

# Catboat Association Bulletin



No. 171

Fall 2016

## ON THE COVER

The cover photograph was taken during a race at the Vineyard Haven Catboat Rendezvous, held last July 16. Photographer Emily L. Ferguson of North Falmouth spent the day on the water in the company of the race committee Dawn and Eric Peterson, aboard their powerboat *Mary Gray*.

Ferguson is a professional photographer with a specialty in traditional sailboats. She is a favorite among many sailors out on Buzzards Bay, where she has been photographing Beetle catboats since 1996. Not a member of the CBA, nor a sailboat owner, she is a frequent contributor to the Catboat Association's Facebook page.

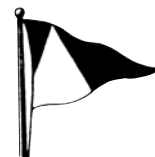
She has two books: "Traditional Sailing Boats 2007" and "Traditional Sailing Boats 2011."

She can be reached at [elf@landedgephoto.com](mailto:elf@landedgephoto.com) or through her website [landedgephoto.com](http://landedgephoto.com).

More of her pictures of the Vineyard Haven Rendezvous are in this issue's centerfold photo essay. We thank her for her contribution to this issue.

# Catboat Association

www.catboats.org



## BULLETIN NO. 171

Fall 2016

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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!

## Season of Change

Greetings readers. Thank you for joining with us for another flavorful issue.

There is change in the wind, not just in the weather, the politics of our nation, but within our stalwart publication.

Jane Walsh, who has written the Catfood Column since 2008, is stepping aside. Her last column in this issue is a reprint, her first column. She is an irreplaceable resource for stories about cooking aboard. We applaud her and thank her for all her years of service. Many of you will recall that two years ago the Editorial Board of the Catboat Bulletin honored her with its highest award.

Until we find someone of her caliber to step in and write a fun food column, we invite sailing cooks to be our guest and write a culinary article for us. The readership will love you for it.

## Burst of Energy

There is a burst of energy in this fall issue that can't be overlooked.

Gayle Cornish, our rendezvous editor, was busy this fall with so many stories coming in. We've got race results and stories from all around. We thank all of the contributors who stepped ashore late in the summer and sat down with pen and paper and pooled the facts from their events. Gayle tells us she is appreciative of everyone's help.

Another star in this issue is new to most of you. Emily Ferguson of North Falmouth, MA is our featured photographer. She has contributed both the cover and a centerfold essay. Many already know her work, so it is with great pleasure that we get to feature her here. She is a joyful woman, who loves photographing sailors on the water. She is not a member of the association, doesn't own a sailboat, but enjoys photographing folks having a good time in their sailboats.

Keeper of the Light is our newest column, written by Jay Webster, a long-time catboat enthusiast. Through his talented writing, he helps us all celebrate the Catboat Association's longevity in reporting about all things catboating. Our association has 54 wonderful years of stories, photographs, sailing and gamming wrapped up in our past Bulletins. Whenever Webster feels like it, he is going to peruse



the old Bulletins and come up with a story.

If you are a member in good standing, you too can look at back issues of the Catboat Bulletin at no cost. Back issues are available online at the website.

From time to time, we hear from our contributing editors about having trouble writing stories about you. In particular, Doug McQuilken our new boating maintenance columnist has a smaller than usual column this issue, not for a lack of his interest, but for lack of material coming in from contributors.

Reach out to Doug. He is a walking resource when it comes to getting parts and helping boaters do the necessary magic that is often required. Doug took over the column for Bob Reddington, our association legend. Last October a writer for the local weekly newspaper "Moultrie News" did a feature story on our columnist and his boat-parts Internet search engine, a product of searching for seven years for replacement parts for his 22-foot Charles Crosby catboat, a rebuild. Contact Doug for a digital copy of the Oct. 19 article and/or for help in solving your catboat boating problems. We hope he gets a story from every call.

Please contact him if you've overcome a specific challenge in working on your boat. For that matter, please review the list of editors on page two and find someone in the directory you can befriend with a story.

## We Need Help with the Bulletin

It should go without saying, we are always welcoming stories, photographs and assistance with the Bulletin. We've got room aboard ship for everyone from top editors to proofreaders. We are a friendly group and our mission is not getting to a destination, it is camaraderie in putting out this wonderful publication.

## Storyteller Workshop at the Annual Meeting.

The annual meeting in January offers all of us an opportunity to catch up. The Catboat Bulletin crew will be even more prominent at the Saturday, January 28 meeting as we host a workshop at 3:15 p.m., earlier than we are used to doing. Our past late afternoon workshops on writing, photography and illustrating were so well attended that the meeting leadership has moved us away from the cocktail hour. Go to the CBA website [catboats.org](http://catboats.org) for more information about the annual meeting.

## Great News with our Store

The Steering Committee and the Bulletin crew are pleased to announce that our publication store and our paraphernalia stores are now one. Mary Crain, our celebrated storekeeper, is going to oversee both.

What does it mean? The best news of all is that you can now order your favorite books and clothes in one place.

## Membership Dues

With significant progress in the CBA website, please renew your membership online. A giant effort has been made to make the CBA website friendly to members. It is so much easier for you and those volunteering with the organization if you would simply renew your membership online than do it by mail. Honest, it is easier.

## Award Nominations Wanted!

### Time to Toot Your Horn....for Someone Else!!!

Although we catboaters are a collection of modest and gentle folk, the time has come today to get off your duff and take action! It is proper and just to bring to light the dedication, enthusiasm, skill and adventure in one of your fellow catboaters. It's your

turn to make a nomination to the Awards Committee for one of the following prestigious awards that the CBA presents at our Annual Meeting in January 2017...long after we have put our catboats away for the winter.

The **John Killam Murphy Award (JKM)** for the advancement of the principles and the perpetuation of the traditions of sail as exemplified by the CBA.

The **Dolphin Award** for exceptional service to the CBA.

The **Broad Axe Award** for significant achievement in catboat construction and restoration.

The **Henry Plummer Award** for accomplishing a significant voyage of note in a catboat or to commemorate a significant act of seamanship.

OK, there are your choices; let's see who fits where. You have had a full sailing season to get to know who best deserves one of these awards, so take pen to paper or key pad to email and submit a nomination!

Send all nominations to Award Committee Chairman:

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## Atlantic City Catboats Are Back

The Atlantic City Catboat is coming back. Neal Shulman of Wilmington, N.C. has secured the molds for the Mark-O Atlantic City catboat. He is capable of building 17, 21 and 24 foot boats. He has started a company called Cape Fear Catboats and Dinghies and this winter he plans on building a 24. Shulman will be coming to this winter's annual meeting in the hopes of meeting future friends and customers. "We are going to build catboats and dinghies. That is all we are going to do," he said.

Shulman grew up sailing catboats on Barnegat Bay and working at Beaton's Boatyard. He is a woodworker and boatbuilder and "halfway" retired. Shulman said he is interested in hearing what anyone wants to say about the Atlantic City catboat. He can be reached at 910-742-2628, email [neals920@yahoo.com](mailto:neals920@yahoo.com)



# Blue Goose

Al Parker



Blue Goose, Chatham 1960.

