but when inside of the aft corner, I usually am!
2. You are luffing despite proper sail trim and boom position,
3. Your boat speed has dropped dramatically from what you might have been making—or can make if you fall off 5-10 degrees (try it to find out).

We all pinch at times, but if you want to get somewhere faster—fall off a bit, you'll make more speed and enjoy the sail more.

Anchoring

Anchoring your boat is one of those events that creates independence from the busy world, especially when you reside in a crowded marina or are just seeking to get away, sometimes with your friends.

Several years ago on a Chesapeake catboat cruise several of us had rafted up in a large open bay for a social hour (maybe a couple) and were enjoying the late spring day until the clouds got a bit ominous and we decided it best to break up and set our own

hooks. With the threat of high winds of unknown duration the banging of our hulls together was not desired. We separated, and I set my Fortress anchor (FX-16); dropping it in the relatively shallow waters, backing down; and powering the flukes into the unknown but certainly muddy bottom, as is common in the bay. I loved the anchor, and it had held well in 2002 when I'd anchored out during Hurricane Isabel with approximately 90-mile-an-hour winds. It wasn't long before the rain started to fall, then the wind, and the lightning. Not much at first, but then something over 30-40 certainly—and I noticed the shore moving. Not good, and I thought the anchor would certainly reset as I moved slowly towards shallower water. To be safe I did two things: I started the engine, and made sure the centerboard was down.

I kept the engine on to make sure I had a quick "out" should I need it, and to just make sure it was immediately available. The centerboard? It was my alternate anchor. I was drifting backwards towards a shore and shallower water; and should the centerboard be up, my keel would have set well in the soft mud, and the boat would have been very difficult to extract. With the centerboard down, it would enter the mud and, hopefully, hold me in deeper water—knowing that the board's tip was 3 feet below my boat's 2' 6" draft. Though there was wind to blow the bow, I was counting on the drag of the anchor to prevent that. Within minutes I'd stopped moving ... despite the wind. Was it the hook or the boat's centerboard? I was sure it was the latter as the boat was solidly sitting in place. My fingers were crossed. I looked out at the portlights to check on the others I'd lost in the squall, and those I could see seemed secure.

Within about 15 minutes it was calm again and I went to the bow to pull myself forward using the anchor. It was barely set and pulled free very easily though it was heavy. When close aboard it was clear that the flukes were clogged with hard mud and shells that refused to drop off, so, with my engine still running, I motored forward, the hook dragging just below the surface—confirming the centerboard acted as an alternative to my much larger and heavier keel. Whew! That would have been fun—trying to push

6,500 lbs. out of the muck, my own legs deep in the ooze. I was FREE!, and the only muck was on my anchor—soon to be cleared with a boathook.

I learned a lot of things about anchoring in the Chesapeake: having broken out on too many occasions, despite being well set initially. Despite having a trusty and strong Fortress anchor that sets VERY well in the Bay's mud, it is no match for hard mud, shells and even worse—tree parts—that can get wedged between the flukes and the shank. Once the anchor breaks free—and I've seen it do that—it will NOT reset unless the flukes are exposed and can bite into the bottom. Anchoring has its risks, and to avoid some of them:

1. Anchor *out of areas* close to shore or where trees may have fallen at one time, knowing that many shallow waters in the bay were at one time dry.
2. Set your anchor with your engine (especially if expecting wind) very well. Backing down at idle will not do it. Try full throttle momentarily, but remember you need to get it out of the muck at some point.
3. If you are rafted up, make sure two anchors are set—both well and as offset as possible, ensuring they are both well set as in 2, above.
4. Carrying two similar anchors (like a Danforth and a Fortress) can present similar problems so having a Bruce or CQR type onboard and set, especially on a raft up, may prevent two similar breakouts.
5. A Fisherman is horrible and quite dated, but it looks very nautical....

Underway - Fenders

Funny story, but not so for me.

Several years ago we participated in a yacht club Blessing of the Fleet event in San Diego off of the Southwestern Yacht Club. All the boats underway would pass in review of the Club's Council and be recognized with a shotgun blast from the dock. We lived on our boat and it was easy to be ready. I got our lines off and backed out of our joint slip, which we shared with another boat—very close to our port side—with no problems. It was easy to get underway and, as usual, I was quick about it. It was busier than normal and things happened quickly as another boat passed very close behind us. We motored out joining the procession for our first time. I heard the blast for the boats as they passed and thought it very neat.

Then we passed...Nothing! What? A misfire? NOPE! The long arm of a friend in the group at the dock pointed at our boat and my brain clicked:

DAMN the Fender! In my haste and distraction I had neglected to bring onboard (where it belongs while underway) the ONLY fender I used to keep us off the concrete float. I can honestly say that it was the most embarrassed I've ever been—anywhere—and that's saying something. I turned hard to port to exit and then rejoin the end of the procession for a "do-over"—my head hung low and some sweat on my brow.

From that day forward, I very rarely used a fender at the dock, and then only when absolutely necessary (such as a side tie only) and ensured that when spring lines were used, they did their job.

Electronics and Paper Charts

The use of electronics on boats, large and small, is becoming more and more common. In particular, using electronics that provide GPS positioning has helped many to quickly and reliably find their way home. It does not alleviate the skipper from the requirement (and a need) to maintain a plot on paper. What happens when the battery dies and there are no more? What happens when a mishap damages an antenna, or the device used does not give you all parameters needed such as measured water depth or various obstructions. What happens when you lose GPS? I use electronics, also carry paper and feel uncomfortable when I don't. We'll look at this in the next Bulletin.



Mount

Anchoring

John Stanley

This past summer I made a trip out to Georges Island on the edge of Boston Harbor. The western side of the island faces inland, but there is a channel just off shore that is frequently used by many boats, often moving at a good clip, which can kick up quite a wake. As those wakes move ashore, they can become pretty good-sized waves.

Towing the dinghy and approaching the island, I was looking to get to the more protected southwest corner where the wake-induced waves are fewer and less powerful. As I moved to the location, I noticed a powerboat a little closer to the shore. The operator had apparently just weighed his anchor and shouted over to me, "The bottom here is awful; I can't get my anchor to hold."

"How deep's the bottom?," I called back.

"I dunno; about 20 feet, I guess." He then stopped his boat, gathered up the anchor, stepped up to the bow, and heaved it back into the water.

"How much scope you putting out?," I asked.

"I dunno, about 20 feet I guess."

"You'll need more than that." I don't think he heard me. He ended up circling around again and leaving a short while later.

So what can we learn from this? Let's take a look.

First of all, he had no way on the boat. Always be moving away from the spot where the anchor will be set on the bottom. This keeps the anchor from fouling.

Second, he didn't pay out his anchor. He should have lowered it into the water paying it out easily and then move away. If possible, be moving downwind, closer to the location the boat will be riding. This is a real trick under sail, especially with a catboat, but it can be done. The boat has to be gybed around and much of the handling must be done from the cockpit rather than the deck. Not so under power, where you can easily swing around. The easiest thing is to maneuver so you can back down, away from the anchor's location, paying the anchor out, the rode under control.

Third, he did not put out enough scope. The rule is 5-7 times the depth of water, depending on the conditions. Seems like a lot – 100 feet of scope for 20 feet of water, but that's the rule. Under many circumstances, you can get away with a little less, but beware. Anchors need a horizontal pull to bite into

the bottom. Hopefully, you've got your anchor line marked in some fashion so you'll know how much line you've got out, otherwise you're flying blind. I've marked my line with contrasting whippings every 20 feet, but whatever works. Snub the anchor by putting tension on the rode.

Fourth, he had no idea how deep the water was. He should have checked the depth of water. Have a depth sounder? Great. If not, good old sounding lead is fine. I have a small line marked off in fathoms with a round 3-pound scuba weight tied on. It's about 10 fathoms long, though I rarely anchor in more than 4-5.

Our friend did not check his position; because he wasn't maintaining it. Make sure you're not dragging. Use natural ranges if available. Take bearings with your hand-bearing compass. See how she rides. Check the forecasted winds and currents. Make sure you're not going to bump your neighbor(s). Nobody likes unexpected company. If you're staying overnight, you may need to check your position from time to time. If you're anchored in an unusual location (e.g., away from a mooring field), you'll need to show an anchor light.

I've got a 5/8 anchor line. As far as strength goes, it's probably overkill, but I like the slightly larger line for ease of handling. I've also rigged an anchor buoy and about thirty feet of 3/8 line to the crown. I'd seen these in numerous books and decided to give it a try. I found I like it. It tells me right away where the anchor is and I can gauge my position relative to it. When weighing anchor, it tells me which direction I need to go. It also serves as a trip line should the anchor really dig in. You do have to be a little careful when weighing anchor; the buoy can drift aft and into the propeller, so you need to keep an eye out for that. It takes a little more skill to manage, but overall, I've found the advantage worth the risk.

So now you're all set and ready to enjoy your stay wherever that may be unlike our friend who's on his way home.

Forehandedness and Prudence are Essential Qualities of Good Seamanship

I recently came across the following passage in "Farwell's Rules of the Nautical Road", which I'd like to share. Despite the seriousness of the subject, I find it quite entertaining, especially when I think of the way some boaters operate their boats. Enjoy.

"The scope of the good seamanship obligation is quite broad, but its practice has two closely related qualities: forehandedness (thinking ahead) and

prudence (anticipating the worst and implementing a well-reasoned strategy to meet it). A well-respected commentator put it this way, “Prudence is the assumption that things invariably go wrong, it is the ingrained ability of spatial awareness and the need for sea room, the likelihood the person on the other bridge does not comprehend the collision rules and is either mad, blind or drunk.”

Craig H. Allen,
“Farwell’s Rules of the Nautical Road”, 2005

Catboat Self-steering: Fast, Easy and it Works!

Paul Eitel

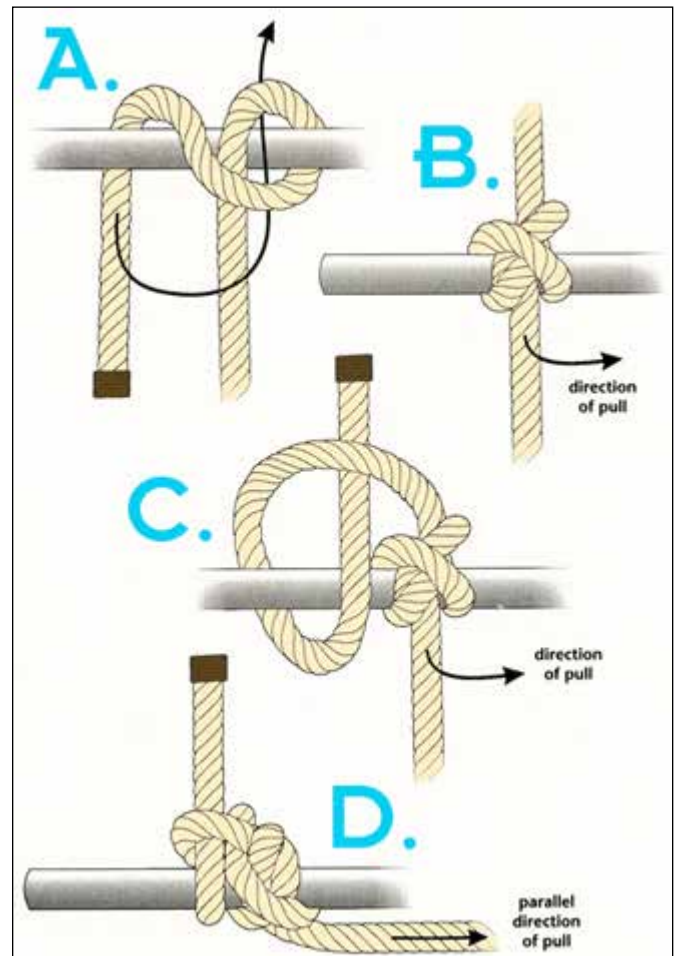
I’ve always admired catboats and finally bought a Marshall Sanderling when we moved to Santa Barbara, CA, in 1994. We raced it very successfully in the Santa Barbara Yacht Club handicap racing fleet until we moved to Florida in 2005. I also loved to go out alone and read a book, or just sit and day-dream. This of course involved my boat *Spray*, and I needed to get her to sail herself. Here is what I came up with.

1. Take a line 5 or 6 ft. long and tie a bowline in one end.
2. Slip the bowline over the end of the tiller.
3. Lead the line around the nearest windward seat post and back to the tiller (or cleat, etc. if you don’t have a Sanderling).
4. Using the end of the line, tie a constrictor knot loosely around the tiller just aft of the bowline (loosely) Note: I’m usually sailing fairly close to the wind when doing this (40-50 deg.).
5. Facing aft, rotate the constrictor knot clockwise to take up the slack in the line, until the tiller is held in the proper angle to sail the boat on its course.
6. Then shove the constrictor knot aft until it is tight (due to the tiller becoming thicker) usually about 6 to 8 inches.

This will then hold the tiller in a fixed position but can be easily adjusted until the boat is sailing properly on its course. The boat will hold that same angle to the wind. If the wind shifts 10 deg. to starboard, your course will shift 10 deg..

Then I would sit on the leeward seat facing aft and, with a pillow, lean against the cabin bulkhead and read! CAUTION!!!! Don’t fall asleep! Occasionally turn around and look forward to avoid running into something! Once I found myself heading for a fishing boat dead in the water.

After a few times, this whole procedure can be set up in a few minutes. Of course it works because catboats have a weather helm. Once, while thusly reading, a friend came by in his power boat and admired the beauty of *Spray* sailing, then asked, “but is she hard to sail?” You should have seen the look on his face when he realized she was sailing herself! Good Luck!



Constrictor Knot – Source, the Internet.

Maintaining a proper lookout is paramount, so, if you can, I suggest a hard-backed cushion facing forward to allow you to face the bow and your direction of movement, looking up every couple of minutes to scan the water for boats, or other obstructions.

Yarns & Adventures

John Orlando, Editor

My Fellow Catboaters, we are in the midst of commissioning our Old Gals for another glorious summer of fun. I hope everyone is on schedule for the spring splash. I myself have to cope with making my Yanmar a happy camper after last season's fuel disaster.

Guys and gals change filters, add some biobor and pray. I am working on polishing the hull and have found that to be a tiring job when your 69, even with a buffing machine.

Why is spring commissioning such long process and a fun filled process? (at least for me)

Well, here is the answer. I store my catboat *Erica Lee* in an old-fashioned, lost-in-time boat yard in the Hamlett of Brookhaven. It is in the next community east of Bellport, overlooking Great South Bay, Long Island.

To be honest, saying an old-fashioned boat yard lost in time, is not really accurate. It is a dump. Derelict boats and junk are all over the place, but it is heaven to the yard's customers.

"Why?" you as the reader may ask: "Why do you go there?"

Here are the reasons, John Taylor, the owner is a great guy. Not only are you his customer but you are his friend. Come down to the yard any afternoon, spring, summer, fall and winter, work on your boat and you will not find a friendlier or more helpful place, not to mention the comradery between the boaters.

By the way, John has in residence at any one time about 10 catboats. John will tease you and friendly abuse you. I tell him: "You have to pay for all this."

His shop has a barrel of beer cooling 24/7 and on Sundays he has Bloody Mary Sunday. My friends are short on words to describe this place. For me it is heaven's boat yard on earth. John is a unique guy. He can fix anything and can tell stories and start rumors with the best of them. All I can say is thank you John, my friend.

Friends enjoy the wonderful column and have a great summer of sailing. May we have gentle breezes and great weather.



John Taylor with the author's previously owned catboat.

A Sailing Poem Dedicated to My Special Friends

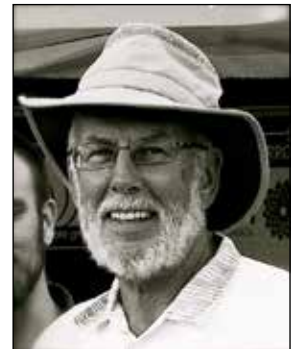
Wally Du Temple

For my friends : This is a work in progress. It is intentionally partly poetic and partly prosaic. It is from real experience in my catboat. --Wally Du Temple)

Land Is A Loom

I sailed the fiord like inlets between Powell River and Drury Inlet.

The land itself spoke from mountains, torrents, islet
From bird song and bear splashing fishers
From rutting moose and cougar's sharp incisors.
The place has a scale that needs no advisers
But in our bodies felt, sensed in our story talking.
The Chinese spoke of sensing place by the four dignities
Of Standing and Lying and Sitting and Walking.
Indigenous peoples of the passage added Paddling by degrees
For the Haida and Salish sang their paddles to taboos
To the rhythm of the drum in their crested clan canoes
Trunks transformed indwelling people who swim like trees.
First Nations marked this land, made drawings above sacred screens



The author.

As they walked together, to gather, share and thank
 with spirit sappings.
 So Dao-pilgrims in the blue sacred mountains of Japan
 rang their ramblings
 And conjoined with the soul of their place.
 Now the loggers' chainsaws were silent as men who
 had sinned -
 Motoring now for of wind not a trace -
 I could see stories from the slopes, hear tales in the
 wind.
 Modern hieroglyphs spoke from clearcuts convex and
 concaves
 Slopes of burgundy and orange bark shaves
 Atop the hills, beige and silver drying snags
 In the gullies, the brilliant pink of fire weed tags
 A tapestry of times in work.
 A museum of lives that lurk.
 Once the logging camps floated close to the head of
 inlets.
 Now rusting red donkeys and cables no longer creak,
 Nor do standing spar trees sway near feller notched
 trunks,
 Nor do grappler yarders shriek as men bag booms and
 Dump bundles in bull pens.
 The names bespeak the work.
 Bull buckers, rigging slingers, cat skimmers, boom men
 and whistle punks.

Ashore to pee with my dog I saw a ball of crushed
 bones in scat
 Later we heard the evocative howl of a wolf
 And my pooch and I go along with the song
 Conjoining with the animal call
 In a natural world fearsome, sacred and shared.

Old bunk houses have tumbled, crumbling fish
 canneries no longer reek.
 Vietnam Draft dodgers and Canucks that followed the
 loggers forever borrowed
 The hoisting winches, engines, cutlery, fuel, grease and
 generators.
 While white shells rattled down the ebbing sea.
 Listing float homes still grumble when hauled on hard.
 Somber silhouettes of teetering totems no longer
 whisper in westerlies
 Near undulating kelp beds of Mamalilkula.
 Petroglyphs talk in pictures veiled by vines.
 History is a tapestry
 And land is the loom.
 Every rock, headland, and blissful fearsome bay
 Has a silence that speaks when I hear it.
 Has a roar of death from peaking storms when I see it.