***Editor's Note:** If an old wooden New England catboat could talk, what would she say? Here is a story told through the voice of Blue Goose, a happy 28-foot catboat residing today in New Bern, North Carolina.*

I am 88 years old and, like an old boat, my memory is a bit leaky. So please excuse me if I can't get all the past into good focus. I was born in 1928, in Taunton, MA. The place was not where most births occur. I was born in a workshop, that of The Brown Boat Co., not exactly Cape Cod, but close. And since I spent all but a few years of my life on the Cape, my family considers me a Cape Codder.

Since I was just an infant, I can't recall anything about my birthplace. The Brown Boat Co. doesn't show up in my searches. I don't recall my first owner. If I had to make a wild guess, it would be that someone contracted my build and then couldn't pay for me after the Stock Market crashed in 1928. Thus the Browns lodged me for a few years.

Sometime in the mid-1930s Spaulding Dunbar, of Chatham, bought me. Francis Spaulding Dunbar

(1906-1991) was a designer of sail and power boats and, in 1938, he founded the Mill Pond Boat Yard in Chatham, MA. He is best known for his traditional catboat designs as well as several cruising ketches.

Many of Dunbar's boats featured tandem centerboards, an innovation for which he was well known. He and his wife were my guests as live-aboards when the "Great Hurricane of 1938" hit. Hopefully, they went ashore during the tempest, as the tides were extremely high and Stage Harbor gets hammered by SW winds. We all survived and two weeks later the Dunbars gave birth to a son. The Atwood House Museum in Chatham had an exhibit featuring Dunbar in June, 2013.

Spaulding Dunbar owned me from the 1930s to the late '40s, I think. Then Charles and Millie Kimball kept me in Stage Harbor in the 1950s. Their son John Kimball, who still lives in Chatham, is about the age of my present curator.

The Kimball family and their friends took good advantage of my spaciousness. John remembers many outings and recalls the pipe berths and wood stove with which his Mother became well acquainted. His family sold me to David Morgan of Chatham and we sailed there for a few years before I was exiled to Florida.



Millie and Charles Kimball in Stage Harbor, ca 1960.





John Kimball, berths and chest of drawers at the mast, ca 1955.



New Stem.

David Morgan's son, Charles, secured my release and I returned to Chatham in 1978, where I languished in his barn for a decade while he planned my restoration. After a little progress, he sold me in 1990 to Captain Tom Harper. Harper had gone to high school in Harwich but was then living in North Carolina after a career in the U.S. Navy.

Tom had Pease Bros. spend three plus years giving me a complete rebuild/refit. I received many new ribs and planks, garboards, transom, cockpit, decks. They gave me a new engine, tanks and head. My cabin was stripped, gutted, and rebuilt. Pease Boatworks now occupies the facility that Spaulding Dunbar had created in Mill Pond, Chatham.



New Engine installed.



On August 22, 1993 I finally splashed again at Stage Harbor Marine. Capt. Harper loaded me with 17 friends and family including Tom Ennis, who had sailed with me and the Kimballs some 30 years earlier.

At the time I had no mast or ballast, so we simply motored out to Harding's Beach Point and back. I finally received the mast a year later and Capt. Tom bent on my ratty old sail, after it had been repaired.



At least we sailed again. But I let him know that such rags weren't proper for a lady with all new underpinnings. So in July 1995, I got new threads. I enjoyed summers in Stage Harbor with the Harpers, and 3 or 4 more winters with the Peases while they continued my below-decks refurbishment. In August 1995 I took Capt. Harper, along with Brad and Mike Pease, to the Nantucket Antique Boat Race. I was one of the smaller boats among some lovely schooners. We spent most of the afternoon with one reef, watching the others race on ahead of us.

In August 1998 I was "trundled" by truck from Chatham to my new home port, Beaufort, NC. I only spent about 3 weeks in the water there before Hurricane Bonnie made her appearance in Beaufort. She managed to saw through my 3 anchor rodes and I was cast ashore against a concrete bulkhead.

You can see how forlorn I was as I lay on the beach and then up on the hard for a few months. Capt. Harper and his boatwright friend, Bob Horne, spent much time on my repairs. Many pictures and notes were kept. These may be the topic of a future Bulletin article. It was during the time before repairs were started, that my present owner re-discovered me. Much to his surprise, he remembered seeing me in Stage Harbor, Chatham, over 40 years before.

In January 2014 Al and Pat Parker took over my stewardship from Captain Harper. On a cold day in early February, after brushing snow from my deck, Al and daughter Jill brought me to New Bern, my new home port. Six months later I was on the hard again for annual inspection and repairs. That turned into a longer term job, with 6 months in the yard, and then another year of work while back in the water with interludes of sailing. Repairs, refurbishment and upgrades were undertaken, many of which have been detailed in recent CBA Bulletin articles. I am happy today, having sailed this past summer and met new and friendly faces. Captain Al, however, feels he's aged more than I have in the past 3 years. I find that I am offered for sale in this Bulletin. So I am looking forward to many more years of sailing with a new curator.



Aftermath of Hurricane Bonnie.



# Thoughts about the Catboat Bulletin as a Former Editor

Louis M. Abbey



Photo by Mark Alan Lovewell

Bulletin Editors in Winter of 2013: Lou Abbey, Bill McKay and Paul Cook. In their past service as editors to the Association all have received The Dolphin Award. Abbey in 2009; Cook in 2012 and McKay in 2016.

The poet Wallace Stevens, also an officer in the Hartford Accident and Indemnity Co. in Hartford, CT, once commented that in the insurance business his handling of papers constituted “a single creature consisting principally of hands and eyes: lots of hands and lots of eyes.” I must say that my editorial relationship with the Catboat Association Bulletin spanning twelve years and thirty-five issues also involved many hands and eyes with very good results.

Over that time, most of our covers have been pastel blues, yellows, greens, greys and white. Sprinkled in lately we have had one each hot pink, bright green, dark blue, and orange. Bulletin 169, Winter 2016, however, is unique. The cover begins on the back and wraps around to the front of the issue

so the entire cover is one continuous, glossy, black and white, close-up photo, cabin, foredeck and bow, of the 20-foot Crosby catboat, *Harbinger*. This is truly revolutionary and perhaps even visionary. Although it was my last issue as an editor, I had little to do with this cover other than to add my gasp of amazement to those of the other editors when we saw it.

This level of creativity illustrates how the Bulletin has evolved just since I joined in 2004. The credit for this evolution goes to the members who write stories that inspire Bulletin Editors to make this publication into a living organ of the Catboat Association. The editors also deserve credit for embracing advances in desktop publishing that evolved quickly in my twelve years on the Bulletin staff. Issue after issue contains

high-quality technical articles, humorous exploits and predicaments, useful advice from sailing members with long experience and beautiful, thoughtful photography and memoir related to sailing our beloved “cats.” The photography in particular has been striking and serves as a credit to the imagination of our editors and the photogenic quality of catboats.

It has been a personal pleasure and a great learning experience to play a small part in the Bulletin’s editorial journey. Shortly after I moved up to the Boston area in 2004, Wayne Cole invited me to my first editorial meeting at his house in Padanaram. Honestly, I was puzzled as to why I was invited to the editorial table with people whose names were familiar from reading the Bulletin but whom I had never met: Bob Luckraft, Dick Pepin, Steve Warner and Wayne. This group had a long history with catboats and the CBA.

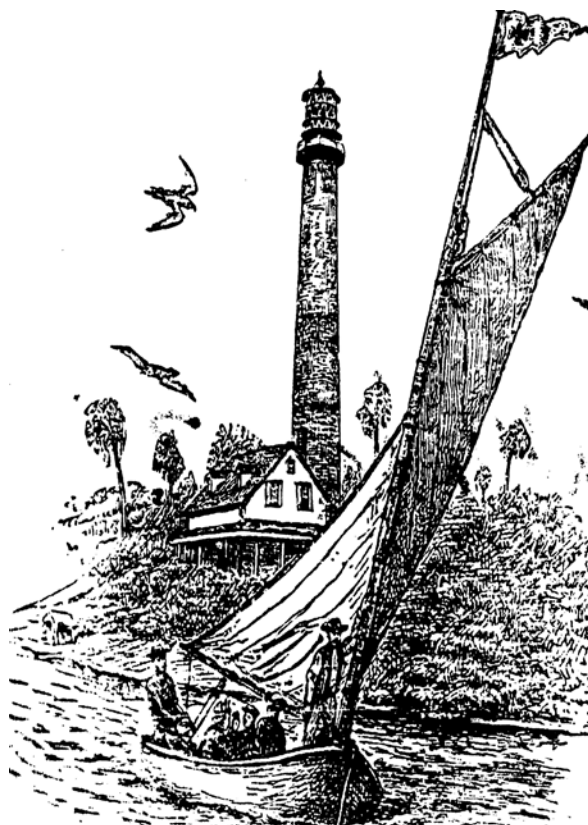
I had been only a “long distance” Association member in the 1980s when I lived in Virginia and owned a Herreschoff America. Then I discontinued membership when I sold her in 1985. In 2000, still living in Virginia, I rejoined the Association when I purchased a Minuteman. In neither time period did I ever attend an Annual Meeting and I had never even met one member of the CBA. I had always loved getting the Bulletin during those times and had read it extensively, including the classified ad that led me to the Minuteman.

Wayne was a great mentor. I shadowed him in all the comings and goings of editorial duties. He introduced me to the printer’s representative. Wayne led me step by step through the process of Bulletin publication: soliciting and editing articles, setting up the original draft, more editing, designing and “proofing” an issue, printing, post-print proof-reading and finally publication and mailing. I learned the back roads of Padanaram with Wayne when we drove to pick up issues and review copy in Providence (at the time). When I started we used word processing extensively, although Bob Reddington stuck to written copy that has survived the editorial board to this day. The introduction of publication software and online communications with editors and the publisher was accomplished almost seamlessly because we were so glad to get tools that cut the time down. Now the editorial board can work on an entire issue together through the “Cloud.”

Back in my working and professional life I served on the editorial boards of several professional publications. The experience was nowhere near

the joy I have felt working with the editors and contributors who make the CBA Bulletin the fine magazine it is today. At this time in my publishing experience I feel both exhausted and energized by the years spent working on the Bulletin staff with all the editors and contributors. I am very thankful to the group that currently manages our Association’s magazine. They will continue to turn out landmark issues. I will continue to read each issue of the Bulletin “cover to cover.” Our magazine is in very competent hands.

*Editor’s Note: No one has done more to prepare this publication for the future than the writer of this article. In a changing digital age Lou Abbey languished for many hours over many years trying to put together a system and the cookbook for putting together this publication. He received The Dolphin Award in 2009.*





# Award Recipients

---

Mark Alan Lovewell



Bill McKay

Two catboaters were honored absentia with awards at last winter's CBA annual meeting in Mystic. Bill McKay, of Mashpee, MA and Frank Camm, of Fredericton, New Brunswick were each deserving of celebratory applause for their contributions over the years. McKay was the recipient of the much-coveted Dolphin Award, in recognition for his exceptional service to the Association, most notably for his work at the helm of the Catboat Bulletin. Camm was the recipient of the Broad Axe Award, for the building of *Presto*, an eighteen-foot Fenwick Williams catboat.

McKay was unable to attend weekend event because of a prior commitment with his grandkids. Camm had an even better excuse; he lives a distant part of Canada.

With a little bit of pushing and shoving we were able to get a photograph of each with his award.



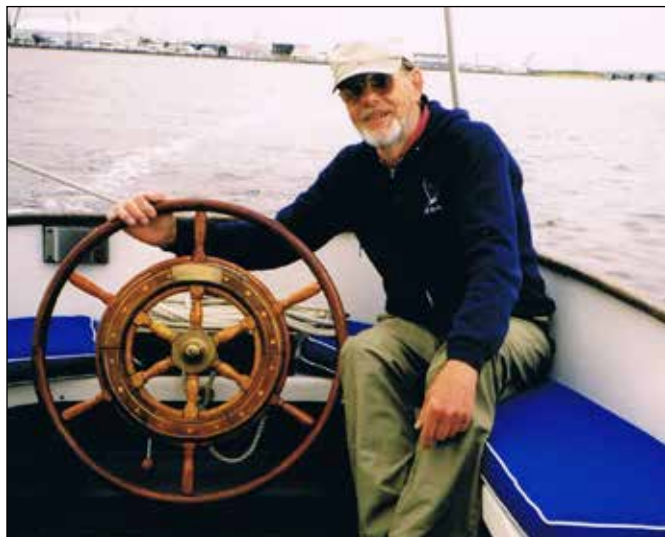
Frank Camm



# Over the Bar



Marc Cruder



Mario at the Helm - *Liberty*.

Mario Cruder, 86, crossed the bar peacefully on April 3, 2016 surrounded by his family. Mario was born in northern Italy and made the trans-Atlantic immigration with his mother to New York via Ellis Island aboard the Steam Turbine Liner “*Rex*” in 1935. He served in the Merchant Marine for over 10 years as a Machinist Mate Third Class after being trained at the U.S. Maritime Service Technical School in Sheepshead Bay, Brooklyn, NY. Mario served in the U.S. Army during the Korean War, before marrying Viola Popoli of Yonkers, NY. He worked for Leonard & Powers, an industrial valve repair shop in NYC where he eventually became a principal owner and partner. He enjoyed sailing, British sports cars and built several steam engines.