Beings and things can be heard and seen that
 Enter and pass through me to evaporate like mist
 From a rain dropped forest fist
 And are composted into soil.
 Where mountains heavily waded into the sea
 To resemble yes the tremble and dissemble
 Of the continental shelf.
 Where still waters of deception
 Hide the tsunamis surging stealth.
 Inside the veins of Mother Earth the magmas flow
 Beneath fjords where crystalized glaziers glow.
 Here sailed I, my dog and catboat
 Of 'Bill Garden' build
 The H. Daniel Hayes
 In mountain water stilled
 In a golden glory of my remaining days.
 In Cascadia the images sang and thrilled
 Mamalilikula, Kwak'wala, Namu, Klemtu
 The Inlets Jervis, Toba, Bute, and Loughborough.

*Wally Du Temple lives in Sidney, British Columbia,
 Canada. He is a catboat enthusiast and has been a member of
 the CBA since 2005.*



For the love
 of sailing.



Here sailed I,
 my dog and
 catboat.

The Old Man and the Kid

Tom Hyland

The Old Man, age nine, met The Kid, age seven, seventy eight years ago.

Tom, (The Kid), and Dick, (the Old Man), have been friends over all these years.

The Kid, age thirteen, and the Old Man, fifteen, started crewing for our skipper, Henry Hansen age sixteen in his Harpoon class sailboat. We were always last. Our esteemed skipper sailed downwind with the sail strapped all the way in. Any wonder why we were last?

So it goes! We learned the hard way. No optimist prams fleet with daddy rigging while the little darlings watched. When we started, it was a Deerslayer? What's a Deerslayer, you ask? Why son, anyone knows that if you want a sailboat bad enough, you get a Deerslayer. First you get an old flat bottom row boat. (wuz there ever any other kind?) You cut a slot for a dagger board or a proper centerboard. Then came the rudder which you made or obtained from an old Comet or Snipe design sailboat along with gudgeons and pintels. Let's not forget the tiller to hang it on, handmade or an old axe handle.

Now most Deerslayers started with old paint canvas or cut down sails sewn on mom's sewing machine. Then you rigged a halyard or two and a sheet for the main. Some Deerslayers did not have a jib, heck, come to think of it, not a head stay either.

That's the way Tom started. Dick took a safer route and crewed in a proper one design boat. You will never be a true skipper till you sail your own boat, no matter how modest. It was yours and you were the master, or at least she, (the boat), let you think you were.

Suddenly it's seventy years later and a nice Marshall '22. Dick and Tom are going for an overnight in the Marshall. Keyport Harbor, an open roadstead, winds west at twenty or so, boat on the hook, on the far easterly end of the harbor. So the rollers came in! And did they. We bounced and swayed.

At 0200, Dick decides he has to use the bucket. Port-a-potty is not good enough for Old Dick. Oh no. The bucket wouldn't stay up, Dick couldn't sit down. The boat was bucking up and down, Tom was in the big bunk laughing and giving encouragement with threats like "you spill any of the stuff on the deck and you will be in deep trouble." Where there's a will there's a way." Dick had the will and the way and so ends this story till next time

Boys and girls, tune in for the next episode of "Fun with Dick and Tom". The saga of their 2016 trip to Red Bank, or New Brunswick, New Jersey. New Brunswick is where Mr. Plummer, the boy and the cat started their trip on the canal across New Jersey.

In 2016 Dick, the Old Man, will be 88 and Tom, The Kid, will be 86. Plenty of life left in the old codgers yet. You betcha!



The Cooking Stove

Mark Alan Lovewell

Cap'n John's old onboard cast iron stove was a popular item at the annual Rock 'n a Hard Place Yacht Club catboat rendezvous last summer. Well, it wasn't necessarily the stove's fault, for it had little to say. What made it popular, was Cap'n John's cooking and a certain tale he told Sunday morning aboard his craft, called *Sunshine*.

The Saturday morning gam opened with the Cap'n using a special blend of Jakarta and Barbados coffee beans for fresh brewed coffee. We sat around the cockpit, some on the seats, others on the remaining coaming. There were sailors standing on the adjacent floating slip, everyone sharing in good fellowship and the fragrance of fresh brewed coffee.

For a Sunday morning, it wasn't just a repeat with coffee. The Cap'n cooked up pancakes on a flat metal plate sitting on top of the hot stove. Who would refuse a plate of freshly made flapjacks on a Sunday morning?

Cap'n John's catboat is one of those hundred-year-old sailboats that has more story than it has wood, more memories than it has metal, and more beauty than bright work, above and below deck. *Sunshine* has served many sailors and had many owners, and has earned almost as many friends as a well circulated \$100 bill.

Years ago, there was a rumor that the Cap'n won *Sunshine* in a poker game. But that will be another story.

This day Cap'n John fell unplanned into talking about his stove. After taking a quick sip and putting his coffee cup down on top of the centerboard trunk, one of us said something nice about the stove and he said five words: "That stove saved my life."

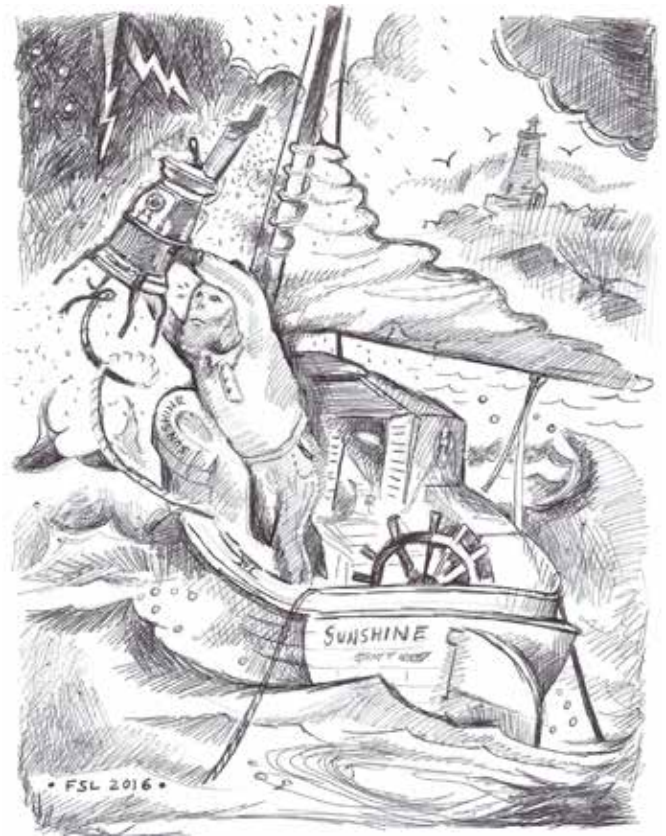
It came out of his mouth, matter-of-factly. A few others heard him too. But at the moment one of us held our conversation about the difference between a gaff and a throat. That is always a popular topic each summer at the Rock 'n a Hard Place rendezvous.

Paul sitting next to me put his elbow into the Captain's side.

"Tell them about the stove," Paul said.

"I heard the story," Paul told us. "You won't believe it."

We all turned our heads and looked at Paul.



Seth standing at the stern nodded in the affirmative. He had heard the story too. "Tell the story," said Seth.

"You want to hear about my stove?"

"Yeah, John tell them about the stove. It isn't just old. It saved your life."

Now the stove is a character model, almost hidden from view because it is below deck. Whoever cast the iron is long dead. And the iron worker's children are buried too. They just don't make stoves like they used to. It had to be older than the boat.

The stove sits on the port side, just inside the cabin door. Its legs are longer than any stove they make today, each a good 14 inches long. The stove burns wood. It can burn coal. It can burn just about anything that will take a fire.

The stove pipe rises from the back of the stove's belly and it comes up through the cabin roof. For simplicity and safety the stove is held in place by a piece of rusty cable running around it.

We were already thinking reverently of the Captain's old stove. After all, it had given us fresh coffee on two mornings and we'd all had our share of pancakes.

A story about the stove? The crew got quiet. Being silent, we forced the issue. Cap'n John had no choice. He had to fill the silence.

"I was out with *Sunshine* anchored on the leeward, the rocky side, of Wild Pine Island," the captain began. He told us that he thought it was an easy night. The forecast was for a southwest breeze and whatever wind there was, was blowing over the tall pines and way over his head, he said. "I threw my anchor overboard and settled for the night."

Well, the weather changed. It changed awfully quick before midnight. There was flashing lightning.

The wind swung around from the northeast and the waves started picking up.

Well, swinging the boat around, *Sunshine* pulled the anchor from a new direction. She drifted closer towards the rocks.

"I was okay about it, for a while," he said. "But I got nervous when it appeared as though the anchor was dragging."

"So I threw out another anchor to make sure I was safe from those rocks."

Both anchors seemed to hold, he said. But the wind kept rising and with it the waves. The seas were rolling in and the boat was rising and falling with every fifth wave. "Ever notice that about bad storms?" he asked.

It was not a happy situation. "I cursed myself for not knowing about the storm," he said.

Come around 3 o'clock and both anchors were slipping.

"I could hear the waves getting louder on the rocks. With more lightning, I could see those rocks. What the hell could I do?"

Cap'n John said he tried to start up the old engine to ease the pull on the anchors.

"You know. It wouldn't start."

What do you do?

"Mind you. I don't think of myself as a strong man. But when you got to do something ... you do it."

The Captain seized on an idea. He unhooked the wire holding the wood stove. He grabbed it and carried it up on deck. He then tied a line on one of the stove's legs and dropped it over the side.

"I started praying, like. I'd never prayed before," he said.

The Cap'n stopped talking. He looked at all us with a "I found Jesus look."

Well you know the end of the story. The stove held bottom. Those long metal legs grabbed the soft mud like a child's fingers can grab a candy bar. There was no letting go.

The winds finally abated and the captain recovered. And that catboat survived another day.

We were all silent in the moment.

"There's more coffee," the Captain said.



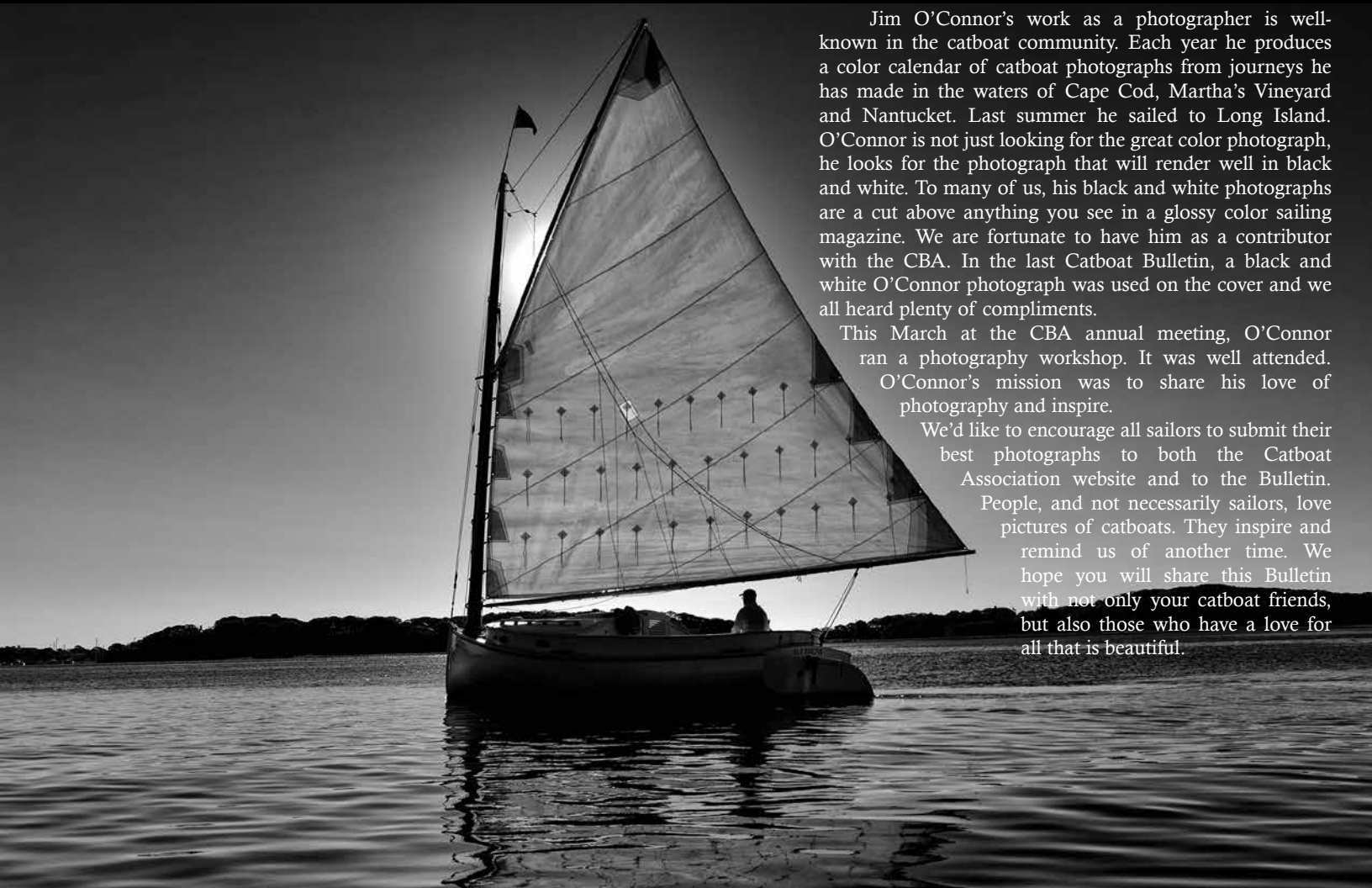
New Members

Dave Calder, Membership Secretary

WELCOME ABOARD to our new members who have joined since our last issue.

Peter and Marjorie Barndt, Old Lyme, CT
Margaret and David Chalmers, West Bath, ME
Steve D'Amido and Ginny Ricciardi, Seekonk, MA
Eric Dobbyn, Nahant, MA
Jose Dominguez, Indianapolis, IN
Chris and Tracey Fahey, Hingham, MA
John Finegan and Valerie Mason, Weston, CT
Mark Forster, Naples, FL
Richard and Patricia Gill, Essex, CT
Paul Grassfield and Jennifer Streamns, Brooklyn, NY
Nancy Grunau, Clayton, NC
Chris and Lisa Hallgren, Somerville, MA
David and Kriston Harman, Brooklyn, NY
Patrick Haslett, Somerville, MA
Matthew Hill and Chris Cuthbertson, Barrington, RI
Peter Jakab and Iris Fein, East Hampton, NY
James Kilroy, Marshfield, MA
Ryan Langley, Somersworth, NH
Steven Lapp and JoAnn, Rumson, NJ
Jim and Katrin Linhares, Sagamore, MA
Aeio and Elizabeth Loggers, Seattle, WA
Hilary Muldoon, Rumson, NJ
Mike Murphy, Bridgewater, MA
Eric Reinhardt, Seattle, WA
Mark and Lynda Ritter, Marietta, GA
Michael and Alicia Steohen, Gulf Breeze, FL
Wallace and Bernice Stepler, Stonington, CT
Pete Wlochowski and Mary Solazzo, Glastonbury, CT





Jim O'Connor's work as a photographer is well-known in the catboat community. Each year he produces a color calendar of catboat photographs from journeys he has made in the waters of Cape Cod, Martha's Vineyard and Nantucket. Last summer he sailed to Long Island. O'Connor is not just looking for the great color photograph, he looks for the photograph that will render well in black and white. To many of us, his black and white photographs are a cut above anything you see in a glossy color sailing magazine. We are fortunate to have him as a contributor with the CBA. In the last Catboat Bulletin, a black and white O'Connor photograph was used on the cover and we all heard plenty of compliments.

This March at the CBA annual meeting, O'Connor ran a photography workshop. It was well attended. O'Connor's mission was to share his love of photography and inspire.

We'd like to encourage all sailors to submit their best photographs to both the Catboat Association website and to the Bulletin.

People, and not necessarily sailors, love pictures of catboats. They inspire and remind us of another time. We hope you will share this Bulletin with not only your catboat friends, but also those who have a love for all that is beautiful.







KATHLEEN

N. FALMOUTH

KATHLEEN

N. FALMOUTH

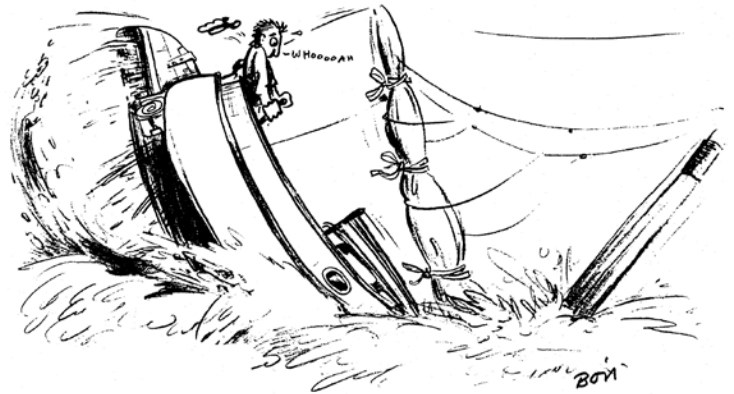
Boat Building and Maintenance

Doug McQuilken, Editor

Collapsible Tiller Extension

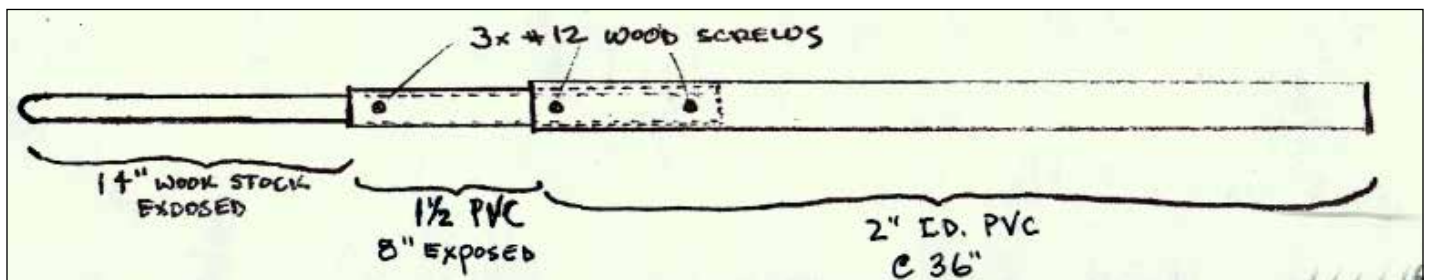
Tom Opanowicz

This tiller extension is used on my Sanderling, *Ruddy Duck*. It is my first catboat, which I acquired ten years ago. We sail out of the Ocean Gate Yacht Basin onto the Toms River and Barnegat Bay in New Jersey.



Materials Needed:

- 1 x 30 in. length of 1.5 in. outside diameter round wood stock
- 1 x 16 in. length of 1.5 in. inside diameter PVC pipe
- 1 x 36 in. length of 2.0 in. inside diameter PVC pipe
- 3 x 1 in. x #12 bronze or stainless wood screws
- 1 x knee-high sock (to be slipped over tiller to protect your Bristol finish)



An Electrified Horizon Cat

Charles Flanagan

I fell in love with the Com-Pac Horizon Cat (1) on first sight when it was introduced at the 2002 St. Petersburg Sailboat Show. Probably nostalgia, as it seemed a duplicate of the 20 ft. Crosby catboat that a boyhood buddy's father trusted us enough to let us cruise all around Narragansett Bay. No auxiliary power in those days, and although the Horizon Cat is offered with diesel or outboard options, neither seemed appealing in a boat this size. Hence the quest for alternatives and the eventual focus on the practicality of electric propulsion.



Nostalgia is under sail.

There are a large variety of electric drives available today ranging from large inboard mounted electric traction motors to something resembling a trolling motor. As important or probably more so is the choice of a battery system. The first major branch for that decision is lithium ion versus lead

acid. The power density of lithium ion for a given weight, space, voltage, current draw and charge characteristic is clearly superior to lead acid. On the negative side, are the much higher cost, need for protective circuitry and risk of runaway fires. On a displacement boat with a keel, weight is not a problem. Space is a problem on this boat for an inboard installation to find room for both a motor and a battery bank (particularly lead acid) as well as managing the center of gravity. Depth of discharge, efficiency at high discharge rates and rapid charging, which weigh heavily in favor of lithium, were not important in this application for auxiliary power and overnight charging. In the end, lower cost and lower risk led to an AGM lead acid choice.



Torqeedo.

The battery decision, desired cruising range, and the associated space limitation pretty much dictated that the power unit needed to be an external integral motor/propeller package. Other considerations about motor mounting, propeller shafts, shaft seals and struts further tipped the decision that way.

Of the products available today, the units produced by Mastervolt and Torqeedo were the best potential match to my requirements. The PodMaster(2) clearly provided the easiest installation to the hull but required sizeable space for the associated control unit and would require widening the keel to accommodate the width of the mounting

pad. On the other hand, the Torqeedo(3) units are all outboards and would require substantial modification to install in the Horizon Cat. In the end, the compact design of the Torqeedo power unit, the width of the fairing, which perfectly matched the flat on the keel, and the miniaturized control module won out.

Next was the question as to how much power was required to get reasonable cruising speed with reserve capacity for adverse wind and current. There is considerable literature on how to calculate required power (4) but specific data for this boat wasn't available. It was possible, however, to get the approximate r.p.m. for the Horizon Cat required to reach hull speed, and using the power curves for the optional Yanmar diesel engine, it would require just under 6 hp. or 4 kw. This was consistent with estimates from the literature and also matched available products from both Torqeedo and Mastervolt. With the power requirement defined, the questions turned to battery capacity, cruising range and available space for installation. The calculated hull speed for a 17.75 ft. waterline is 5.65 knots which would theoretically require 4 kw. At a more efficient cruise of 80% hull speed, power requirement would be about 30% of maximum or 1.2 kw. I chose an arbitrary limit of 8 hours, which at 4.5 knots would give a range of 36 NM and require a battery capacity of just under 10 kwh.

So as not to keep you in suspense, the final results from speed trials were a max speed of 6 knots at 4 kw, cruise at 4.5 knots for 40 NM at 800 watts or 5 knots for 30 NM at 1250 watts.

Both of the power units selected operate at 48 volts, so a battery bank with 208 AH capacity would be needed. Survey of user comments on batteries for this type application focused on products from Trojan, Lifeline, Odyssey and US Battery. Trailer Boats magazine had an excellent article in the May 2011 issue that covered battery technology and available products. (Trailer Boats ceased publication that June but reprints can be found on the Trojan website (5).) Of all the 12 volt AGM batteries, Odyssey offered



Odyssey.

a unique form factor in their PC1800-FT with a width of less than 5 in. and the right AH capacity. My thinking was that the 5 in. width would allow 4 batteries to slide into the space where the diesel inboard was normally mounted.

With motor and battery selection made, system design and installation details were the next task. The first problem was that the combined width of the four batteries and the sliding tray was just a hair wider than the space available. Com-Pac suggested that one of the batteries could be located in the keel forward of the centerboard trunk in lieu of ballast which turned out to be an elegant solution and helped with keeping the CG within bounds.



Battery in Keel.

The remaining three batteries were mounted on a tray and strapped down beneath the companionway step where the diesel engine would normally be mounted.



Battery Tray.

The standard battery platform is located aft of the starboard berth under the cockpit seat and was the perfect location and size to mount a ProTournament 300 Quad battery charger and a 48v to 12v Kelly Controls converter. The charger provides current and balancing to all four batteries simultaneously and maintains a float voltage after full charge. The converter supplies the house panel with the standard 12 volts and avoids unbalancing the bank by drawing from a single battery. The back of the bulkhead at the aft end of the bunk provided mounting for the switchgear. A 30 amp. shore power receptacle was connected to a double pole marine breaker that fed a 110v ac duplex outlet and the battery charger. The dc side was controlled by a 130 amp. switch/breaker for the motor power and a toggle switch for activating the 12v converter that feeds the standard house electrical panel. Wiring for the motor circuits was #2 tinned marine cable (heavier than required for the 83 amp max current but chosen to minimize voltage drop).



Battery Charger.

The motor installation was a bit more complicated. The Torqeedo Cruise 4.0 is designed as an outboard motor with optional remote control or tiller control. The motor/propeller unit is supported with a heavy, round stainless steel tube surrounded by an extruded aluminum fairing. The tube is clamped to the transom mount mechanism

and topped with the housing for the control module. Modifications started with removing the control unit (two power leads, a sensor cable and the mounting clamp); removing and discarding the transom mount, and slipping the fairing off. The plan was to install a fiberglass tube through the keel extending into the cockpit to a height that would allow remounting the control module beneath the seat grating under the tiller. Com-Pac felt this was feasible as they use a similar arrangement for the rudder stock tube in some of their boats. Fore and aft placement was touchy as the flat section of the keel narrows towards the stern limiting the aft location to accommodate the fairing width. The forward location was limited by not wanting the control module to protrude into the cockpit area. Initial decision was to cut off the projections on the aluminum control module base casting (which was done), but eventually we had to mount the control head sideways to meet all the constraints. The motor support tube was cut down to a length that gave the proper tip clearance for the propeller and adequate extension above the fiberglass tube for a split collar and mounting of the control module. The fairing was cut to match the angle of the keel. Assembly included rubber sleeves around the tube and rubber pads at the keel and tube top for vibration isolation. The unit was locked into place with set screws in the split collar bearing on a plate over the top of the fiberglass tube.



The remote throttle was mounted on top of the teak grate just below the tiller.



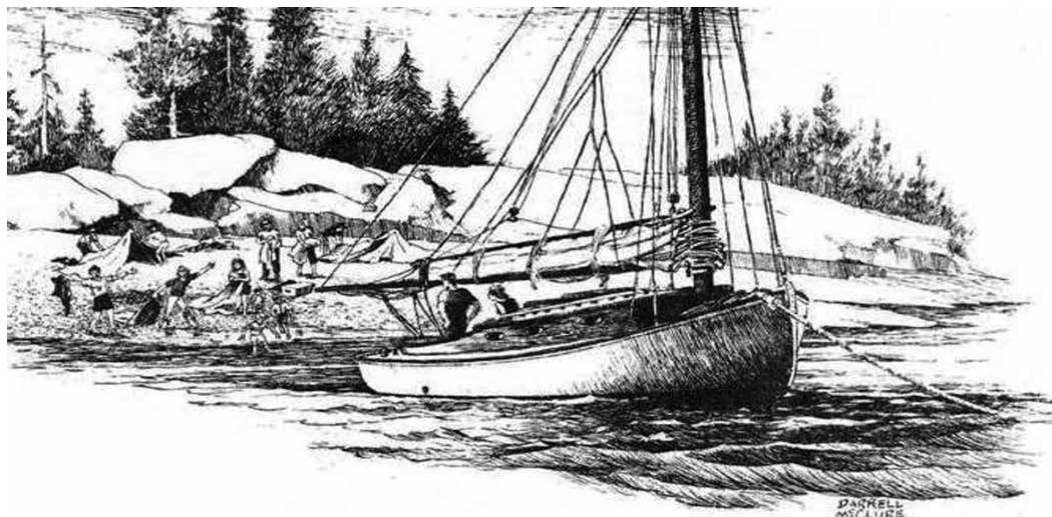
Controls.

The finished boat was launched in early October. She sails well, handles well and the electric motor is a joy. Quiet – a bit of whirring when under power; responsive – just drop your hand from the tiller and push the throttle as you come into the wind when rounding a corner in the channel; economical – about \$1.10 for a full day under power—and virtually no maintenance!

Speed-power data was gathered in a sheltered area with light wind using the GPS and power readout, which is provided by the control module and is shown below.

Speed	2.9	3.9	4.3	4.7	4.9	5.2	5.4	5.5	5.7	6.0
Power	250	500	750	1000	1250	1500	2000	2500	3500	4000
Range	98	64	54	34	31	25	21	17	13	12

Table.



Speed is in Knots; power is in Watts; range is in Nautical Miles based on 80% depth of discharge and the rated battery capacity up to 1250 watts. Range is probably optimistic above that, due to decreasing amp hour capacity above a 25 amp draw. Based on this data, an efficient cruise speed under power would be between 4 ½ and 5 knots.

I am very grateful to all of the people that helped me with information, answers and suggestions, but especially grateful to the staff at Com-Pac Yachts for advice and letting me do this project, as well as to my Torqeedo dealer, who provided the info for dissection of the power unit.

The boat was christened *Nostalgia* !

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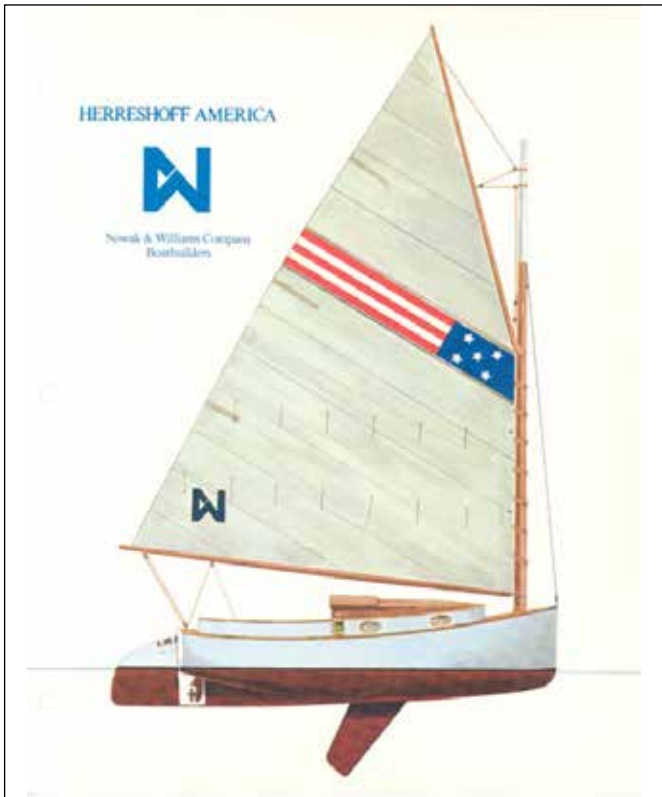
The Creation of the Ketch, *Salt*

Jean G. Miele

When I gave up the *Sea Cloud* after 34 years of sailing her out of Squassux Landing, I wanted a boat I could single hand. She would need to be stable, shoal draft, and classic of line.



In 2008, I spent some time on the internet and settled for the Herreshoff America. I found one in Sayville for a reasonable price, in fair condition, and with the appropriate trailer.



I tried her on the bay, and found her wanting. I know that is blasphemy, but as a single hander, she was not fun and just plain dangerous.

If I went out on the bay early, in light wind, by afternoon, when the wind kicked-up to 10-15, there was just no way to reef. And yes, one day I went out of the river cocky in a southwest blow I thought I could handle, was surprised by the intensity of the wind, came about to run back to shelter and snapped the mast at its base. I repaired her, then I traded her off to Steve Pagels for a Moonbeam. But that's another story.

I found another HA18 at Beaver Dam Boat Basin. She wasn't tidy. No sails, bent boom, rotted rail, no trailer, no motor, but for a thousand dollars I couldn't resist her.

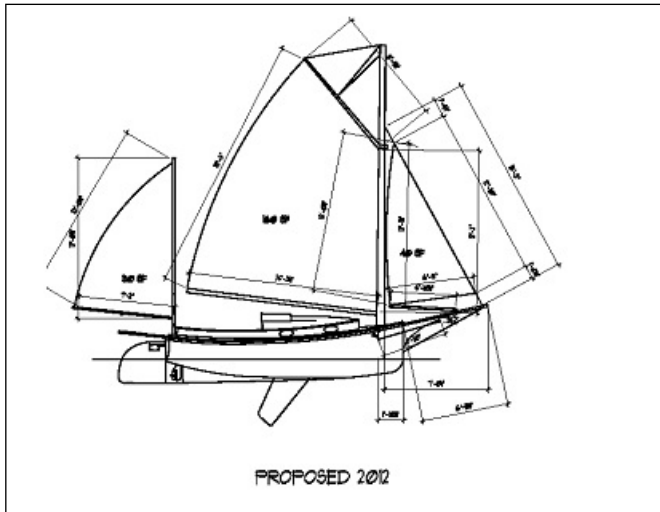
I immediately repaired the boom, bought a new flag sail and sailed the 2009 season as a catboat; but I wasn't happy. I missed the ease of raising and lowering the sails on a ketch. Once you raise and sheet in the mizzen, she weathervanes. She just sits in the water bow into the wind, and waits for you to start something.



Now to make her the boat I really wanted. I am an architect, I work in cad on my computer, so I downloaded the original HA18 profile from the original sales brochure, overdrew it, and started tinkering.

After much of that tinkering, I settled on a sail plan which gave me the same 250 square feet of sail area, but divided it between 3 sails: jib, main, and mizzen. I reduced the original main and placed

the new sails both fore and aft equidistant from the center of lateral resistance [centerboard down] so as to maintain her sailing characteristics. This necessitated a 6 ft. bowsprit.



Next I contacted Steve Thurston and sent him my sail plan. I explained that I wanted a rig that would allow me to reduce sail single handed, and permit me to easily heave to for lunch. I sent him my plan and his response was positive! I commissioned the sails. While waiting for the sails, I had much to do: cut the boom; make up a mizzenmast; mizzenmast step and a new mizzen boom.



Rigged with the new sails she did well at the 2010 Catboat Rendezvous...placing 4th after breaking her main traveler and losing at least five minutes to a jury rig. She did get "Best of the Bay 2011" from the crew at Sayville.

Winter of 2010-2011, I pondered whether the mizzen was large enough, because unless we had a substantial amount of centerboard down, she was reluctant to weathervane. I put in a call to Steve Thurston, and he advised me that the HA-18 rig specified 258 square feet of sail...and that the roach of the sail "does not count". I ordered a new mizzen fully battened, to round out the missing area.

We sailed the 2011 season with the new sails and she weathervaned beautifully with just a bit of board down. This is important as it allows us to push off the dock at Squassux, set the mizzen sail, sheet it in tight. And like magic, she points right up into the wind. This allows me to take my time raising the main. Now I can begin to sail and roll out the jib while under way if desired; all without starting the motor. Conversely, coming home to roost, I can sail to within a few yards of my dock, and drop the jib and mizzen before starting the motor to dock.



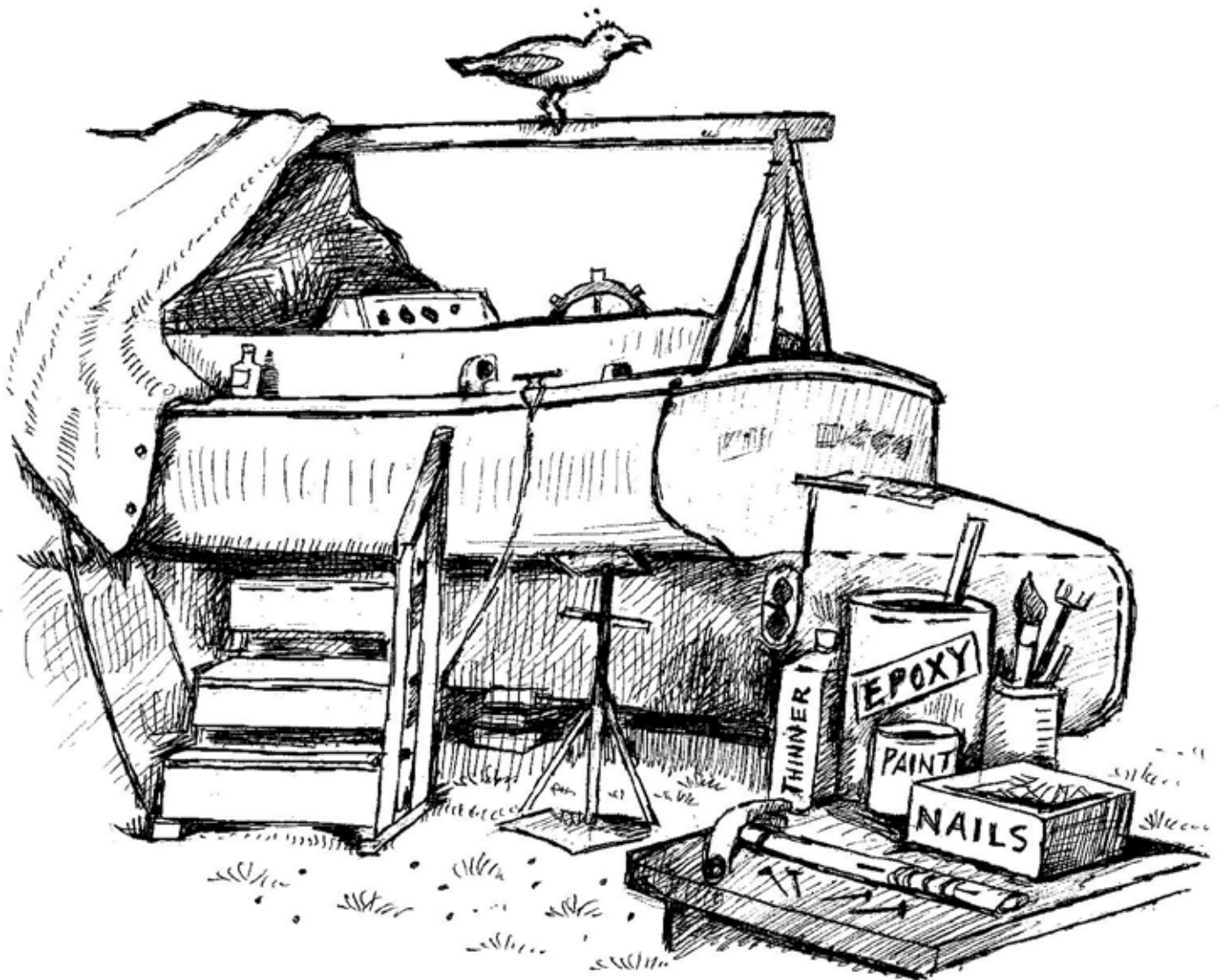
The catboat Rendezvous at Sayville was a hoot. The wind was out of the north at close to 25 knots. We did well on the windward leg after a bad start and were making up time against the boats ahead on the first downwind leg. But when we went back into the wind the centerboard refused to go back down. We had bent the centerboard so badly it was wedged hard in its trunk. We did not finish! With a new centerboard three days later, we were back on the bay to finish the season. Wait till next year!