Although a CBA member only since 1984, his interest in catboats well preceded his membership. As a machinist and welder, he wanted to build a catboat in steel, so he worked out the developable surfaces by crafting a scale catboat half model of his own design in sheet balsa. Instead, however, he got distracted in the late 1960’s by John Gardner, then writing for the *National Fisherman* and promoting local, traditional, wood small craft. The family was spending summer vacations on Long Beach Island, so he had Charles

Hankins in Lavallette, NJ, build a 19 ft. seabright skiff to his specs in 1970. He then designed and installed the centerboard trunk, rudder and sprit rig for *Glory Be*.

His first catboat was a Cape Dory Handy Cat named *Cupid*. After several successful seasons sailing out of Chadwick Island, NJ, Mario sold the 14 and jumped directly to a Marshall 22, while also finding Beaton’s in Mantoloking, NJ, where he sailed *Liberty* from for almost 20 years.

He passed his love for catboats to his son, Marc, who has been active in CBA and on the Chesapeake since 1991 with *Sylph* a Hermann 17 and *Wanderer*, a Wittholz 25. Mario participated in both renovations and spent lots of time sailing with Marc, including a trip from Beaton’s to the Chesapeake in *Liberty* (see CBA Bulletin No. 117). While still active at Beaton’s he moved to *Arabella*, a Westerly Centaur, mostly for the standing headroom, since he was 6’3” tall. As a final catboat project, he returned to a Cape Dory Handy Cat, now to be a father/daughter project for Marc and Noelle (of Catboat Kid fame) Cruder.

The Cruder family lost a husband, a father, but most importantly, a catboat sailor who couldn’t get enough catboat time, and who freely shared his knowledge under the right circumstances. The CCBA lost a friend, who was a regular at the Great Whitehall Race every year, if only as crew aboard *Sylph* or *Wanderer*....





# Yarns & Adventures

John Orlando, Editor

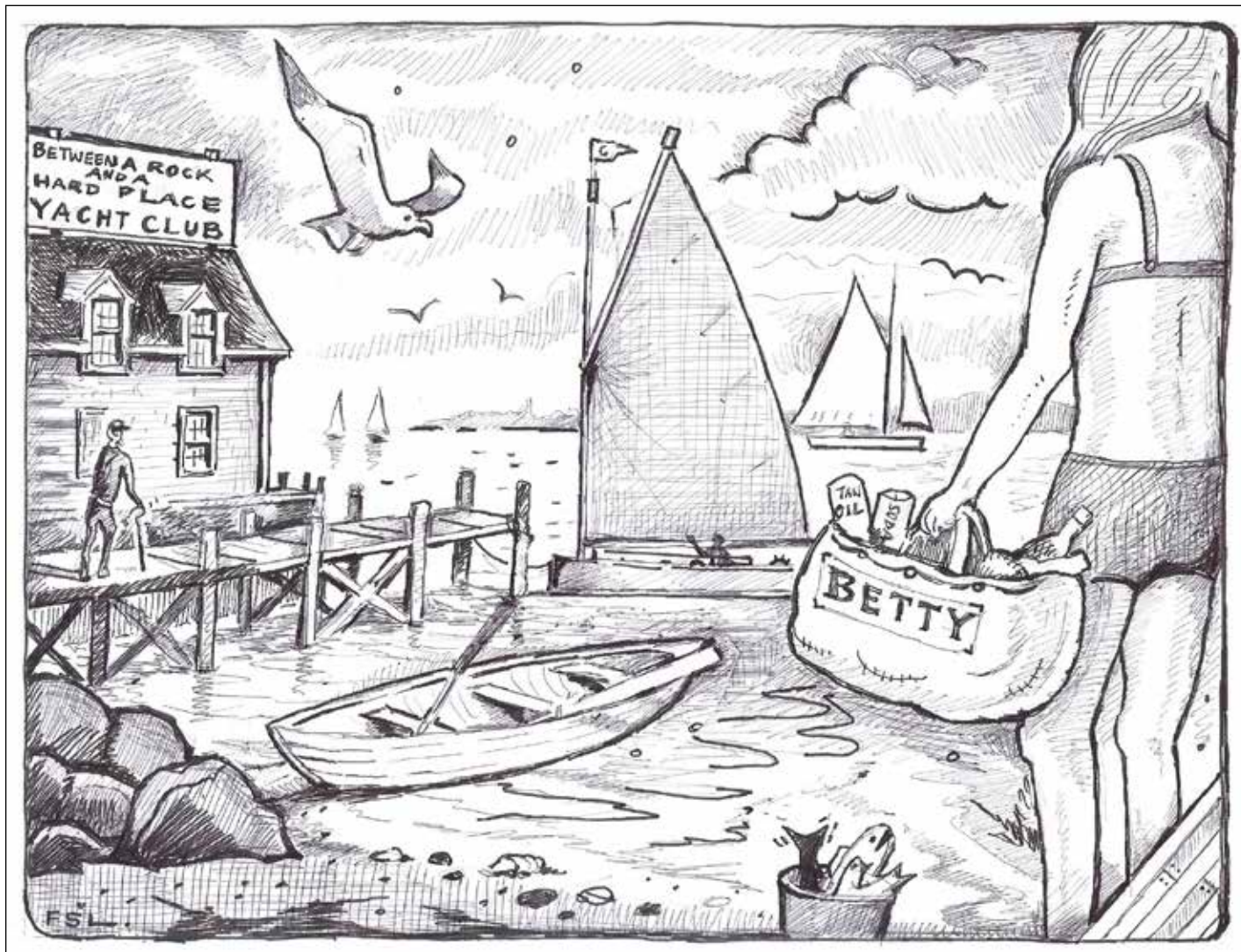


Illustration by Frank S. Lovewell

## *Betty*

Mark Alan Lovewell

How did catboats become so popular at the Between a Rock and a Hard Place Yacht Club?

Forget everything they told you about catboats being popular because they are pretty and historic and made for the leisure sailor. The truth, be told, that catboats became popular because of “Betty.”

She was a siren, if the ocean ever produced a beautiful woman.

She is responsible. An amazing woman.

Ex-Commodore Jay told me the story. He is getting along in age, walks with a cane. Jay still visits the waterfront occasionally, watches the boats come and go, and listens a lot. But when he gets a gumption to tell a story... you better listen. Because there are few around now who remember those days just after World War II. And we don't know how long Jay will be around.



Catboats were scarce in those days at the Between a Rock and a Hard Place Yacht Club, he told me. If I remember correctly, there was only one in the whole sailing fleet of Beach Boats, sailing dories and alike.

When Jay's father showed up and joined the yacht club he arrived in a nice looking Crosby catboat, newly refinished, with a brand new sail. But it wasn't the boat or its sail that attracted all the sailor's attention. It was the captain's wife, his fourth wife, Betty.

Jay's stepmother was a beautiful lady. The sleepy eyed at the dock woke up whenever she walked from the catboat down amid the other boats and passed the little clubhouse to enter the coffee shop. She carried a little carry-along bag full of suntan lotion and knick knacks.

Betty was complete. She was well rigged. Had a tight staysail secured tightly to her mast... and a hull that shined whenever she bent over and picked up a duffle bag.

You got to love that kind of addition to the clubhouse. Plus, she had a sweet singing voice. If Betty was at an event, electricity ran through the air. And voltmeters peaked.

Jay's father's catboat got a lot of attention, especially when Jay's parents went sailing together, crisscrossing the harbor.

They often brought friends. It was always a jovial event. Betty was the best hostess for sailors of any sex.

You couldn't tell what the captain was proudest of: the brand new sail on the catboat, or the wife in her two piece bright red bikini; the two showing up on the water in a day when neither catboats nor bikinis were yet popular.

By the end of the summer, there were two beautiful catboats tied up at the clubhouse dock. And the following summer there were two more.

"It wasn't coincidence," said Jay.

So now you have it. Jay is emphatic about his beliefs on everything from baseball to sailboats. So there is no way you can persuade him that catboats, by their nature, earned their own following. To Jay, it was Betty.

Last weekend, I was in a local bar. The bartender who served me grew up in Newport, R.I. We were talking about sailboats and I mentioned the Betty story.

"Oh, yeah. We knew her," he said.

"Strange did anyone tell you that Betty had a younger sister?" he asked.

"She was far more beautiful," the bartender said.

It turns out Betty's sister Lilly was a real gem.

Then the bartender added: "She dated and married a businessman who raced in America's Cup. He was a captain. The two spent a lot of time together on the water. He was the first sailor to successfully push and get a multi-hull into America's Cup."

"It is not complicated understanding why he had such a following," he said.

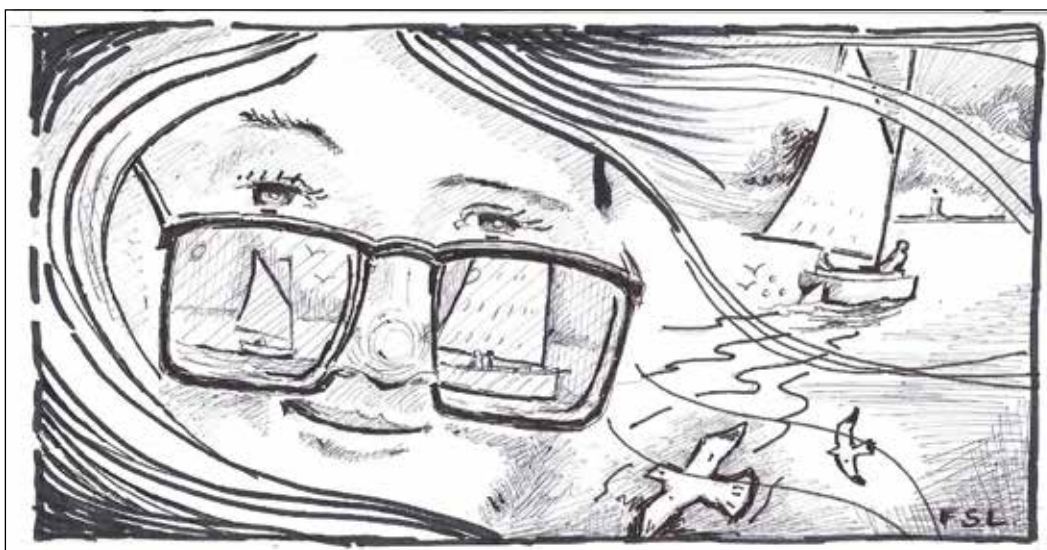


Illustration by Frank S. Lovewell

# Beginner's Luck

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Blair Gillette



*The Great Pumpkin.*

One day my brother mentioned his interest in traveling the Intracoastal Waterway. At the time, the idea of cruising the east coast seemed a distant thought. I was busy with work, and soon forgot the discussion.

Years later, I recalled my brother's remarks. I started to research stories about the ICW and found Roland Sawyer Barth's book "Tales of the Intracoastal Waterways". Barth's passage from Florida to Maine in a 17-foot Cape Cod Catboat revealed the fun and adventures of a long distance voyage – and he shared how to pull it off in a small catboat.

I noted Barth's reference to The Catboat Association, so I linked to the website. I was drawn to the CBA classifieds and the variety of catboats. I found myself going back often – seeing what might be new or sold. One day *The Great Pumpkin* appeared, a 19-foot Menger Catboat owned by a CBA member. While bearing a whimsical name, her cruise-ready features caught my eye. She was fitted with a 9 HP Yanmar, tabernacle mast, bow sprit, auto-helm, and more. A quick trip from Brewster NY to Rhode Island for inspection turned into an offer and new owner.

After completing the paperwork, and mounting new tires to her trailer, *The Great Pumpkin* was ready to depart Wickford and head to the Finger Lakes. As we were about to leave with trailer in tow, the boatyard hand pointed to a still lowered trailer jack and advised, "You probably want that tipped up." "Ah...right, thanks," I said, wondering what else might be amiss. He pulled the locking pin and tipped up the jack. With the wind vane removed and a final walk around complete, we were off. As it turned out, *The Great Pumpkin's* trip was a successful final leg of an 800 mile roundtrip journey that day.

The next day, a fellow associated with the local boat museum stopped by. While performing his inspection, he cautioned, "look out for the lake's hillside winds". Another passerby, after looking over matters said, "You're a better man than me." Maybe I took it the wrong way, but it sounded more like "Good luck – you'll need it".

The sometimes gusty lake winds were a lesser concern. More troublesome was the fact I was clueless how to rig and sail a catboat. The self-talk went something close to "these dangling lines will

connect somewhere and mean something once I figure how to launch and raise her mast.”

After a few spins of the buffer, a few coats of Epifanes on the brightwork, and new registration numbers, confidence was building. It was time to test her auxiliary power. Surely the Yanmar diesel had performed brilliantly and would do so again. Knowing very little about diesel engines, I worked through the basics. The manual guided the changing of filters and fluids. The dual battery setup was inspected and charged. The cooling intake hose was disconnected and placed in a bucket of water.

Ready to go, and not knowing what to expect, I turned the key and pushed the switch. The initial banging and near starts were sufficient to get dogs barking and smoke up the neighborhood. With repeated tries, the engine finally took hold and smoothed to a reassuring rumble. I checked her exhaust. It had been noted that white smoke is good, black is not so good. Nothing was mentioned about shades of grey. I decided it would be fine to consider colors another day.



Finally we were off to the nearby launch site. We dropped her in the channel and fired up the Yanmar. A couple nearby Mennonite fishermen reeled a bit

from her initial exhaust but kept to their business. We pointed *The Great Pumpkin* toward the lake. With the mast still down, I motored along the Keuka outlet and marshes, past the channel light, and finally home on the lake.