Never leave well enough alone.

Another pet peeve about the H-18 is the small cockpit. Herreshoff did design the "Scout" as well. Same hull, ketch rigged, no cabin, fore and aft cockpits. I searched on-line for one, found one for sale on the Jersey Shore, and sent Bet Zielenski down to pick it up for me. He called after seeing her and reported her unfit.

So I cut back the cabin on the *Salt* and added two feet to the cockpit. I also shortened the mast by two feet to suit the smaller main and trimmed the gaff to fit as well.

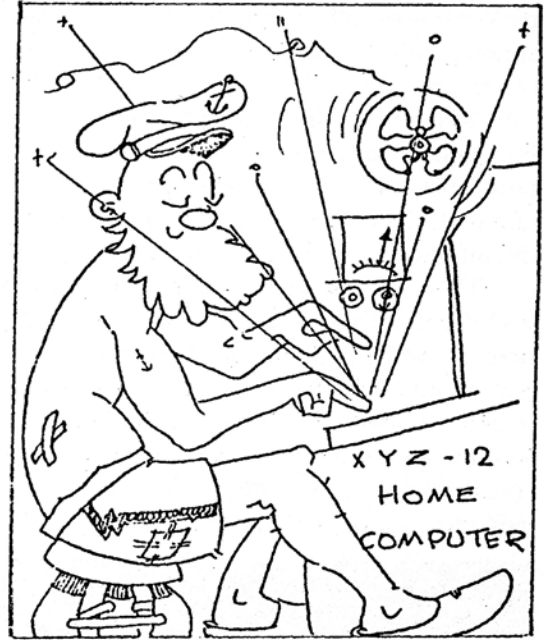
Now I'm happy!



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. 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 I your two cents' worth. It is always entertaining – most definitely one of the best catboat resources available, next to the Bulletin.



Q: Could someone steer me in the direction of a thread on repairing a leaking porthole on a Menger Cat? I also will be repairing the two leaking portlights, so any help in that direction will be much appreciated, too.

Answers Summary:

I've replaced two or three portlights on my Menger. Straight forward job. Once removed (unscrew bronze frame, cut away old silicone) match up thickness and type. Jigsaw shape to original and reinstall with liberal amount of clear silicone. I purchased the material from a marine supply that carries the correct material. As I remember vaguely, there are several types of acrylic sheeting material on the market. Some will craze very quickly. The forward porthole is laminated glass, 2 sheets of 1/4 inch, I think, which I purchased from a local glass supply and siliconed them in place.

Run a light bead of grease (like water pump grease) or beeswax around the trim rim (fiberglass and light sides), use a hair drier or heat gun (low setting) to liquefy the material, let it set and wipe off the excess. It will flow and fill any water passageways, and when cool seals it. On a sunny day, it may become soft or slightly flowable, but not when it's raining.

Response:

Thank you, everyone! I have removed them all and will reinstall them today, if I can grow a second pair of hands. I will use butyl tape to seal them, inasmuch as I am familiar with it, I trust it, and I need the seal to remain compressible: The lights turned out to be 1/2" plexi, which are fair to or

possibly proud of the bulkhead. Hence the frames must be drawn close, but not touch the lights.

I located a gasket for the opening portlight, as well as a screen (not the original bronze screen), from Sailboat Stuff. They carry a dwindling supply of the defunct ABI 4" portlights and gaskets and screens.

I realize now from seeing how the deadlights and portlight are designed and installed, that keeping incipient leaks away is part of routine maintenance. At the first leak I will try the beeswax and hair dryer treatment, non-toxic, inexpensive, elegant.

Q: I would like some advice on taking the rudder off and getting it up on lifts. Can someone direct me to a source? After that, I'd like some advice on fiberglass repair, if that's in the listserv discussions, too.

Answers Summary:

If yours is the traditional rudder-tiller arrangement, remove tiller from top of rudder. The rudder should lift vertically easily, after tiller is removed.

For fiberglass repair, I recommend you search the list serv archives with those two key words. There is a great You Tube site called "Boatworks" which has great demos of repair, gelcoat work, etc.

Question continued: Thanks to all for the advice. I did take off the tiller and tried lifting the rudder. How much does it weigh? It might be hung up on dried paint, but I was assuming it was too heavy for me to lift off.

Answers Summary:

I've seen in these posts. I've been able to lift it off the stern the last two years in a row, but it is awkward. Get some help, if you're not sure you can heft it yourself, and have a dolly or hand truck nearby to move it, if that's convenient. Especially, if you're doing this yourself. When you do set it down, pay attention to how it balances, because they roll pretty easily.

The rudder should lift right out. I would estimate mine to be 75-80 lbs., if even that. The weight would depend on the type and construction of your rudder, however. I remove mine with ease when I pull the boat out at the end of each season, so I am confident you or you and an assistant can do it. As for difficulty removing it, perhaps you should lightly sand the pintles (male pin) and oil the both the pintle and the gudgeons (female connector) on the transom.

Q: Many years ago, I read about a boat designed to sail in the water and over light ice. It was used in the New England area on lakes and in the bays. Of course, I cannot find the article now and a Google search came up negative. I was probably using wrong search words. Anyone out there remember anything about this type of craft?

Answers Summary:

I have seen such boats that will float or slide. They look somewhat like a sunfish, but with long skates running along the bottom of the hull. Many of them are from by-gone days. It was called the Great South Bay "Scooter" and could be described as a duck punt with a "horn"(bowsprit), a gaff rigged main (with a 10:1 sheet) and a "balanced" jib. For more information on this boat, take a look at: <<http://icescooter.org/>>. Go to History (left side list) and

read about the old boats (about halfway down in the article)

Q: One the hatches on my Menger 19 is delaminating. There is a crack in a corner and any weight on it causes it to flex a lot. I am looking for recommendations for someone who could repair this for me. I live in North Kingstown RI. Any recommendations will be greatly appreciated.

Answers Summary:

A person on Long Island and another in Bristol, RI were recommended by list readers. One solution was to take the hatch off, drill a hole from underneath, and inject some epoxy. Given the time of year of the question, it was suggested that the work be done indoors.

Q: I have read about the archived listserv articles but do not know how to get there. Can you provide direction??

Answers Summary:

Here you go. Looks like you don't even need to log in:

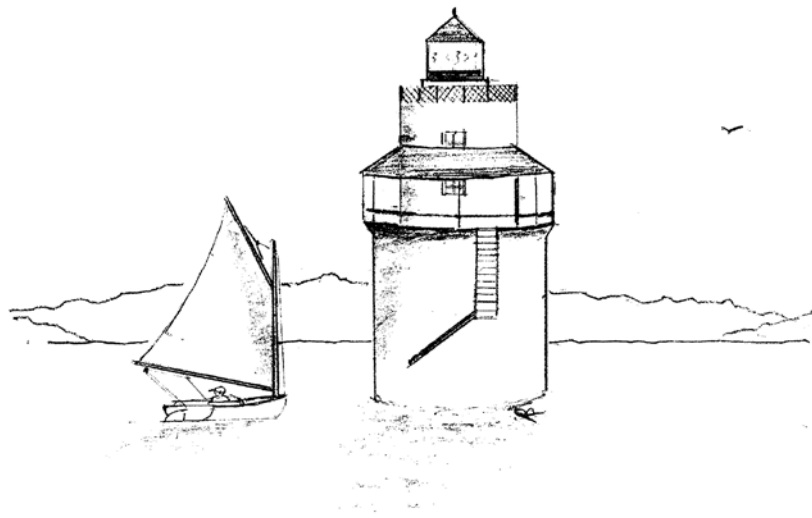
<http://listserv.uri.edu/cgi-bin/wa?A0=CATBOATS>

Q: How does one get on the Discussion List?

Answers Summary:

List-Subscribe: <<mailto:CATBOATS-subscribe-request@LISTSERV.URI.EDU>>

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

Catboat Sailing in Dixie

David Morrow

This fall, after several years of false starts, I trailered my 1964 Marshall Sanderling, *ANNA*, south for some wonderful lake sailing in Tennessee and Alabama. My interest in sailing on inland lakes began when I attended college in TN in the early 80s and I sailed my windsurfer on several TN lakes. Then, in 2002, I traveled to the TN/AL football game from Guntersville, AL to Knoxville, TN by boat – along with the rest of the Crimson Tide Navy! No, they are not a resurgence of the Confederate Navy; they are a group of Alabama Crimson Tide football fans that travels up the TN River for the game. The University of Tennessee versus University of Alabama football game is held at Neyland Stadium which sits right on the TN River.



On the road.

This trip began on a beautiful, cloudless October day with a ten hour drive from Annapolis to Nashville. At the end of the trip, there was still enough daylight that I was able to rig, launch and dock *ANNA* at the Percy Priest Yacht Club before dark.

While the weather didn't cooperate over the next few days, the sailing was still wonderful. My first day out with fellow catboat sailor, John King, was damp



Drawing courtesy of Frank Lovewell

and the air was light, but watching two bald eagles soaring above trees, with leaves just beginning to show their fall colors, made being out on the water all worthwhile. And here's the best part – after the sail, we drove to Edley's Bar-B-Que in South Nashville for an amazing lunch of barbeque. The day ended with some fine SEC football on the TV accompanied by a couple of cold adult beverages!



Dockside Nashville.

My final day on the water in TN was still damp and overcast, but the breeze had filled in allowing me to explore Percy Priest Lake more fully. I sailed hard on the wind past the J Percy Priest Dam to Nashville Shores Yacht Club, gybed over and then ran back to the Percy Priest Yacht Club. With so many coves and islands, it was easy to get a bit turned around on my return to the marina. I had tried to purchase a chart or map of the lake prior to arriving, but unfortunately the only thing available was a fishing map showing fishing locations and a few landmarks. My rule of thumb is to never sail without a paper chart of the area; I'll not make any exceptions in the future! I hauled *ANNA*, had her secured and ready for the 3½ hour trip to Alabama just as the skies opened up with more rain!

The next two days in AL were a washout. However, I was able to launch at Lake Guntersville State Park and motor back to my friend's dock late on the second day as the rain and winds had lightened to tolerable levels. I should mention at this point that the public launching facilities I used throughout the trip were excellent! Each lake had plenty of wide paved ramps with floating docks and loads of parking! The Northeast has a long way to go to catch up with both the quality and quantity of these parks.

Finally, I awoke to a morning of sun rather than rain. This was a great thing since I was meeting my friend Doug and his Core Sound 20 MK3 out on Lake Guntersville. Not only was the sun out, but the breeze had also settled nicely, making for a terrific run up to the state park where Doug was launching *Look Far*.



On the wind.

We had a wonderful sail before lunch, beating, reaching, and running around the lake. It was so nice to have someone to sail with on such a beautiful fall day. (Though light rain showers reappeared) I was surprised how the wind built throughout the day, finally hitting the high teens and requiring a reef. This allowed me the chance to try my new single line reefing system, which worked like a dream! The design performed better than I had hoped, enabling me to reduce sail in under a minute!! I plan to add a second reef, which should allow me to sail in winds of nearly 30 knots and remain in control. I'll also need to tweak the leads and decide if I should run the reefing lines through the boom or leave them external.



Anna reaching.

Doug and I docked for a quick lunch, and then hurried back out on the water to take advantage of the clearing weather and steady breeze. We sailed around the lake for another hour or two and then Doug headed upriver to haul out and get home for

his birthday. I beat down river practicing my reefing skills by tying one in and then shaking it out as I sailed. I then ran back to the dock, secured *ANNA* and was ready for dinner by sunset!

My last day of sailing was the sunniest and warmest of the trip. The wind, however, was light to non-existent. Even so, after a hearty (though not heart-healthy) lunch of Simmons barbeque, I took my friends out on *ANNA* so that they too could experience the beauty of the lake. The leaves were seemingly changing in front of our eyes. The best part of day for me was taking my buddy, Ginger, out on the water for her first sail (drift)! We motor-sailed back to the state park, hauled and de-rigged without incident. As we were just about to leave the park, a fisherman came into the dock. We watched as he moved around his boat and quickly noticed he was disabled, having no use of his legs. He expertly transferred from his boat to the dock and wheelchair, into his truck and back without an issue. I did assist him by driving his truck up the ramp, though he assured me he could have handled the task himself. I didn't doubt him for a second. He told us he lost the use of his legs in Afghanistan and fishing was his therapy, traveling between TN, KY & AL. Seeing the effort this man put forth to pursue his passion was truly humbling.

While *ANNA* was ready for the long drive home, I could have stayed for a few more weeks and enjoyed the beautiful Alabama sailing.

Here are a couple of observations from the trip. While I was only on the water for 5 of the 10 days of my vacation, when sailing I saw fewer than 10 pleasure boats (all but one power) and 1 large tug pushing 12 barges. The only other sailboat was my friend Doug and his Core Sound 20. Even on the beautiful days, I had the lakes almost completely to myself. As mentioned earlier, the park facilities were terrific and very easy to access. Launching and sailing in fresh water is so easy on the boat and trailer and there's no need to hose anything down at the end of each day! The scenery and sailing conditions were amazing, though next fall I may wait a little longer and coordinate my trip around peak foliage times. Finally, showing off a 51 year old catboat to Southern buddies – old and new – was a blast, but taking a 60 something friend sailing for her first time was unforgettable!

News from down on dee Bay....Hon!

Steve Flesner

After 20+ years, David Bleil has stepped down as the CCBA Treasurer and Paul Cammaroto has stepped up. It was a quick two step shuffle and only the IRS and Federal Reserve know what happened! David also retired as the Chesapeake Catboat News Editor. We posted a "help wanted" notice and were swamped with applications...something about the high unemployment rate and the liberal pension benefits; plus it was an unpaid position! After splitting a dozen fresh oysters and a cup of crab soup along with a few libations over lunch at Thursday's in Galesville, MD, Craig Ligibel offered his services but only if Marc Cruder and I picked up the bill. So, without any further arm twisting, Craig is the new editor and brings with him a number of ideas that he's going to introduce to us. Craig has a background in advertising and marketing so we may be going high tech with the Newsletter format...something about no more billboards along 95 in CT posting our race results.... seems they distract the NE catboat contingent!!!

Marc Cruder, CCBA Cruise Commander is planning a fall cruise, "Catboat Prowl on the Pocomoke" from September 16-25. We have shifted from the June heat to a more pleasant time of year. The Pocomoke is the southernmost Maryland River on the Eastern Shore of the Chesapeake Bay and is said to be one of the deepest rivers in the US for its average 400 ft. width. Typical depths run 15-30 ft. from bank to bank and you can tack right up to the bank... just watch out for the tree branches!! The mystery of the Pocomoke and its grandeur is its almost total desolation, a result of being devoid of human traffic except for an occasional canoe or barge. Inaccessibility, except by boat at its mouth and a few canoe launching spots, is probably the biggest reason for its solitude. We plan to sail from its mouth, 25 miles upstream to Pocomoke City and Snow Hill. Sort of exploring like Captain John Smith did 400 years ago. We might even trade beads with the Native Americans if we find any! Catboaters from up North are welcome to join us on this adventure. Marc can be contacted at 410-987-9616 heavytrees@comcast.net. Don't forget to provision your vessel with an adequate supply of Mars (Myers) rum and tawnik (tonic) for we are heading into the wilderness! The last CCBA cruise up the Pocomoke was in 1991 (Bulletin No. 98) and some were never heard from again...we hope to have better luck!

Sailing Aboard *Shore Bird*

Gregory Lee Taylor

Editors Note: *The writer of this story lives in Wallingford, PA, a town not far from the Delaware River. When he isn't working as a professional, Taylor is an avid catboat enthusiast sailing in the inland bay waters around Little Egg Harbor, N.J. He captains an 18-foot Marshall called Shore Bird and a few years ago he set his love for sailing and his love for family to words in a privately published book called "Sailing Aboard Shore Bird". It took many years and adventures to pull the pieces together, he told the Bulletin. He said he wanted his writings to be a keepsake for his family. Taylor is a former member of the Chesapeake Bay Catboat Association and he said he is contemplating joining the Catboat Association. Here is an excerpt from the self-published 150-page book.*

Here are the tales of wanderings afloat for Brandon and Dad. Time well spent out there and remembered here.

This book covers the trips Brandon and I have taken following the Stonehorse rendezvous in 2001. I have saved journals of sailing days beginning after 1995 when I bought *Bluebird*. The entries were difficult when I tried to cover routine outings in an interesting fashion. That four day trip was full of new experiences however that I wanted to remember and pass along. My inspiration to write comes from a few things. It has been rewarding for me to return to the relatively few times I manage to get into the outdoors, on the water. The record helps me recall these days. The water in all its forms is a place of beauty where I can combine the fun of gliding quietly across the water with the satisfaction of learning and challenge. As I gain the insight of advancing years, I like the idea of making little books as keepsakes, saving these times for loved ones. Over the years, Brandon has been willing to share these events. I hope that the moments of crisis and my occasional lack of level headedness have been worth it, all things considered...

The last time aboard *Shore Bird* we towed Brandon's kayak, the *Aarrrrghh*, or some such spelling, behind us sailing overnight to Tuckerton across Little Egg Harbor. We did well during the day but, come evening; the air was wet-on-the-face

damp. We had a windy anchorage plus it rained and we were not comfortable. The next day it rained and we came home early, motoring all the way.