Nothing more would be discovered until getting on with the task of stepping her mast. Standing on the cabin, I lifted the mast 10 degrees or so and stopped. Thinking it was a matter of more commitment, I made another attempt. Nothing much new; the mast gained another 10 degrees and held fast. We sorted and tugged a few lines for slack. Hoping for the best, I made one more attempt and the mast lifted easily into place and was bolted.

As promised, the previous jumble of lines found their place and made better sense now, with one exception: the reefing downhaul blocks were empty. The reefing line had pulled out of the boom. After some thought, we decided a makeshift fish tape was in order. I eventually found a narrow steel tape measure that extended through the boom just far enough to attach the line and pull it back through. Bending her sail was without issue, and all was finally ready.

The next day a 5 kn. August morning breeze was spot on for our first sail. The Yanmar backed us from the shore lift and directed us into a south wind. With the helm made steady and bungee cords undone, I made a bungled first attempt to raise her sail – the throat halyard snagged. After managing the gaff to a more suitable angle, the sail was fully raised and tied off. The centerboard was lowered and the engine cut.

Steering a bit leeward the sail began to fill. She was underway. I found the amount of sail striking and powerful in the light breeze. While the tacks were frequent, they were quick and easy. The ride was gentle and steady. Nothing could have been better. I was hooked.

The season ended with a late October sail. It was a memorable summer, inspired by a brother’s passion for sailing combined with a fair bit of patience and luck. Perhaps one day we’ll make it to the Intracoastal Waterways. For now, the nearby lakes, canals and rivers of New York are next on the list.





# Rendezvous and Race Results

Gayle Cornish, Editor

## Cats and Gaffers Regatta

Rich Batchelder

The Cats and Gaffers Regatta started off on Friday evening, Aug. 19 with the captain's meeting. Marley's in Essex CT has been our favorite meeting place for the last few years. They have great food in a great location.

Saturday came with a good breeze from the south, blowing against the tide from the north. Three Sanderlings and one Sandpiper battled for position at the starting line for the first of six races. *Stray* chose to reef the sail, while the other boats carried full sails.



Starting Race.

An unofficial entrant in a Menger catboat nearly sank when its mast wore through the bottom of the hull. Fast bailing kept them afloat long enough to return to the launch ramp. Otherwise, the races were free of major catastrophes.

After the races were completed and the entrants had rehydrated with their favorite beverages, we enjoyed shrimp, burgers, and dogs from the grill and



About to *Pounce*.

lots of side dishes and deserts. An awards ceremony completed the day.



Sailing to Joshua Rock.

Thanks to The Pettipaug Yacht Club for the use of their clubhouse. Thanks to Sandy Sanstrom for being our one man race committee. Thanks to all who brought side dishes and desserts for the party.

All profits will go to the Pettipaug Sailing Academy.

## RACE RESULTS

Place	Skipper	Boat	Model
1	Lieberman/Saunders	<i>Ouzel</i>	Sanderling
2	Pool	<i>Catling</i>	Sandpiper
3	Batchelder	<i>Stray</i>	Sanderling
4	Elliot	<i>Pounce</i>	Sanderling

# 59<sup>th</sup> Duck Island Rendezvous and Race, Old Saybrook, CT

Craig Elliott

Another year has passed and this year's 59th Duck Island Rendezvous and Race was once again organized and hosted by North Cove Yacht Club (NCYC) members Craig and Lisa Elliott. The event took place on Saturday July 16<sup>th</sup>, 2016.

Thanks again to our local catboat devotees who have shown up each year for a weekend of sailing and camaraderie. There was a collection of four Marshall 18s. The Skipper's meeting, along with dinner, was held Friday evening before the race at NCYC. Race committee support was given by Rob Hathaway and Bill Stubenbord who highlighted the race agenda for the following day.

Our fine group of Catboaters gathered at NCYC on Saturday afternoon prior to heading out to the Outerlight to race off Fenwick. Rob and Bill set a perfect course given the tides and winds, which afforded us three races with adequate wind and clear skies in our favor. The placing of this year's race are as followed: *Ouzel* in first place sailed by Moses Lieberman and sailing partner Judy Saunders; *True Love Too* sailed by Roy Crocker and friends Peter Brainard and Rowena Okie came in second; *Stray* sailed by Rick and Robin Batchelder in third place; *Pounce* in fourth place sailed by Craig Elliott and sailing tactician Allan Carlson. A wonderful time was had by all with the perfect ending at NCYC.

Cocktails and appetizers were had on the deck, while the Catboaters reminisced about a thrilling day of racing. Dinner was a delicious assortment of chicken, baked beans, coleslaw, and salad. After a delightful dessert of chocolate rum cake with vanilla ice cream and brownie frosted bars, the Catboaters said their goodbyes while eagerly anticipating next year's Rendezvous and Race!

To all Catboaters near and far please help us make next year's 60th Anniversary of the Duck Island Rendezvous and Race an extra special event!

Craig Elliott is contact person: celliott02@charter.net



Race Participants.



After Race Party.

## RACE RESULTS

Place	Skipper	Boat	Model
1	Moses Lieberman	<i>Ouzal</i>	Marshall 18
2	Roy Crocker	<i>True Love Too</i>	Marshall 18
3	Rick Batchelder	<i>Stray</i>	Marshall 18
4	Craig Elliott	<i>Pounce</i>	Marshall 18

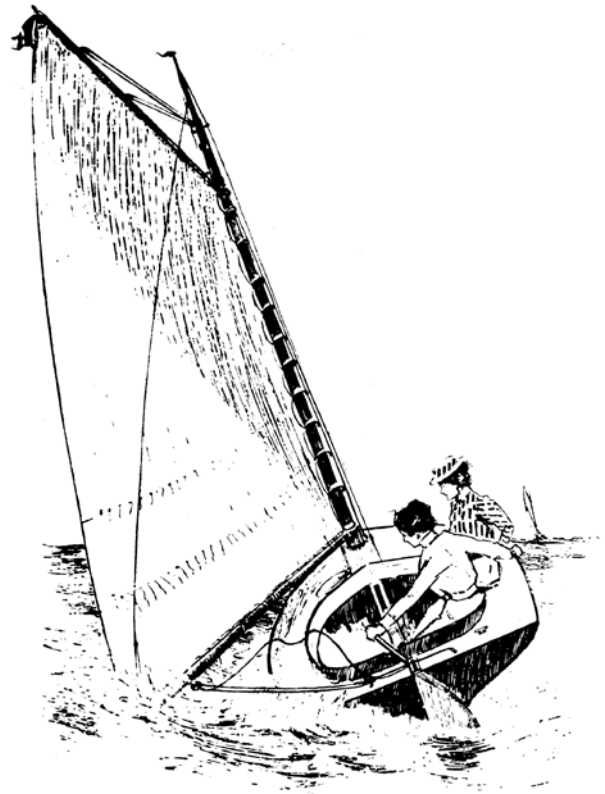
# The Annual Great South Bay Catboat Regatta and Rendezvous

Phil Linker

The Annual Great South Bay Catboat Regatta and Rendezvous was held as usual at the Sayville Yacht Club in Blue Point, Long Island on Saturday, September 10th. The participants were divided into three classes: General handicap, Herreshoff Americas, and Marshall 18s, sailing a modified gold cup course. The wind was 8 to 10 knots out of the southeast, building during the afternoon to 10 to 15 knots and veering southerly and finally southwesterly.