The memory is kind to us and Brandon thinks that another trip might be fun. This time, after untold hours of preparation, turning little *Shore Bird* into a camp cruiser, we were ready for almost anything. The water, however, provides a sure test of your skills and we were to be tested for sure by the time our trip was done.

Shore Bird

When I realized that I wanted to have another sailboat there was almost no need to search. I could get a slip for a boat at the Haven Beach Club for a good rate, but the vast majority of the bay is very shallow. Many years back I had admired a wide, shallow draft sailboat that was new to me. She was small in length and displayed on a trailer at the Annapolis Boat Show. It was the overall form with oiled teak trim combined with the small scale that charmed me. Later I saw one at a ramp on the York River again, a delight to my eye. This was the 18' Sanderling built during the same time and in the same region as the Stonehorse. Our area had quite a few being offered for sale. The design was successful enough to have been built several hundred times. We looked at the odd dozen that were raced out of Little Egg Harbor Yacht Club but none were for sale and all were pretty tired looking. We looked at one off the Severn River that was full of mold with rot. Then we found a vintage 1974 version cared for under a cover and in good repair. The owner met us in Annapolis and took us for an afternoon sail. On the way back the clouds let loose but that did not sour the deal. I had first seen the Sanderling at the Annapolis boat show around 1974. Now, again in Annapolis, about 30 years later, I purchased one that could possibly have been the same one I admired 30 years before... She was re-named *Shore Bird* in 2002 and today calls Haven Beach her home port.

Shore Bird is now a wonderful small cruiser with warm cedar ceiling inside, really comfortable berths, cabin lighting and ventilation with heated pressure shower and awning up on deck. The newest nicety is a cockpit table for real luxury in our dining.

On the water, there is always an element of true adventure each time the lines are cast off. We encounter the unknown and unfamiliar to our delight whether the water is a small stream nearby or the broad bays. The New Jersey sea shore has always been a treacherous waterway particularly at Barnegat

Inlet. Even these days it is common to hear of the latest marine rescue, or loss. At the same time, we continue to venture out lured by the prospect and promise of the beauty found where the land meets the sea. "So where shall we go sailing this year? Let's head to Barnegat Inlet..."

Brandon and I discussed whether and where and when to sail. Now we had a plan and after breakfast at the new Dockside Diner in Spray Beach, we stopped for block ice at Jingles. The ice was just the right size and went into the cooler nicely. After finding the car keys, we went to look for shrimp but the seafood markets weren't open yet. We found the shrimp we wanted at Murphy's market and returned home to finish getting ready. We made many trips back and forth between the car and boat loading gear aboard. Brandon helps me drill and fasten the fittings to hold our swim ladder in place on the stern. It's far easier with Brandon holding on one side and me on the other tightening up the fasteners. The solar shower is tied down on the deck forward.

It was a trick getting the two kayaks in tow. Brandon had done a nice job bringing both boats out to *Shore Bird* and I helped him aboard, but it was only a moment before we noticed that first one, and then the other kayak had come adrift. We circled back and remedied this using short lengths of clothes line and a long wire tie to keep those slippery yellow floating rope knots tied!

We were now underway, headed for the causeway bridge after Brandon brought us up into the wind so the sail could be raised. I decided to keep the outboard running knowing from experience that, once we were crossing under the bridge, the wind would shift and stop just as we needed it most. Brandon was still on the helm as we crossed under the bridge and I was happy to have the engine on as the quarters were close! Soon afterward though, we changed course up toward the Island again. I had turned on the GPS by now and we were able to see how fast we were going. Sailing close hauled, I shut off the outboard and pulled it up. We were making better than 5 mph, the same as under power so there was no need to burn gas and hear noise. I was happy with our speed given all the gear we had aboard.

We were beginning to use the chart now as we entered new waters. We had looked at the possibility of taking some short cuts between islands however, on our first attempt; we could see the bottom coming up and reasoned that it would only become more shallow. We tacked away out to the channel and

deeper water with only a few minutes delay. Past another hurdle, we settled into sailing. We have a good supply of water aboard and have started in on some fruit. There are green grapes and cherries as well as nectarines and plums. Breakfast at the diner is long past.

We can see the lighthouse up in Barnegat, just after coming under the bridge because the day is very clear. Later, we were a lot closer but could not see the lighthouse because we were too close to the land structure blocking the distant horizon. We were navigating on the island side of the channel, watching a powerboat give tube rides. We planned to turn up the southern channel avoiding a much longer sail out into Barnegat Bay and around finally back to the harbor. Joe had told me you could get to the harbor going up this channel and so we're giving it a go after we clearly see the markers. There are lots of boats using this water and the wind is fine so along we go. Our chart doesn't offer much help as it doesn't include any marker buoys. I reason that up toward the harbor the navigation will get tricky but we follow along without any trouble. We rounded a point and then Barnegat Light and the familiar harbor came into view. As we arrived, I had been watching our progress versus a large sailboat quite a distance off in Barnegat Bay. I saw now that this boat had been heading up the main channel to the north where the mast and mainsail were visible over the low lying islands for quite a while. They're under power with only the mainsail up making a speed that will bring us together as the two channels meet. I joke with Brandon as the boats converge that the jib is now set out of shame from seeing us sailing smartly. Now very close, this other sailor is single handed aboard a very pretty and large dark blue sloop. Brandon saw that he flashed us "devil horns" as they motor-sailed past us. We followed along sailing straight into Barnegat Light harbor. Later, I saw the jib furling, rolling back up electrically like a giant window shade!

In the harbor now, I can see sailboats at anchor where I knew they would be from prior visits in the car. We sail on in to the harbor meeting back up with the sloop that has had to detour around, following deeper channels to return home to High Bar Harbor Yacht Club. *Shore Bird* continues exploring farther into the anchorage near the commercial fishing fleet before rounding and heading along the dock facilities, looking for a place to bring the kayaks ashore after we anchor. We must have added to the picturesque harbor scene as we went gliding very close in along

the docks. A sailing catboat of these waters from long ago with colorful, slender boats strung out behind, topped by a bright green banner flying aloft. “You looked great coming in”, we heard later from our soon-to-be harbor-mate.

Brandon reminds me that we haven’t really eaten anything since breakfast so I quickly dig out the makings for PBJ slapping two together as we slipped past skiff rental docks. Someone on the shore calls out advising “it’s shallow there” and I wave thanks but have no idea where I should be steering. Fortunately, our course is good enough, and *Shore Bird* is shallow enough that we sail on. There really doesn’t seem to be a place to haul out the kayaks along the waterfront. We sail back out of the harbor and then across the inlet for the sights of the ocean beyond. I remember to be careful as we round a buoy in the inlet. It was like driving a trailer truck swinging wide around a corner. I gave the marker plenty of room and watched as first one and then the second kayak rounded clear astern. There was a good view of the lighthouse as we returned. We waved and receive answering waves back from those who had climbed the lighthouse and stood outside at the top of “Old Barney”.



“Old Barney” and the inlet beyond.

At the base of the lighthouse is a bronze bust of General George Meade, designer of the light and victorious leader of the Union Army a few years later at Gettysburg. On a visit earlier, Mom noted that the statue was made by Boris Blai with whom she went to Tyler Art School; small world. Blai is remembered as a major impetus to the beginning of LBI art culture to this day. Nearby, there are many little colorful snails on leaves among the underbrush here. Nature’s artwork...

Now that we have taken a good look from the water it’s time to anchor. There is no problem with location here as the others are already anchored there. I reach for our anchor and ask Brandon to steer here and then there. The anchor is tossed in and the rode let out. There’s no bite in the bottom though as the anchor takes hold. In a moment, the lack of the set becomes serious as I see we are being blown downwind right onto the big cruising sailboat already at anchor. Brandon and I try several things as quickly as possible but at the end we have to stand on deck to hold *Shore Bird* off the ketch. Pretty soon, the owner is swimming back to his boat asking what is going on! I assure him we have not collided and he is relieved. We look at the situation together and I follow his suggestion that we use the motor to back off. Brandon quickly gathers in the anchor line as I back up and as the anchor comes on board. The ketch sailor worries over the security of his own anchor. I don’t think there could have been a problem though as I have not felt any snags while retrieving our anchor. We spend some time looking for a good spot without causing anymore trouble and finally drop anchor again; this time without mishap. I sit down in the cockpit and begin sorting things out, cleaning off black muck and thinking what to do next. After a bit we decide we might as well get in a quick swim. I go overboard but swim only briefly. Getting back aboard with the newly fitted swim ladder is easy and a real nice addition. Now I see our harbor-mate rowing up near to us and he calls over to say everything is all right and that we have all had bad times anchoring before. This is a nice gesture and a relief to me. He closes saying what a nice sight we made earlier entering the harbor. Anchoring should always be done with forethought. I had presumed a good set and did not consider the result of not getting it. Future anchoring will include a downwind location.

Brandon and I decide to explore a little before dinner and lower ourselves into the kayaks. The

decision to take the kayaks in tow proved to be a good one. They are fun and easy to use and while they need looking after, they provide the means of extending the range of our explorations.

First we paddle over to where a couple of people are learning to use one of the new kite-powered skimboards (don't know what they are really called). We walk on the shore a little and then get back in the water trying out the swim mask we added to the ship's gear at the last moment. Then we paddle over to the marina with Brandon scaring up cormorants along the way. Venturing in, ignoring the privacy signs, we glide on the smooth water inside turning down a few of the boat lanes. We find the blue sloop from earlier all put away and quiet now. We say hello to some folks up aboard a much older houseboat-looking thing which is out of place given the other sleek new yachts here but their friendliness makes me feel less an intruder.

Next we crossed the harbor along our earlier path to look more closely for a landing place and again, find none. We paddle along a low little sedge island to the left where I see a lone shore bird standing. Brandon is much ahead of me as we make our way back while I am content to go slow and steady across the harbor according to my own capability. Brandon is happy to be out of the sailboat and making his own good speed paddling fast and finding the new boat agreeable.

Back aboard now to get dinner, the boom is set to the starboard side with the new rig meant to keep it there, out of the way. I have wanted ventilation for over-nighting long aware of the comfort it provides. On the last overnight in Tuckerton, Brandon and I suffered humid close quarters without the needed air circulation. This time we were good. In a last minute effort, made especially for this trip, a design was drawn. By luck, my co-worker was found to be both capable and willing to construct this canvas cone wind scoop. Jack (Captain Jack Sparrow) sewed the scoop in one evening! The wind scoop is bungied to the porthole and suspended from the headstay to give ventilation. We also hang up the solar shower to get clean in water that is cooling off in the evening light. It is still warm however and nice to wash off the bay and dry down. We have the shrimp from the market to eat with pasta, cooked up in the cockpit with the last of the day's light. A quick galley clean up and we go below for the night. The weather isn't the greatest; a bit of a wind and a touch of rain. We do not have sheets aboard which were planned and

are now missed. For me at least, the canvas cushion covers are too rough. Brandon brought a pillow and I cover one of the ship's cushions with a tee shirt for a pillowcase. Sleep doesn't start easily as strange sounds and surroundings are unsettling. During the night sometime, the wind comes up enough to pull the wind scoop off the porthole. I climb on deck and un-rig it rather than try to repair. The anchor light from Fiji is burning brightly so that's working where we had nothing before. Back below and back asleep, at another hour I'm briefly awake to hear it raining harder than any time before.

Pirate on the Bar

The morning breaks clear. Breakfast is blueberry pancakes and sausage with some of the links going overboard as extra and then, surprise! Breakfast is interrupted when the jetsam sausages are descended upon by a gull hanging around and hoping for more. Aboard another nearby sailboat, a man and boy are busy with morning chores when we exchange a wave and greeting. We are getting back into our "harbor taxis" to go ashore. The day is nice and the rain is gone. We paddle up along Kelly's boat rental dock where we pull the boats out to ask permission to let us park them. No one is in at first, so we carry the kayaks up from the dock. Now the keeper is back and he lets us put the kayaks into an open boat on a trailer. He also warns us that there isn't much to do in town. We tell him we may climb the lighthouse and we'll be back soon.

I've been here a couple of times by car so I know where to head. We walk up to the lighthouse past some shops and find tourists waiting in line to climb the stairs. Brandon doesn't seem keen on going to the top and I probably couldn't even make it. Instead, we go past and find a place to sit on the rock jetty just beyond. Here we watch the inlet and the people coming and going nearby but there really isn't much to hold our attention so we walk the few minutes back to town. There is a group of people with accents from who-knows-where getting things at the Dairy Queen but we're in no hurry and wait for our cold treats. Returning, we walk past the Coast Guard station and then, finding our host, buy some ice and some water giving a nice tip for the boat storage. It turns out he was right about our prospects for entertainment.

Re-launching and getting away without incident, we cross the harbor once again. Now the question is where we will head and what our next anchorage will be. Thinking it over, we decide not to head over to

Island Beach State Park where we might snorkel and cross the dunes of this undeveloped shore. I was not looking forward to doing this and suggested we start back and anchor inside LBI somewhere near Harvey Cedars instead. Brandon gave no complaint and so we prepared to go.

There was a good breeze now so a reef was considered but then dismissed. Under power, we washed the anchor by towing it behind us as is my custom, cleaning off the bottom mud. Hauled back aboard, anchor stowed, we got the sail up and were now tacking out of the harbor carrying the starboard tacks quite close to shore. Brandon took over steering and did a nice job getting us out and along our way in a fresh breeze. There were many boats, buoys and channels to be navigated. After we were clear of the harbor, I took over the steering as we began to head back to the bay and downwind moving briskly. The day was clear and we were having some fun with the fast sailing. I had just found a pair of clearly visible channel markers to head for when Brandon called out that the water was getting shallow. I saw quickly that we were out of the channel but before I could correct, we bounced hard aground.

A grounding is not that serious for *Shore Bird* normally but this one had almost everything going against it. If I had dropped the sail and jumped overboard with Brandon immediately, we might have been able to pull her around into the wind and head back the way we came. I was in unfamiliar water and wasn't going overboard leaving Brandon behind. I was also not aware that the tide was running out so quickly so I delayed my decision to go overboard. I tried to free her by rocking and using the sail to lean her over to sail off. This didn't work so it was time to get out and see what was to be done.

After I got the sail down and jumped into the water with Bran to join me, we had been stuck with the wind driving waves and pushing us only harder aground. Too many minutes had passed. We couldn't do more than rock the boat a little at this point. Now there wasn't anything to be done to dislodge us short of calling some tow company. There was no need to further the embarrassment of bad seamanship. I wanted no parts of rough and unkind handling for the fair *Shore Bird*. These wreckers, modern versions of their more dangerous brethren of old, had been spotted lurking this day and the day before so it was odd that an offer for salvage was not made in our predicament. They did not come close as if they knew it would be fruitless.

It was, none-the-less, a beautiful summer's day. The worry over what to do was present and continued throughout our stay but the accommodations were quite grand. The lighthouse stood clearly red and white over the low green sedge islands between us. With the sail down and tied off we hopped back in the kayaks and paddled away toward a beach just across the channel. I landed there just long enough to stand up and have a look around but the beach there was pretty small and nothing caught my attention until... PIRATES!

There could be no mistake! I jumped back in the *Aaarrrrgh* calling to Brandon that our vessel was in danger. Looking back across the water from whence we had only moments before departed, a suspicious figure was walking close 'round. I feared the worst and expected any moment that the scoundrel would climb over the rail and pillage as all pirates do. Brandon and I leaned to our oars and were quickly upon the intruder who noticed our urgent advance. He was lucky not to have laid a hand on her lest he be shot or worse!



Shore Bird.

Having averted a boarding, we soon learned that this pirate was "working from home" today although you could have fooled us! He was equipped with all manner of gear attached to his well-worn kayak. He explained that he was on his way out and would make a big circle back to High Bar. He held his paddle tethered to his kayak, under his arm, beer and cigarette in hand. I noticed a bailing pump carried for self-rescue. He also showed us a sail he had along for letting the wind push him as was possible. This was a very small set up with fabric attached between

two 3 foot poles that were joined at one end creating a vee shape when held apart to the wind.

He lit up as he listened to our tale, and seemed quite content with our company, stranded there in 8 inches of water. He began telling us of his waterborne adventures including a story of real drama involving a boat such as ours. Apparently the crew was cold and wet and in some danger after swamping their boat, notwithstanding the college racing sailor in command.

Among his tales, our home-working kayak walker tried to devise a method to extricate us from our little mishap. He suggested that Barnegat, with their large commercial fleet must have a strong winch or similar to pull us off. Alternatively, if we had a shovel, we could dig a trench in the sand...! We discussed the state of the tide and what we thought it would do by when before the water was high again. We exchanged names and he finally took his leave. A bit later I looked toward the west and saw him walking through the shallow water, towing his boat by the paddle, stopping to light up again.

I wondered that our obvious, canted grounding went largely unnoticed. In hindsight I understand. Many people use these shoals around the inlet as “parking” spots for their runabouts. They stop, get out, stretch their legs and cool off. I could see several such parties. With few sailors in the waters, a distant, slightly off-angle mast was no cause for alarm; just another boater hangin’ out on the strand. I didn’t feel we were in trouble and so the lack of interest was fine. We were impressed however by one Good Samaritan. A man with his son in one of the runabouts passing in the nearby channel realized we were high and dry. Circling back he called aloud to help. I hopped out and walked over to the edge of the channel to answer. “No thank you, we were all right”. Couldn’t he back in somewhere to pull us out? “No, we were not to be pulled out”. By this point, we had maybe 4 inches of water around us and we needed about a foot. He truly wanted to help us; his sincerity plain to see in the expression on his face.

Stuck on the sand with worries gathering; we would never intentionally go aground on a falling tide yet it is always good to face adversity. The challenge and experience provide growth and the lessons live on. We can tell brave stories and stretch the truth. By the time the next generation hears this tale; the boat will have been lured ashore, swarmed by pirates with the sailors just nipping away with their lives... It’s really something rare it seems and

yet, these experiences can be invited. The treasure lies in combining the activities you enjoy with people you love. Now stir in adventure and viola, Magic! Oh, and a reminder to bring our hearts to bear us along and guide the trials through to the end, fixing the time within us always.

How lucky am I,
To have some time in the sea and the sky,
The sweet short summer,
With a few full moons,
And sunsets as late as can be,
Life alive by the side of the sea.

Dinner & A Movie

As the tide continued to ebb and as night came closer we were joined by an increasing number of shore birds including a pair of Oyster Catchers. These are uncommon to see.



American Oyster Catcher.

We might not have noticed them until their distinct call caught our interest. Brethren “shore birds” gathered for their evening meal.



Dinner guests at the Shoal Diner.