Following the races, the participants enjoyed a delicious dinner, beginning with a cocktail hour with a raw bar of clams, oysters and shrimp, followed by a filet mignon dinner with roasted potatoes, fresh local corn on the cob, salad, dinner rolls and pie a la mode for dessert. Guests were then treated to a fascinating presentation by award winning author James L. Nelson about the Viking invasions of Ireland in the 8th to 10th centuries, the subject of his five most recent books.

PRO Doug Shaw and Regatta Chairman Phil Linker presented the awards to the winners as follows:



## RACE RESULTS

### General Handicap

Place	Skipper	Boat Name	Model
1st	John Orlando	<i>Erica Lee</i>	Marshall 22
2nd	Phil Linker	<i>Memory</i>	Marshall 15
3rd	Dave Purnhagen	<i>Egret</i>	Sandpiper Cat Ketch

### Herreshoff Americas

Place	Skipper	Boat Name	Model
1 <sup>st</sup>	Mark Seal	<i>Jean Seal</i>	Herrschoff America
2 <sup>nd</sup>	Charles Huberman	<i>Patricia Anne</i>	Herrschoff America
3 <sup>rd</sup>	Ray Montana	<i>Downwind</i>	Herrschoff America

### Marshall 18s

Place	Skipper	Boat Name	Model
1 <sup>st</sup>	Larry and Mary Ann Deering	<i>Buelah</i>	Marshall 18
2 <sup>nd</sup>	Hank Frederick	<i>Phragmite</i>	Marshall 18



# Padanaram Rendezvous and Race on Buzzards Bay

Anne Morton Smith

The skies smiled upon the 35 plus boats and crew who made the trip from both north and south of the Cape Cod Canal, Narragansett Bay, New York and the Chesapeake for this annual celebration of all we love about catboating. And, we all got to leave our foulies in the locker – if not our sunscreen or our patience.

Geoff and Kristen Marshall, Bruce and Sue Almeida and Bruce Gratz and Anne Smith hosted gams and grills on both Friday and Saturday nights that were great fun with lots of summer news and cruising updates to share. Saturday's party saw the return of the Peterson boys' musical sensation, "The Flounders," who, joined by friends, got the crowd rockin' once again. Singing, clapping, improvising, banjos, guitars and whatever else could be found to make music... Catboat revelers know how to have fun! A special tune called "Padanaram" – written by boys who look forward to this rendezvous each year – is the new local favorite.

The committee plotted a course engineered to make the best of our catboat sails in what was supposed to be a somewhat typical afternoon Buzzards Bay breeze. Alas, we all had PLENTY of time to consider our plans for the "best presentation over the finish line award," as the wind became light and variable, and often just plain non-existent. The committee wisely shortened the course, ending at the second mark so boats who had scattered all over the bay in search of a puff of air could motor-sail back to catch the four o'clock bridge and a swig of Nathan Titcomb's Rendezvous Brew or the Buzzards Bay Brewing Golden Flounder chilling in the rigging shop.

## Trophys:

**22s:** Competition was fierce in the 22' division with a crowded and tense start. No protests allowed, of course, in standard Padanaram good-natured fashion. At the finish, Rex Brewer from Wickford, RI edged out Paula Fleck and pal Ted Lorentzen sailing *Cat Nap* by just a whisker for the win in his Marshall 22 *Peregrine*. Rex was thrilled to take home the 22' class trophy for the second year in a row, but he gave Captain Paula much kudos for giving him a real run

for his money at the end. They were followed by John Coen in *The Dude*, Ryan Peterson in *Genie* and Cal Perkins in the most recent of his much-beloved *Cape Girls*.



Photo courtesy Kristin Marshall

It was a tense start for the Marshall 22s.



Photo courtesy Rex Brewer

Rex and Alice Brewer with son-in-law Matt Browne take the 22s Trophy with *Peregrine*

**18s:** In the 18' and under class what fun it was to see the next generation of Titcombs, Nathan Titcomb and his bride Joy, taking the prize for deftly sailing the recently acquired *Inception* for her first time in Padanaram. They were followed some five minutes later by David Kirk in *Beach Plum*, Charley Appleton in *Emmalina* and Paul Cammaroto in *Bubbly*, who trailered all the way from Potomac, MD to return last year's trophy.



Photo Courtesy Kristin Marshall

For her first time at Padanaram, *Inception* was a veritable speed demon. Nathan and Joy Titcomb with crew.

**Altered Cats:** The Captains' Smith Trophy for altered cats went to Gaelen Canning in *Sunshine*, who once again sported lots of extra ballast, including, as always, multiple generations of family.

**Wood:** A bit of feisty competition and an exciting finish for the wooden cats ended with a victorious Bob Luckcraft in *Genevieve*, determined to not let the Breck Marshall Trophy go back home with *Pinkletink*. And sorry, *Nantucket*, you are NOT wood so you're disqualified.



Photo courtesy Kristin Marshall

Bob Luckcraft, in *Genevieve*, is overjoyed at taking home the Breck Marshall trophy as the wood cat winner.

**Small Cats:** To escape the low tide north of the bridge, racing for the small cat trophy took place outside the breakwater for a change this year, with Charlie Adams and Chuck Gilchrest in committee boat *Gizmo*. Taking first place was Breck Marshall with his father Breck "Skip" Marshall in the Marshall

Sandpiper *Stella*, followed by last year's trophy holder Jed Webster in *Noah* and Joe Ristuccia in *Ellie J.* Conrad Gilchrest and Dylan Marshall brought up the rear in *Sandpiper*, and trophy aside, may have had the most fun of all.



Photo courtesy Kristin Marshall

Sandpipers racing.



Photo courtesy Kristin Marshall

Breck "Skip" Marshall and son, Breck, co-captains of *Sandpiper*, joined by crew with Small Cats Trophy.

### Special Finish Presentation

The finish was a delight after a long day, with our "special presentations" providing terrific entertainment to the race committee boat. This year's best presentation award was a 2016 Padanaram bag filled with some high class beer and accoutrements and went to Ryan Peterson and the crew of *Genie*, who improv'd a terrific rendition of "Cats," appearing first to have no-one at the helm over the finish line, then one by one crawling out to stretch and claw and meow from every conceivable catboat nook, finishing off with music and dance. BRAVO!!!





Photo courtesy Kristin Marshall

Is *Genie*, ghosting over finish line, one of those new self-sailing 22's?