Brandon found that, among other tidbits, very small hermit crabs were to be found in the few inches of water still covering the bar. He retrieved one passerby whom we examined on deck. The hermit emerged from his shell after being brought aboard. Quickly sizing up the situation, a snappy retreat was made back into the shell. This was followed soon by a re-emergence with a lively, scrambling dash to the side rail and jump back into the briny. It's a marvel to us that this little life was so well equipped to survive their most improbable excursion.

I had been watching the channel markers lean left with the falling tide for hours. It was getting toward dark and still the tide ran decidedly out. I got out the binoculars so I could see the state of the markers in the falling light. I was fortunate enough to have brought a tide table along but I was not sure how the times would correspond to our location. There was a listing for tide times at Double Creek which sounded right as we were near the channel of that name. There were two other listings; one for inside the inlet and another for High Bar which I associated with the community on the island. I finally was able to match the state of the tide where we were stuck with the time of low tide which closely matched the listing for High Bar. Still, the longer the tide continued to run out, the longer it would be before we had the chance to float again.

According to the Tide Table, low tide at High Bar was going to be at 10:15 pm. Sundown was just after 8 pm so I was not surprised that the tide was still going out as it got dark. I thought we went aground about 3:15, about an hour after high but I couldn't be sure.

I was caught up in waiting for the tide to turn and therefore, wound up with an appetite and galley duties after it got dark. With the simple meals carried aboard, it was not difficult to get dinner underway. We had beef and vegetables to make into an ersatz stir-fry. I boiled up some rice and set it aside while shifting the stove to cook up the onions, peppers, squash and meat. Cooking was a bit more difficult to manage, careened as we were on the sand but soon enough I divided the pan in half over rice into bowls and dinner was served. The night before we had gotten started watching one of my favorite old movies Brandon had approved for the trip. We finished watching *The Sting* while we ate. We would be stung ourselves by a few mosquitoes before the night was through.

As we waited, we saw an early setting moon now providing a dark background to this night during

which we saw several shooting stars. I later realized that this observation could have eased my mind a bit. A setting half-moon is waxing toward full. Full moons carry with them higher, high tides. This meant that the next high tide should be a bit higher than the previous and therefore less likely to leave us unable to float off when it arrived...

After the movie, we tried to rest up for our re-floating efforts. We lay down but were both too anxious to doze. We had planned our escape. As the sun went down, we saw the navigation buoy begin its red flashing out in the channel. We had read off compass courses from the chart giving the direction for three channel buoys in case we couldn't see them. We stored the course numbers in Brandon's phone. We put fresh batteries in the GPS so that we could steer to the buoys. If we went aground again, the tide would be rising and we could always anchor and wait for daylight. Beyond that, we were going to try to get all the way home and recover from the ordeal.

Somewhere along the evening I had been able to see that the tide had indeed stopped falling. After about 6 hours aground, Brandon had maintained his composure and contributed great ideas to resolving our issues. The only thing he was concerned about was how I was going to handle it. Makes sense! As long as I was calm, he could be too. I had roughed out the time I thought we would float again by doubling the time we went aground to the time the tide stopped falling. Afterward, I remembered that the time to high and the time to low can be quite different. Checking the tide table again, sure enough, the time to the next high was about an hour earlier than the time to low.

So the mosquitoes got in a bite or two and we waited as comfortably as possible sprawled on the cushions in the cockpit. I was happy to feel the slight motion of the boat as the rising water began to move the boat slightly and lift us up again. More waiting was needed of course but now we began to anticipate what we would do as we floated again. With our planned route out toward the lighted buoy, we would turn about 180 degrees and motor straight for the flashing red signal. As water rose higher now I started the motor to warm it for easier starting when needed. Then, overboard I tied a length of line to the bow eye and wrapped it around my waist for leverage and asked Brandon to stand out all the way on the bow. This raises the stern, the lowest part of *Shore Bird* and a lesson for future use. I began to be able to pull the bow around and was a little surprised that, within a few minutes, I had her pointed in the

other direction. We got the motor running but when I hopped aboard, my extra weight in the stern had us touching bottom again. I went back over the side and pulled us to deeper water and when back aboard, with Brandon standing on the bow we were clear!

Quite nervous and relieved at the same time we were underway with an uncertain future. Navigating at night was another new experience. Brandon suggests I keep a hand on the centerboard line as an early warning of bottom contact; another idea I am happy to adopt. We arrive at the flashing buoy and turn to port, inland and look for the next mark. Brandon is still perched on the bow to be certain of the best view and guard against hitting anything in the night. He can see much better than I and picks out the new target buoy. I focus on staying in the channel which the chart shows is quite narrow in some sections. I look backward to the previous buoy and forward to the next and try to stay right between the two. At one or two spots the centerboard bumps along the bottom giving a little scare but we continue. Now we have to make a turn and thread the narrowest section, according to the chart... Brandon has been able to pick up each lighted buoy and we're two miles along our way heading out to broader deep water. There's still, a long way to go before we get home but were not so nervous anymore. A barge is lit up with powerful work lights; dredging, we suppose.

A searchlight is sent out our way as we pass but is quickly turned away and shut off. We motor on, one lighted marker to the next with Brandon as sentinel and adrenaline keeping us going. Running along another leg, Brandon keeps us clear of a large, steel, unlit marker very close on our bow; just the reason he was serving as lookout! We're checking each marker number against the chart and it's becoming a routine for us. Back under the bridge in more familiar water, it won't be long now before we're home and it's been a long night. There's one more trial as the sky turns a bit lighter. I was tired and shaking a little, still going mark to mark when I recognized a light ashore. We had gone too far! The marks at Haven Beach Club are quite a distance out from the dock and I had missed our turn off. We were now approaching the Beach Haven gas dock. We turned around and with the brightening morning, it was easy to find the way now. The sky was a beautiful reddish pink in the East as the first light brought the day. We eased back into the slip, Brandon handling the Kayaks and then we walked back up the street and fell into bed.

Cat Tales 2015

Jim O'Connor



Catboat *Glimmer* does glimmer below deck.

The conversation begins something along these lines, "So, Jim, how was your summer?"

"Best summer of my life, so far," is my response.

"I retired and spent the entire last summer cruising on my sailboat," I continued.

The next question asked is inevitably, "How big is your boat?"

I say, 22 feet. This is met universally with a blank stare. I turn defensive and respond, "But it's a catboat!"

Our cruise began in the company of three other catboats and our friends. That portion of the trip was written up in two previous CBA Bulletins, with a wonderful article by Dianne Webster and another by Bruce Almeida.

After the last of our traveling companions departed we continued our cruise. We visited the ports of DutchHarbor, Newport, Padanaram (for a rendezvous), Cuttyhunk, Chatham, Hadley's Harbor, Nantucket, Osterville (another rendezvous) along with a few overnight stops in other harbors along the way.

Along with my wife, Kim, and our 75-pound Labrador retriever, Marshall, we ended up spending close to 60 nights aboard our catboat *Glimmer*.

Not being the type to keep a detailed log, I thought, as a change from the previous two articles, I would describe what it's like to live aboard a catboat for a summer and make that the centerpiece. At this point I should interject that we experienced an unbelievable streak of great weather this past summer. To the point that our rain gear, which we

had stowed below our berth when packing *Glimmer* at the end of June, was never worn!

We did not have to endure even a few days cooped up below. We were able to enjoy the daily views of sunrises and sunsets from our living room (cockpit) and this undoubtedly contributed to our sanity and enjoyment of the cruise.

There is a popular trend these days in building “Tiny Houses” which are minimalist, sustainable, affordable dwellings. They measure less than 300 sq ft. and incorporate ideas that builders of cruising boats have been using for years trying to maximize both function and style.

A Marshall 22 offers about a third of that livable size! The space is cramped for one person let alone a second plus a dog. Compromise and flexibility are required. When “your better half” thinks it would be a good idea to stow the sunscreen in a new location without letting you in on the change, it’s best to let it go.

Utilizing every bit of space is something that most of us, as Catboaters, are used to. But I am amazed by how much “stuff” a cat can hold. We won’t be winning any of the races we attended with the amount of weight we are carrying but that’s OK.

A happy crew is a well fed crew! We packed cooking equipment we could not live without. First on our list is a good cup of coffee in the morning. We decided a few years ago, a butane stove best suits our cooking style. We carry a dozen or so of those butane canisters for fuel and it stowed safely in the cockpit. That was a sufficient amount for our trip. For making coffee we have a stovetop espresso maker. It makes a wonderfully strong and flavorful coffee in quick time. The other piece of cooking equipment on our list is an old fashioned cast iron skillet which we can do most of our cooking out of. In addition, we also have a couple of very handy collapsable, plastic large bowls and strainer. Just in case the weather did keep us in a isolated cove or harbor we always kept non perishable foods aboard. We tried to provision the galley with plenty of pantry items that can add spice and add variety to our menus.

After securing the anchor, one of the first things we do is to search out if there was a Farmer’s Market happening. It’s a great source to restock with fresh and local foods. Fresh cut flowers are a pleasing addition to the cabin. We always try to have fresh herbs aboard which can keep for a week when stored at room temp in a jar with a little water. We have found that those little individual condiments (mayo,

ketchup, i.e) that are free at most delis are perfect for boating. For seafood, well we have been known to sail right up to a small fishing boat when we see that it is landing fish and try to bargain to buy some.

Keeping food and beverages cold in the summer is always challenge. Seems like most marinas these days are frequently out of block ice and even if they have any, the quality is poor. That left us with buying cubes almost everyday. To keep fresh ice from melting too quickly we cut a piece of semi ridged foam insulation to fit the top of the cooler which lays on top of the food and as our stores dwindle down keeps the amount of space to keep cold to a minimum. Another trick we learned was to put food like breakfast items all together into plastic containers so they can be quickly found and removed, minimizing the cold air escape. All in all, ice was pretty much a daily concern.

Solar showers are one of those can’t live without



Hammock stocked with food.

items. We have two. We used one daily when not at a marina offering “stand up” showers.

For the trip, I installed a solar panel on the forward deck and installed a battery inside the cabin that was hooked up to an inverter. This allowed us to plug in and recharge AAA batteries, a laptop computer and even use small kitchen appliances.

Bicycles were another indispensable item! As in life, everything is a tradeoff. But with us taking the front wheels, seats and the pedals off we were able to keep the loss of space down to an acceptable amount. If we were planning to stay in a harbor for a couple of days, which we often did, we would promptly dinghy the bikes ashore and reassemble and lock them up.

By having the bikes ashore, we explored places that normally would have been inaccessible. We had great adventures cycling the North Fork of Long Island visiting a Lavender Farm, a couple of the many small wineries that dotted the coast. In Jamestown, RI we discovered a beautiful, deserted cove that provided us with the best swim of the summer.

In Newport we were able to bike the 12 mile drive to see the stately mansions that line Ocean Drive and we even made a surprise visit to a fellow CBA member, Peter Arguimbau's brand new art gallery in downtown Newport.

Finally, Block Island is a biker's paradise with relatively light traffic and superb views while pedaling along the rolling hills and checking out all of the beautiful beaches.

When "roughing it" aboard and being away from the luxuries of life at home, it is always nice to treat yourself occasionally. Going out for a nice dinner ashore with some delectable locally, freshly shucked oysters and littlenecks will surely lift one's spirits. Perhaps our most satisfying gift to ourselves was dropping off a week's worth of laundry at the Chamberlain's Marina in Block Island in the morning

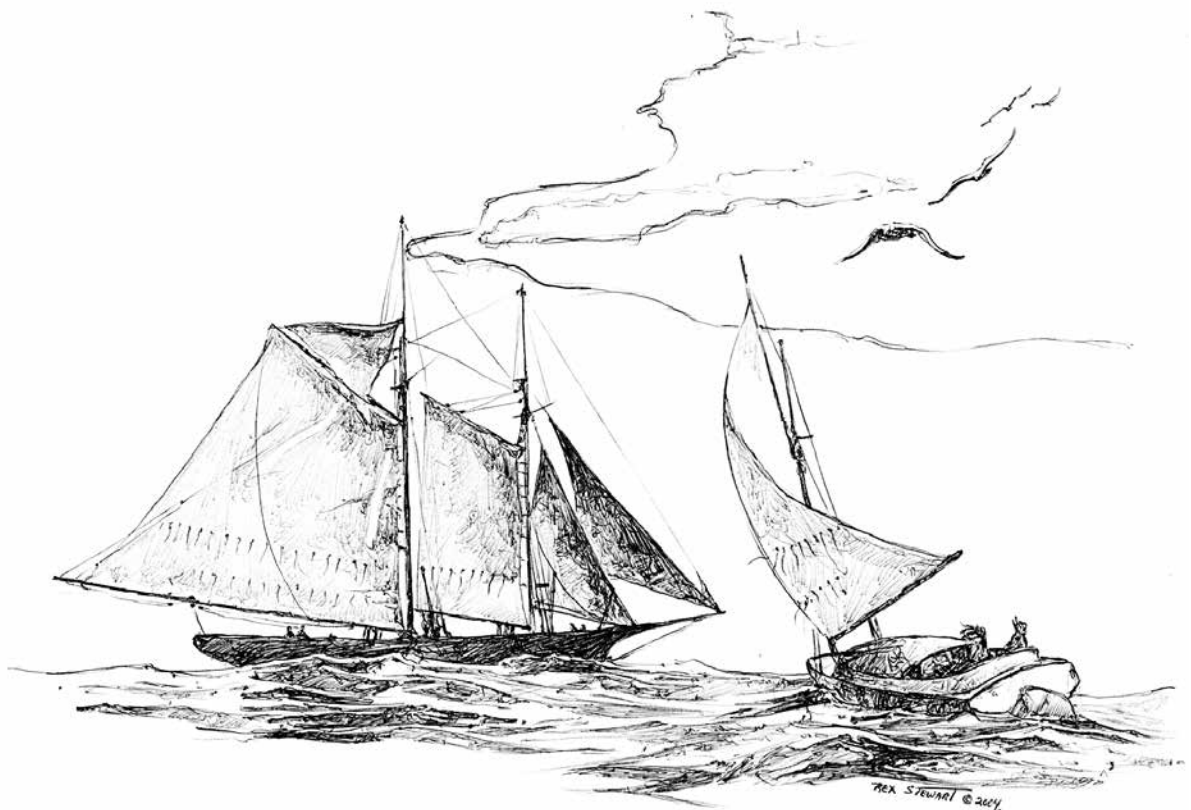
and after a day at the beach dinghying over to pick up our clean, neatly folded and still warm clothes! Often it's the small things in life.

As it turned out, getting sun blasted on a daily basis did cause one casualty. Towards the end of August I discovered sunscreen was not enough to prevent a severe blister on my lower lip, which took months to heal. Next summer I am considering trying a sun protection mask. We noticed a few commercial fishermen using them and now I know why.

When the sailing season was over, we sat down and figured that, all in all, we cruised to 9 islands on this trip, pretty cool! After our careers as caterers and not having much time to do any extensive cruising with our busy summer schedule, we were looking forward to and planning this trip for a while. Being able to spend quality time with our great friends, cruising and exploring new ports was all we could hope for. Words cannot begin to explain how lucky I feel to be able to have such a great first mate and wife who also loves to sail and to go on an adventure.

I recently heard a quote that captured our summer cruise perfectly,

"The journey is the destination."



Piloting, Navigation and Electronics

Brent Putnam, Editor

John King's chartplotter article obviously didn't make it into Bulletin 168. For those who were scratching their heads, we have in this Bulletin both John's article and another perspective on chartplotters by our editor Mark Alan Lovewell.

The delay in getting these published is accidental, but recent events make them more timely now than ever. The United States Coast Guard recently decreed in the "Navigation and Vessel Inspection Circular No. 01-16" (dated 03 Feb 16), that electronic charts could be used. I know what you're thinking – electronic charts (chartplotters) have been in use for decades! However, as noted in the Circular, "the Coast Guard has always interpreted the marine chart carriage requirements in Titles 33 and 46 C.F.R. to mean paper charts published by an official hydrographic agency." So while not mandated for small, recreational craft such as our catboats, larger commercial vessels were – until this recent announcement – required to have paper charts onboard. They could use electronic charts, but they had to have paper. This new rule changed that.

The fact that the U.S.C.G. now allows the use of electronic charts should be a wake up call for those of us (myself included) who have always depended on paper. The change in the regulations specifically notes that the Electronic Chart System (ECS) technical standard is "sufficiently mature for use as reference in Federal regulations." It is an acknowledgment that chartplotters are a mature, reliable technology.

Thanks again to John and Mark for these submissions! There are, undoubtedly, more catboaters out there using electronic charts, so let's hear from you – tell us what electronics you use for your piloting and navigation, and why.

A Chartplotter for *Julie*

John King

One of the wonders of our electronic age is the Global Positioning System (GPS), a network of satellites developed by the U.S. military beginning in the 1970s and subsequently made available for civilian use. Now, with a GPS receiver able to receive

line of sight signals from at least 3 of the 24 orbiting satellites, anyone can locate their position on our globe with an accuracy of around 50 feet or less. The most basic receivers provide location information in the form of numeric latitude/longitude coordinates.

When combined with a computer processor, nautical charts in an electronic format, and a suitable display screen, a GPS receiver can plot your position on the screen in a format which can be read similar to traditional paper charts. It will even update your position on the chart automatically once every second or so. Such devices are commercially available as chartplotters, with several manufacturers' models readily available at marine supply stores.

In addition to providing your current position, they can also display your position in real time along a charted course, provide information about your progress in relation to a pre-programmed destination or point of origin, and allow you to 'store' various points of interest for future recall. Many chart plotters have a 'man overboard' feature which will allow you, with the touch of a single button, to mark the position of the boat at the time of an emergency event. An 'anchor alarm' feature can alert you if your anchor drags and the boat moves more than a predetermined distance. Modern chartplotters have interactive displays that can zoom in or out, and can accommodate for bright sunlight or nighttime conditions. Some can integrate with and display information from other electronic devices such as depth sounders, radar, and VHS radio.

I have enjoyed several road trips with my prior boats from Nashville to various coastal locations over the years, and since I plan to continue such trips, it made sense to have a chartplotter on board my 18-foot Sanderling *Julie* when I purchased her in 2012.

Regarding selecting the proper chart plotter for my needs, I took several factors into consideration: size, portability (I want to be able to remove the plotter when not needed), ease of installation, and cost were the major deciding factors for me. I really didn't need to integrate with other functions; other than a Raymarine BiData speed and depth indicator and a handheld VHS, there are no other navigational electronics onboard.



Standard Horizon CP 180i chartplotter.

Ultimately, my choice was a Standard Horizon CP 180i. Although a larger screen would always be better, the 5" color screen of the 180i provides adequate viewing from the helm without being too intrusive in the companionway, and the internal antenna keeps the installation simple. The multifunction power/data cable is designed to be hard wired; I attached a 12 volt cigarette style plug onto it for ease of use, sacrificing the data inputs, but this could be reversed if needed.

I have owned this unit for 6 years (bought originally for my 25 ft. sloop) and have found it very reliable. I have never felt myself wishing I had a larger display, and satellite signal acquisition and overall functionality have been excellent. There is an easily accessible SD card slot, making chart upgrades easy. As you can see below, the unit is somewhat sheltered by the hatch cover and soft dodger but has gotten wet from time to time; this has never been a problem.

As for the installation, all the credit goes to

Geoff Marshall and his excellent crew. The extent of my effort was to mention the idea to Geoff, and to provide him with the actual plotter. They installed a vertical-mount anodized aluminum RAM Mount (series 109) swing arm with rectangular mounting base on the interior starboard bulkhead. Marshall even included an attractive teak base. A 12 volt power receptacle was installed on the starboard cabin shelf by Marshall.

Note that the swing arm can open to allow the chart plotter to be positioned in the companionway or even a little into the cockpit; it can be folded out of the way against the interior bulkhead (with or without the plotter attached) when not in use.

Additionally, the chartplotter rotates on its own



Chartplotter and arm extended.



Chartplotter in use.



Chartplotter and arm folded away.

base, and can be angled up or down as desired; I have found this very helpful to achieve an optimal viewing angle in bright sunlight.



GPS behind the wheel.

Lady Garmin is in the Cockpit

Mark Alan Lovewell

I take pleasure in often going sailing alone. The cockpit of my 22-foot Marshall catboat, *Sea Chantey*, is essentially rigged for a captain, the first mate, and crew all in one person. That is me.

Sailing solo is tricky, but it also can be done in a kind manner. Catboats are solo sailor friendly.

The electronics aboard aren't always so friendly. A marine GPS chartplotter is a convenient navigational tool, far easier to use than using paper charts, pen and pencil, especially if alone. The one we use on *Sea Chantey*, is a Garmin and it has more amenities than any sailor can use. To use it successfully, it almost has to be in my lap. She plays an important part of getting me where I want to go. Anything that is complicated, has personality, and often has a mind of its own gets a name. My chartplotter is called "Lady Garmin." My 2GM20F diesel has a name too. I call her: "Huff n' Puff."

Three years ago, early in the fixing up of *Sea Chantey*, I chose to build a plywood form that would hold the chartplotter next to the steering wheel. The device almost mimics the dashboard of a car. The location has earned some comments from colleagues, which has inspired this little write-up.

Prior to owning *Sea Chantey*, I had an 18-foot Marshall catboat called *Cat's Meow*.

Before I knew that I was going to do a lot of solo

sailing, I mounted a small Garmin 520S chartplotter on the port bulkhead, below the topping lift cleat, just about where many sailors mount their compass. It was convenient if someone could take the wheel, and I could move over and inspect it closely for guidance. But with solo sailing, it required extra effort to both be holding the tiller and watch the screen.

At the time, I thought a bulkhead mount was convenient, more convenient than getting some of those plastic stands that mount inside the cabin and then can be pulled out into the cockpit for easy viewing.

I've looked at products like Ram Mounts put out by National Products Inc. They are based in Seattle and I think a nice product. And there are other varieties. I was intimidated by the amount of plastic and their apparent vulnerability to accidents.

As anyone who has ever watched me sail, they'll know I move about the cockpit rarely in a gentle fashion. I bump into things, slide, move urgently from one spot to another. Quick action can bring about bumping into something fragile.

In hindsight, perhaps if I had an autopilot rigged to the wheel, I'd be less inclined to move so quickly about the boat to do my work. None the less, I am okay with the concept that if I am going to solo sail, I want my tools fairly close and within reach. "Lady Garmin" is a Garmin Chartplotter 741xs, which also includes fish finder, does provide all kinds of useful information.

The custom chartplotter holder is built to be bumped into. It is bolted to the boat. While the plywood and hardwood box that holds the chartplotter was assembled, I impregnated the parts with West System epoxy. To strengthen the corners and joints, I used fiberglass cloth. While it never occurred to me that I could stand on it, the thought is now there. It is overbuilt. If I ever tire of it, or damage it, I can remove it from the boat with ease. It is bolted in place.

In the three years I've sailed *Sea Chantey* from Martha's Vineyard to Nantucket, Hyannis and to Cuttyhunk, I have enjoyed the closeness of the screen.

I have a Garmin VHF 200 radio in the cabin. I access the radio using a wireless microphone, a Garmin GHS 20, which is positioned on deck, next to the helm and movable. The handheld radio is wirelessly connected to the radio in the cabin, which gets my position from the chartplotter by wires. Having them talking together means that my

latitude and longitude are automatically tied to any emergency transmission, I hope I never make.

The Chartplotter is a treat to use. I've never been



Lady Garmin.

aware that it drains the house battery while I am sailing. I've even left it on for hours after I've stopped sailing, when I am checking to see if my anchor is dragging. There is an anchor drag alarm.

While I cruise to distant harbors, I rely on the chart for all of my navigational needs. It runs on a custom BlueChart g2 for Cape Cod, which extends detailed information from Sag Harbor, Long Island all the way out to Georges Bank and North to Portsmouth, N.H., which is far outside my areas of sailing interest. Garmin provides an update service, which I have yet to explore.

I am an avid shore fisherman but haven't yet made the transition to boat fishing. However, I really enjoy sailing along and noting that the fishfinder is recording both the bottom and the fish that sometimes reside in between.

So much of the history of catboating is tied to a century ago when inshore dropline fishing was the way they caught most fish. I like that history. I have a fishing rod onboard and will sometime anchor over a rock pile and get dinner.

When moving along, I can see the rocks on the bottom and I've learned from my fishing friends how to identify the schools of fish hanging out near the rocks. But again, right now it is a spectator sport. There are no fish afraid of me, yet!

A key ingredient to the Chartplotter is navigation. On long trips I get a real pleasure plotting a route and trying to stick to it. If I tell her where I am going she will provide me with an estimate of when I will arrive, based on my current speed. She is often wrong. She will tell me an estimated two-

hour sail will take eight hours, if I am momentarily going too slow. Still, it is helpful when everything is predictable and according to plan. Lady Garmin will tell me how far off course I am and what I need to do to get back on course.

Fortunately, unlike the Garmin in my car, she doesn't talk. If she could talk, she'd ruin my trip. "You are off course! Recalculating." Fortunately, she has never given me a message: "Are we there yet?" She knows and doesn't ask.

I use Lady Garmin purely as a guide. And the easiest way to ignore her is to just rely on what I see ahead of me.

Last of all, she makes my sailing safer. She is electronically tied in with my Garmin VHF 200 radio. Once I sorted through the installation guide, and with some helpful telephone support from the company, I got everything to work.

Now the radio knows my latitude and longitude, as long as Lady Garmin is turned on. This technology is tied to DSC (Digital Selective Calling). Plus, I have a MMSI (Maritime Mobile Service Identity) number. The technical description of the electronic communication between the radio and the Chartplotter is so complex that I am completely unaware how they talk to each other. Who cares as long as they are running.

Redundancy is such a key ingredient to sailing, that I just feel good knowing that when I sail, I have two VHF radios, a second hand-held chartplotter, a cellphone along. Plus, I have paper charts in the cabin.

Sailing solo, for long distance, and even just around the harbor is a real joy. I never thought I would enjoy it so much. I think a key element to the pleasure is taking the time to make things aboard easy before I leave the dock. Having a chartplotter available when needed is a great accessory.



Cats for Sale

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

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

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

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

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

Spencer Day, 7 Cottage Place, Milton, MA 02186-4504, or cats4sale@catboats.org



170-1. 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



170-2. 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 top, woodstove, holding tank. Sleeps 4 in berth and two quarter-berths in cockpit. B&S. Two batteries, VHF, depth finder. Fully equipped for cruising. Well balanced marconi rig. Ketch sprit 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



170-4. "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.



170-5. 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



170-6. 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



170-7. 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

170-8. 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 outhaul 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 Lavallete, NJ \$15,000 Contact Bob @ rkuhne@najarian.com

170-9. 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



170-10. 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 Pehmoeller at 860-681-3284 or vickianderic@cox.net



170-11. 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



170-12. 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



170-13. 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



170-14. 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



170-15. 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 inquires. 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



170-16. 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.



170-17. 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 awlgripped, 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

170-18. 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



170-19. 1983 Marshall Sanderling Cat for sale. New Quantum mainsail, hardly used 9 hp Yamaha o/b with electric start. Desirable Edson steering wheel. Sail cover, reefing points. Excellent condition. Loadrite trailer. Cushions. In Chatham \$12,500. Call 508.430.1637 KELLEHERMRJ@comcast.net

170-20. 1992 Menger 23' Cat Boat Hull #1 "MANDOLIN". 2-cyl Yanmar 2G20F (rebuilt 2013). New Motor Mounts (2013). Dripless shaft coupling. 2 Sails (1- Quantum tanbark- 1 white Thurston). 2 Lofrans electric Winches (TH & Peak) new halyards 250'. 1 Electric Center Board winch. 1 New Yanmar electrical panel and 2 new Seadog panels. New Uniden Marine radio 2015. Ray Marine auto pilot. Quadrasonic (4) speakers stereo-new 2015. Raymarine Depth and Speedo. Garman 492 GPS. Tack Tite wind speed and direction finder. 2 New Batteries (2014). Hot and Cold pressurized water. Full mainsail traveler. Micro fresh air solar fan. Diesel fuel gauge and ammeter. Richie Bulthead compass. S.S. propane 2 burner stove w/ warming oven. Stand up shower. P&S stainless steel Heller lights (Special). S.S. Throat Saddle. Teak and Wainscoting hinged cabin doors. S.S. CQR anchor and 150' rode with chain. Mack Stack Pack sail cover w/ lazy jacks. 4 line clutches. New custom cockpit cushions (full length). Hobbs hour meter for engine. Life preservers 6-8. Painted wood grained painted- Mast, gaff, boom. Bottom blasted and 4 coats Interlux moisture barrier. 5 Bronell jack stands. Many additional items. Located Staten Island N.Y. Owner: Richard Tullo 1 718 356-0016. Cell 646-296-7624 E-Mail oldhudson@aol.com



170-21. 1974 Herreshoff 18' restored catboat hull. This is a great Boat, I have had it as a project for 9 years, I brought a brand new package in 1997 for it, all I've done is move it from shop to shop, work on it and paint it. Its a Bicentennial Herschoff design. I had a great painter working for me when we painted it, I was matching a Albin paint scheme, most of the wood work is finished. This boat needs someone to love it and sail it, its time for me to move on, I have around 20k in it, I'll take a real and reasonable offer. 908 217 9332 Roger Locandro locandro@aol.com



170-22. For Sale: 1987 Menger 17,"Season". Trailer: New tires and bearings, very roadworthy. Engine: Yanmar 9 h.p. inboard, new impellor and all lines replaced, cylinder head redone and new injector, fuel pump and fuel lines replaced. Cabin: repainted, cushions recovered and cabin sole replaced. Tabernacle mast with new running rigging and lazy jacks. Sail is original in good condition. Comes with swim ladder, porta-potty, Garmin Colorado 400c, hand held Icom ship to shore radio, hand held depth sounder, cushions, PFD's, boathooks, extra lines, auto and manual bilge pumps. Trailer sailed in Lake Erie and surrounding lakes and rivers. Previous owner sailed from Mystic, Conn. Asking \$13,500 for a well cared for Cat. Contact: 419-330-9699 after 7 or E-mail at tiffenwhen.nicely@gmail.com Located in N.W. Ohio. Thank you for your consideration. Pat Nicely



170-23. 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.



170-24. For Sale: 1970 Marshall 18' Sanderling, 1994 Sealion Trailer / 1986 6HP Evinrude Johnson Engine, Long Shaft. Sail with Sail Cover. Fully restored in 2008. Asking \$8,900. Located in Oceanport, NJ. Contact Hilary. hilary.muldoon@gmail.com Cell: 609-495-5424



170-25. 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



170-26. Wanted: Trim Ring for 5 1/4" round bronze port light. Rough (or salty) condition is ok. Please contact Leif Eriksson @ 252-671-9495 or hsgleif@aol.com. Thanks, Leif Eriksson

170-27. For Sale: 1976 Herreshoff America 18' catboat in good condition. Two sails (older flag sail). 2003 Tohatsu 9.8 HP electric start outboard in excellent condition. Needs only cosmetics. Boat in Bellport, Long Island, NY. Asking \$6900. Contact 631 803-2871 or terrels@optonline.net.



170-28. 1974 Marshall 18 with 2013 Tohatsu 5hp 4 stroke. New centerboard 2014. Cabin and cockpit cushions, sail boot, Harkin block, lazy jacks, bumpers and Danforth anchor. Boat stands and 60 lb. mooring. Possible sharing. Barnstable Harbor. \$8,200. *Trailer wanted for Marshall 18. dean@deancoe.com

170-29. For Sale: 1928 Wooden 28' Catboat "BLUE GOOSE", built in Taunton, MA, by Brown Boat Building. 28 ft on deck, plus 3-ft bowsprit and 4-ft rudder, 11ft 8 in. beam, shoal draft fixed keel, 3ft 8in. draft. Previous owners of Chatham, MA for 50+ years, now berthed in New Bern, NC. Completely rebuilt by Pease Bros. of Chatham in 1992. Oak frames, cedar planking, 32 HP Universal diesel. Have spent \$20+k in the last 2 yrs for rework, upgrades,

engine. 30amp shore power, 1000 watt inverter, Statpower charger, dual grp 27 batteries, power halyard windlass, VHF, depth sounder. 9 original bronze portlights. Hull, equipment, sail, all in good to excellent condition. USCG doc. No. 991711. Recent CBA Bulletin articles, #164, 165, 167, 168, 169, 170. 2014 survey replacement cost est: \$275,000. Now for sale \$34,500. For more info, full specs, pix, etc., contact Al Parker, anchor@ec.rr.com, fone (252)636-0837, New Bern, NC



170-30. FOR SALE: 1979 Herreshoff America 18' Catboat: Nowak & Williams, Bristol, RI. "Wind Dancer". Much restored, a real 'find'. Fiberglass hull, strong and seaworthy. Expertly yard maintained. 10hp Yanmar inboard diesel (1-GM10), controls, fuel lines and 10 gal fuel tank replaced in 2004. Engine +100-150 hrs. Previous same engine lasted 25 yrs. 8' beam x 18'-2" LOA. Displacement 2500 lbs. Draft 22". Folding tabernacle aluminum 23'- 6" mast. 260 sf 'U.S. Flag' sail, gaff rigged w/ oak mast hoops, restored sail cover, sail bag. Windex vane. Original cast bronze cleats and hardware including on-deck anchor hold down assembly. Copper fuel funnel. New steel centerboard replaced 2015. 4'draft board down. New bronze 3 blade propeller replaced 2013. New cast bronze rudder strap replaced 2014. New steering mechanism and cables replaced 2015. Original bronze & teak steering wheel. New running rigging (lines) and mostly new Harken blocks. Modified Lazy Jacks, adjustable, added Topping Lift. New Raymarine depth finder 2014. New electric outlet/cigar lighter in cabin will charge your VHF or cell phone. New 3-way battery switch 2014. Electrical panel, 12v battery. Electric bilge pump w/ float, self-bailing cockpit. Manual bilge pump also. Richie compass. New tow hook. New teak lazarette hatches 2014 and handrails 2013. New engine hatch 2015. All solid teak raised panel cabin doors and cockpit seating. Teak coamings, rubrails, bilge hatches, cabin shelves and trim. Teak centerboard trunk w/ table leaf. Opening front ventilation port. Stern Ladder. Sink, porta-potti, interior cabin lights, cockpit cushions & cabin cushions. 2 sleep berths. White hull w/ red & blue waterline striping, blue bottom paint. With the 'U.S. Flag' sail she is a head turner. Hull is in great condition. Lighting wiring needs to be checked out. Teak is natural oil finished, weathered grey/silver, very strong and serviceable. Can refinish or keep "silvered". 1998 Custom Load Rite trailer w/ new lights. Time to retire from sailing. \$23,000. Wayne Sholl 631-560-6876. wdsholl1@gmail.com



170-31. For Sale: 1967 Marshall Sanderling. All the right stuff, including mast hinge, rudder lock, Harken mainsheet system, folding table on both sides of centerboard trunk, dry-dek in cockpit. All the usual trouble spots have been attended to within the last 15 or so years. Cream-colored Quantum sail with three reef sets and cover. Spinlock line cleats. LED bulbs in navigation lights, anchor and rode, porta-potti, even a pig stick! Comes with Loadrite bunk trailer and jack stands, plus a less-than-beautiful but strong 2-stroke Mariner 9.9 long shaft outboard. Located in Nahant, MA. Asking \$10,000. Contact Carol at carolts1@comcast.net for more details, pics, etc.



170-32. Sanderling Sail Wanted: Newer used sail sought after to replace 50-year old sail in Seattle. Please contact with sail offer, including sail loft, year, batons, reefing points, and description of condition and use (give it a good shot with photos helpful). Offers under \$300 will be considered. Buyer will pay shipping. Existing aluminum spars. Loose foot option acceptable. otloggers "a t" h o t m a i l c m

170-33. For Sale: 1994 Marshall 22, hull number 233, one owner. Well maintained and sailed only 3 months per year since new, 220 hours on the Yanmar diesel inboard. Full set of interior cushions. Buff topsides and sail cover, bowsprit, lull teak wood trim, including cockpit staving. Hull bottom was refinished to the gel coat in 2014. Maintained by our local marina plus one winter refit at Marshall Marine five years ago. Includes 4 screw stands. More photos available upon request. All in good working condition. Price \$35,000. Located in Rhode Island. Please call ore mail owner at RRPilot@aol.com or 954-525-3845.



170-34. Marshall Sanderling Catboat for Sale "Rags" is a 1980 classic racer, cruiser, day sailor that has sailed Lake Michigan and recently Barnegat Bay and Charlotte Harbor. She is well maintained, dry sailed from a lift and comes with a new full boat cover, two sail covers and a cockpit cover. With a length of 18' 2", beam of 8'6" and draft of 19", she has a huge self-bailing cockpit, bronze portholes and fittings, two bunks with cushions, custom cockpit cushions, folding table, portable potty and a very low hours 4HP Yamaha 4 stroke. Two excellent sails (cruise with 2 reef points and very new North for racing) are included. All safety equipment, two anchors, dock lines, bumpers and compass are included. An older yard trailer is available at no cost. "Rags" is a winning Barnegat Bay club champion and reigning open class Useppa Island Catboat Rendezvous champion. Long and short haul transportation contacts are available. Available for immediate sale at \$10,000. Contact Larry Holden larryholden@comcast.net or 941 661 5354



170-35. 1990 Marshall Sanderling 18. Meticulously maintained, beautiful condition, a rare gem to find in S. Florida. Hull# 680 - Yanmar 1GM 9HP Inboard diesel w/ only 136 hrs. Thurston Mainsail w/ 2 reef points - very good condition. Running rigging replaced last 3yrs. New cockpit floor, engine cover and seats. New sail cover (tan); Cockpit cushions (blue); Cabin berth cushions (blue); Portable toilet; Safety gear (6 life jackets, two throw cushions, horn, flares, fire extinguisher and first aid kit); Ground Tackle (Danforth anchor with chain and rode); Bronze step on transom and rudder; Solar vent; Lazy jacks; Running lights; Stored on boat lift, covered, since 1997. Suggested MSRP \$61,210. Asking \$21,000. Adam.Ricciardiello@gartner.com



170-36. 1974 18' Herreshoff America Catboat in good condition. Built by Nowak & Williams. Sails and bright work both in solid shape; bottom recently repainted and lines recently replaced; clean cabin and fully equipped with cushions, bumpers, sail cover, anchors and portipotti, Available with Yamaha 6hp outboard purchased new in 2015 with minimal hours. Excellent bay boat for shallow water sailing. Loved and well cared for. Currently stored for winter. Asking \$5,900. Sorry, no trailer. Bellport, NY. Contact Sam Wathen at 917-226-5580, Samuelwathen@gmail.com



170-37. 2012 Com-Pac Sunday Cat. Like new. Located in Black Wolf, WI on Lake Winnebago (between Oshkosh and Fond du Lac). Used two seasons - freshwater only. Need to sell as at age 78 I am not able to handle the boat well and this is a BIG lake (6 to 10 mi. wide, 30 mi. long). Boat is complete with just about everything you could ask for. See the Added Equipment list below. Standard Equipment: Mastendr Plus quick-rig sailing system; Two fixed ports; Storage for porta-potty and for gear and coolers; Ash Tiller; Chain locker and battery compartment; Continuous mainsheet; Three stainless-steel mooring cleats; Stainless-steel rub rail and retractable motor bracket; Cockpit-seat storage locker; Bilge pump; Teak and stainless-steel boom gallows; Gaff-headed Dacron sail with one reef; High aspect Aluminum kick-up rudder; Metallic cove stripe and waterline; Stainless-steel towing/mooring bow eye; Keel/stainless-steel centerboard. Added Equipment: Lazy Jacks; Electrical - charger, lights, 12v outlet; Tohatsu 4hp outboard motor w/long shaft - less than 10 hours runtime; External gas tank; Full winter cover; Bimini; Portable marine head; Cockpit seat cushions; Anchor with lines; Boarding Ladder; Adjustable motor bracket; Anchor roller w/bale-SC; Garage package (boat & trailer); Spare tire; Epoxy coating; Black hull; Trailer; Teak cockpit grate; Sail cover. Specifications: LOA: 17'4" LWL: 15'0" DRAFT (board up): 14" DISP: 1500 LBS; LOD: 16'8" BEAM: 7'3" DRAFT (board down): 5'4"; SAIL AREA: 150 sq.ft.; Cockpit 8' 10". Price: \$17,000 Firm. edward @ go-embedded.com 920-688-9051



170-38. FOR SALE - 1983 Atlantic City Catboat, 24' LOA, 11' beam, draft 2' with centerboard up, 6'2" head room, sleeps 6, head, alcohol stove, manual water system, 12 volt lighting. 34' heat treated hardened aluminum mast 8" diameter tapered, 27' aluminum boom, 18' aluminum gaff, mast and gaff max height 41', standing rigging stainless, lazy jacks, all hoists from cockpit, 452 sq. ft. sail with 3 reef points, sail cover and oak mast hoops. Installed new Westerbeke, 12C-TWO, 12 HP diesel engine in 2003, 185 hours, 20 gallon aluminum fuel tank. Deck fittings reseated in 2010, rudder rebuilt in 2010, helm steering mechanism upgraded in 2010, cabin sole replaced in 2015. Unique centerboard design locates trunk out of cabin which provides extremely large cabin area. Ideal family cruiser, heavy, dry with 27" deep, 7 1/2' by 8 1/2' cockpit. Gear included Garmin GPSmap 440, ICOM (IC-M34) VHF, anchor, lines, fenders, rope ladder, life jackets, sunshade. Located in Mathews County, VA. \$25,000. Contact David Adams at 804-725-4798.



170-39. For Sale: 1988 Menger 17 Catboat. Yanmar 1GM 9hp diesel engine. Tabernacle mast, tan bark sail, extras. One owner. Long Beach Island, NJ. \$9,500 OBO. 609-492-7695 / 718-354-5346



170-40. For Sale: 1973 Herreshoff America 18' Catboat sailboat, with Karavan trailer, 5 hp Mercury motor with battery charging kit - Tabernacle fold down mast. Beautiful Awlgrip Fighting Lady Yellow hull. American flag sail maintained by Squeteague Sailmakers. Sail cover. Lazy jacks. Jiffy reefing. Full electronics. LED anchor light. Full running lights. Bulkhead compass. Fortress anchor and bumpers. V-bunk and cockpit cushions. Countertop, sink and porta-potti. Stainless swim ladder. Bronze cabin-top winch. Transom mounted flag. Recent steel centerboard replacement. Recent barn door rudder and tiller replacement by Arey's Pond Marina. Motor sits discretely in outboard well located in the cockpit. Too many improvements to list. This catboat is extremely reliable and seaworthy. - \$10,000 or b.o - East Falmouth, MA Contact: Tom at thomasgrossman@yahoo.com or (857) 498-0228.



170-41. 1975 14' Cape Dory Handy Cat. Fiberglass hull, teak trim and cockpit seats, brass fittings, wood mast, boom and gaff, cockpit and sail cover, sail with two reef points and newer 4 hp Johnson outboard motor that runs well. Boat and trailer stored indoors and in very good condition. Located on Washington Island. \$6,800. Contact John at thegeigers@wi.rr.com or 262-210-7566



170-42. 1969 Marshall Sanderling 18', a very good sailing and sea-worthy boat, with sail cover and boom crotch w/ stainless mount, new outboard bracket, 5 HP Mercury 4-stroke OB and fuel tank, new lazy jacks, halyards and main sheet, rigging in good shape, running lights, vinyl cockpit cushions and extra throw cushions, fabric cushions below, two winches on starboard top side for halyards need to be rebuilt (ratchets worn out) but they do hold the line tension and aid in raising and lowering sail. It has a bulkhead mounted compass and teak



cabin table, cabin shelving below. Porta potty, handheld VHF radio, battery, Danforth anchor, chain and rode, cover tarps, mooring ball with pendants and pickup buoy, 250 lb mushroom anchor, misc. lines and other items included. No trailer. Could use cosmetic TLC. Winter storage is paid for. On blocks in Marblehead MA, mooring in Nahant. \$6500. Contact Nick 978-979-3173 nrc959@gmail.com

170-43. 1985 Marshall 22 cat rig. well maintained and in very good condition. yanmar 3 gmd 22.5 hp diesel. green hull, tanbark sail, green sail and wheel cover. garmin gps and depth sounder, autohelm, vhs, alcohol stove, hand pump at the sink. bunk extenders sleeps 4, all cushions in good shape inside and out. built in head, table on centerboard, full cover for storage. boat is in the water in key west fl. 203 613 7844 \$22,000 grahambobinc at gmail.com



170-44. 1976 Marshall 22 Catboat rigged for easy single-handing. New sail used 2 seasons. 2nd sail in good condition. Plow on the bow with electric windless controlled from cockpit. Danforth 2nd anchor. Raytheon self-steering. Depth sounder, Ritchie compass, Origo alcohol stove. Sunbrella covered bunk cushions used 2 seasons, VHF Radio, Graymarine 4-91 engine in good working order with manuals, Head with holding tank. Fenders, lines etc. Owned and lovingly cared for by present owner for 33 years. Asking \$23,500. Contact: Jeb Barrington, Chester, CT. 860-526-8822.



170-45. For sale: 1972 18' Sanderling Marshall Catboat: Includes: 1992 well maintained Evinrude long shaft 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 \$7,550 Can be seen at Chester Point Marina. Steve Rodstrom of Prestige Yacht Sales: Mobile: 207-841-2333 email: Steve@PrestigeYachtSales.net



170-46. 2003 14'4" Stur-Dee Cat for sale. Fiberglass with oak trim, centerboard, marconi rig, aluminum spars. Includes 2003 American trailer, sail and all rigging, 2010 Torquedo Travel 1003 electric engine with two batteries and extras, and cockpit cover. All in excellent condition. This boat sails wonderfully well, even with 4+ in the cockpit, and is the absolute easiest boat to get from dock to sailing. Bottom needs repainting and she is ready to go. \$8,000. Eastern Shore of Virginia. Contact Dan (757) 709-2626 or daniellawrence@msn.com



170-47. 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



170-48. 2005 Stur-Dee Cat. This 14' 4" fiberglass cat is a perfect blend of classic beauty and modern simplicity. Her beige decks are molded to look and feel like the canvas covered decks of her predecessors, with oak rails and coamings. Yet with her modern Marconi rig (red Dacron sail with two reef points) she'll show a turn of speed and agility that many larger sloops can't do. Sail her single-handed; there is ample space in the cockpit for four more. A cuddy cabin gives protection from spray and room to store gear. The seats and coamings are just the right height above the cockpit sole to be comfortable. To add to your comfort, she has red sunbrella boat cushions. Sail her up on a sandy beach. Her fiberglass centerboard is easily retractable and the rudder is protected by a skeg. Trailer easily with tabernacle mast on a 2005 Karavan galvanized trailer in excellent condition with a mast crutch. A cockpit boom tent keeps it dry on the mooring. Also included, 2005 Honda 2-HP 4-stroke air-cooled outboard, seldom used. Boat has been meticulously maintained throughout, and shrink wrapped every winter. For a boat and trailer that are like new, \$11,500 is fair. Also, available: 8 ft tri-hull dinghy and dolly. Harry Sterling catboatforsale@outlook.com 401-683-9142



170-49. Fiberglass Catboat 11'-6" long x 5' beam. Aluminum spars, plywood daggerboard and decent sail. Needs paint and a new rudder. I purchased it 5 years ago intending to fix and I have never sailed it. Hull appears to be sturdily built and a seaworthy shape. Located in Southbury, CT. The price is \$900 with or without the trailer. kenbdesign@gmail.com 203-232-9336



170-50. 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. Bronze fastened. Teak decks, cabin sole, engine box and trim. Handsome interior, 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. Spare prop. 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 \$26,000



170-51. 1977 Legnos 20' Mystic Cat. 282 sq ft sail. Universal 12 diesel. Structurally and mechanically sound. Excellent road capable trailer. Located on the Eastern Shore of MD. No time to sail due to work obligations. \$12,000 OBO. horowitzm@liebermanresearch.com 631 834-8893



170-52. 1974 14'6" Handy Cat built by Cape Dory Marine. Old and Newish sail with one set of reef points Minn Kota outboard and 27 series deep cycle battery, whale bilge bump, cockpit cover, storage cover, road ready trailer with new wiring and lights and buddy bearings, varnished spars and toe rail, CG safety gear, anchor, rode, extra lines, fenders, lazy jacks, pig stick for burgee, ensign at peak. A joy to sail. \$8000. Capt. William W Low, Key Largo, FL 305-304-4556 Wmwlow@aol.com



170-53. 2007 Sandpiper Marshall 15 – excellent condition; Centerboard mainsheet block; drain plug; Beaton Racing Sail in good condition; swivel base w carbon cam for centerboard pennant; trailer; ready for racing; Baltic smooth racing bottom - \$16,000. Dan Hurley – hurley@comcast.net; 732-598-0373

170-54. 22' Catboat (fiberglass) 1989, FAIRWEATHER, built by Classic Boatworks in Sarasota, Florida. She has the appearance of a Marshall 22 in every way. She is 22' with a 10'2" beam, and a 2' draft. In 2015 a 14 HP Beta Diesel was installed with a new shaft, packing box, cutlass bearing, three blade prop, with all new controls and cable, along with a new 12 gallon poly diesel tank. The FAIRWEATHER has a tan dodger and sunshade that are two years old, along with a sail cover. Her cockpit and interior cushions are made of green sunbrella fabric. The sail has been cleaned and checked yearly. She has Edison quadrant steering with bronze boarding steps on the rudder. A bow pulpit makes for safer footing around the mast. Large cockpit great for kids, company, or just relaxing. We are the first and only owners. She is a great sailing boat! Located in Reedville, VA on the Northern Neck. Reasonably priced at \$21,800. Contact Stephen Smith at 804-580-4449 or at fairweather40@gmail.com.



170-55. 1981 Minuteman 15' Catboat for Sale - \$2900. Built by Squadron Yachts in Bristol, RI (Hull #XUHMM058m81F). Fiberglass hull. Large 10' cockpit highlighted by teak seats and high teak back rests. The gaff rig has a generous 145 sq. ft. sail area for light air sailing but is easily reefed when the wind is up. L.O.A 15', L.W.L 14' 7", BEAM 6'6", DISPLACEMENT 800 lbs, DRAFT board up 8" down 3'9". - Original bronze outboard motor mount - Heavy-duty custom Loadmaster aluminum trailer 2005 - New S/S centerboard 2007 - New rudder/tiller 2008 - New teak trim 2008 chad@hubshout.com, 703-855-7347



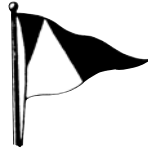
170-56. Custom Gaff Sloop catboat 22' at waterline. Built by Martha's Vineyard Shipyard in 1964 from lines off an 1898 fishing sloop. Has been in the water each season. Garboards, shears, rub & toe rails, deck and Universal diesel new in the last eight years. Sails and rigging in good condition. Shipmate stove, two bunks. Great for day sails & gunkholing. Draws 2 1/2' with board up; 5' with it down. Asking \$12,500. schmitt23@yahoo.com (508) 636-3932



The Catboat Association

Mail completed form to:

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



*Founded 1962
Incorporated 1983*

Membership Application

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

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

Name: _____ Spouse: _____

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

Dates mail goes to 2nd address: _____

Catboat Name: _____ Year: _____

Date Purchased: _____

Home Port: _____

Former Names: _____

Former Owners: _____

Designer: _____

Builder: _____

Where Built: _____

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

Description: _____

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

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

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

Make Checks Payable to: Catboat Association, Inc.



CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

Item	Color	Size	Qty.	Price	Total
NEW!! Fleece Blanket - Navy				\$20.00	
NEW!! Silk Scarf – Navy with burgee & catboat pattern				\$25.00	
T Shirt - Grey S, M, L, XL, XXL				\$17.00	
Staff Shirt - Navy, S, M, L, XL, XXL, Specify Original Logo or Burgee only				\$30.00	
Baseball Cap - Color Choices Below*				\$16.00	
Bucket Hat – Stone, Specify Original Logo or Burgee only				\$16.00	
Visor - Navy or White, Specify Original Logo or Burgee only				\$12.00	
Long Tie - Silk, Navy				\$25.00	
Bow Tie - Silk, Navy				\$25.00	
Burgee Pin				\$10.00	
Magnet				\$5.00	
Decal				\$2.00	
Catboat Pin				\$10.00	
Wool Blazer Patch				\$25.00	
Tie Tack				\$6.00	
Burgee				\$20.00	
Totebag - S, L				\$20/\$25	
Tumbler – Classic (16 oz) or Traveler (16 oz with Lid)				\$12/\$14	
Mug				\$10.00	

Stone, Stone/Blue, Nautical Red, Periwinkle, Pale Pink, Lime Green, Baby Blue (Please Specify Original Logo or Burgee only)

Total \$ _____

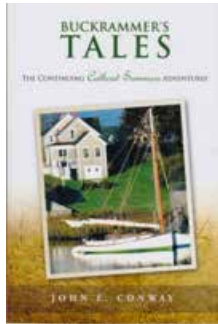
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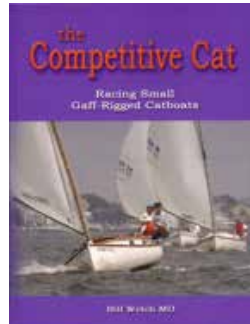
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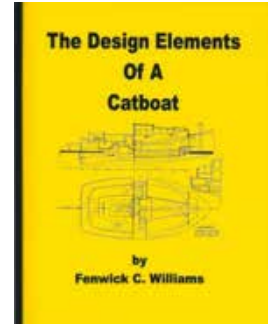
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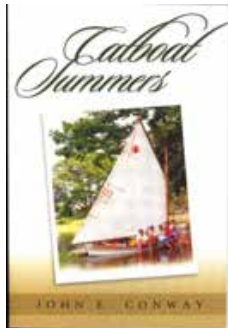
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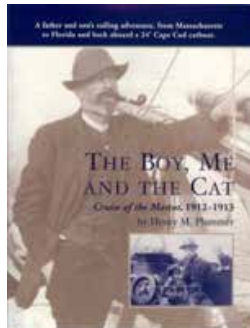
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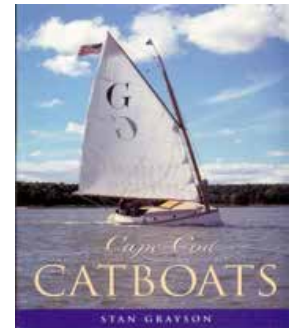
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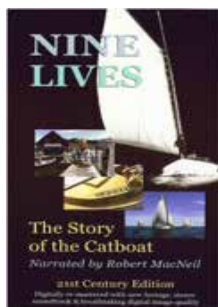
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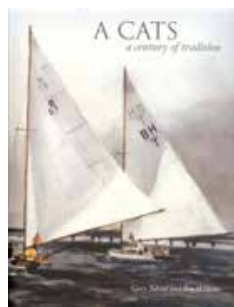
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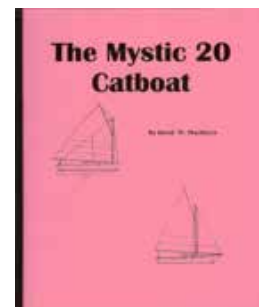
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ON THE BACK COVER

The back cover photograph is of Edgartown Harbor in the day before fiberglass boats, electricity and so many amenities we count on today. Note that the fleet is principally made up of catboats of all sizes. They were the most popular boat, the most popular sailboat in the harbor. The photo comes from the Martha's Vineyard Museum.