Other quite notable presentations were made by Ned Hitchcock and Terry Gips and the crew of *Cleopatra* who wore oversized kitty cat masks created by Terry. More notable perhaps, is the committee's appreciation that in 2016 Ned and Bruce Gratz were fully clothed – and not in their spouses' brassieres – an image from 2015 the committee may never forget. This year we also saw pirate hats, water guns and a variety of masks. And then there were those Titcombs again, donning full dark colored bodysuits despite the heat and cooking themselves to a fine medium rare we'd reckon!

We await the 2017 finishes with great anticipation!

### Padanaram Spirit Award

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



Photo courtesy Kristin Marshall

Carol and Neil Titcomb of *Interlude* have helped make Padanaram a special experience for decades.

on the judgment of the Padanaram Rendezvous Committee.

Before acknowledgement of those participants who impressed the committee either through particularly interesting or creative feats out on the water or simply by being who they are, the Padanaram Spirit Award, created and donated by the distinguished artist Peter Arguimbau, was awarded. This beautiful mahogany trophy memorializes the famous 2010 race between *Kathleen* and *Silent Maid* at Padanaram framed by a bronze oval shaped porthole.

The 2016 Padanaram Spirit Award was presented to Carol and Neil Titcomb who have made participating in the Padanaram Rendezvous an annual priority for decades, and are never hesitant to lend a hand, provide sage advice, or just be their fun selves. With *Calynda* long gone to her retirement years in Southwest Harbor, the Titcombs still join us in their Sabre 38 *Interlude* each year with the next generations of Titcombs in tow – either aboard or now in their own boats. We love the spirit you bring to our annual gathering year after year, and want you to know that the committee planned to give you this award long BEFORE we found out that son Nathan was bringing a keg of his special Rendezvous Brew. (Which we loved, by the way, and hope it becomes an annual fixture!)



Photo courtesy Kristin Marshall

Jay and Jed Webster with Jay sporting a classic Sammy Smith prize t-shirt.

### Coveted Last Prize

Padanaram 2016 edition CBA burgee boat bags hand painted by Anne Smith along with a spare but practical snack for those who don't make it in before the grill goes out. (You know we'd never really let that happen, but it's good to be prepared.)



**22s:** Tim Lund in *Red Squirrel* (Well done, 'Cap! A first for the Squirrel for sure!!)

**18s:** Hans Brenninkmeyer in *Hobo* (Missed you at the party – we wanted to acknowledge how good you were at trolling for sharks by towing your crew in the water on your way in!)

**Altered Cats:** Bob Betts in *Salina* (You made a young man named Chris VERY happy with this win, Bob!)

**Small Cats:** Conrad Gilchrest and Dylan Marshall in *Sandpiper* (Oh if you only knew what really went on...)

### Other Awards

The Sammy Smith tradition of recognizing notable nautical feats performed by catboat sailors on the water – and sometimes in – continued in 2016. Here they are:

Seemingly forming a pattern, Megan Marshall got herself into a bit of a spot again (she and her pal Lucy DID eventually make it off the island last year, learning a great lesson about how tides do go out!), this time getting the Whaler engine propeller tied up in a lobster pot buoy in the middle of the starting line. For you, Megan, you get to keep the buoy!

Out on the course, Cal Perkins kept us unintentionally entertained on the VHF wondering just where *IS* that next mark and the committee boat – a question we all needed answered in the haze. More important even, as the doldrums settled in and potentially for good, was “Will we be doing that shortened course?” Please!, we all silently telepathed, and were happily rewarded. Thanks, Cal! And for the man who so clearly wanted to get in for some refreshment, we have some fun wine glasses with phrases like “I Feel Nauti” and “Sips Ahoy.”

As we all drifted about - or even went backwards - Tim Lund hailed the fleet on the VHF seeking a visit from the beverage cart. As it happened, those Titcombs were really and truly full of spirit and both the older and younger sets swung by with a special delivery! For the Titcomb Family, a set of mustache beer bands, and for Tim, a very small and odd little beer stein.

The annual Fender Award went to Bruce Almeida, who effectively cleared the way for *Harvest Moon* at the start. Thanks for helping us to safely keep this rendezvous prize tradition alive!

Skott Rebello, when you very formally hailed the committee boat to officially withdraw *Caterpillar* from the race, you were informed that there would

“be no prize for that.” But truth be told, you were brave to give voice to a secret wish of many of us out there roasting in the hazy sun. We reward you, after all, with a pair of dish towels that read “I Get Crabby” and “Who Gives a Flock?”

We were all a bit confused when that Amazonian beauty *Nantucket* crossed the start with the wooden cats – “Wait, is she wooden? I didn’t know!” Well we counted you in the 22’ and up glass cats where you belong, though we do love watching this big gorgeous girl with her American flag sail, no matter what you do. For Eric Peterson, Jr., we have this little poop emoji key chain for the Bull\$&!+ Award.

Sailing team Paula Fleck and Ted Lorentzen have really mastered the art of sailing *Cat Nap* and gave Rex Brewer an amazing last-second race for the finish. For Paula and Ted, a pair of Wonder Woman and Superman mugs.

It’s tough not being the favored winner of the 22’s these days, but Tim Lund and *Red Squirrel* sure put in the effort – with set back after set back in the capricious wind, two steps forward and three steps back, over and over and OVER. For you, Tim, we have the Boomerang Award.

Greg Babbing of *Phu Cat*, you are one patriotic guy! Not many could wear the red white and blue – stars and all – like you do, and we sure do appreciate it. Greg, we thank you with a set of stars and stripes highball glasses.

We were thrilled to welcome back Wayne and Dolores Cole of the wooden launch *Elmo* after a few years’ hiatus, along with those famous deviled eggs, extended family and adorably bored tiny dog George, who was acknowledged for his cuteness – if not his beauty – with a tiny nautical flag decorated harness.

For their shenanagins on *Sandpiper* in the small cat races – including towing a sailor over the line, we’ve heard - for Conrad Gilchrest and Dylan Marshall, a pair of high volume water cannons suitable for use on dry land.

Oh, Kevin O’Driscoll of *Shannon Marie*, we’re sorry your gaff jaws broke on the way out! For you, we offer an all purpose tool kit in the form of adorable little kitty cat bag clips with the hope they can hold you together ‘til you get a real repair. No rendezvous would be complete without a prize for our perennial pal Bob Reddington. We figured it’s time for a new hat to protect that great head of yours so we can see it again next year.

Please join us again at the Padanaram Rendezvous 2017 and start planning now for your

finish line presentation. No one matches the ingenuity of the folks who know how to enjoy life on a catboat, and we look forward to seeing what you've got!

The date for next season's rendezvous is July 29<sup>th</sup>, 2017. Keep an eye on the "news and events" tab on [www.marshallcat.com](http://www.marshallcat.com) for details and any changes.

Many thanks to the catboat enthusiasts who have made the Padanaram Rendezvous worthy of its very own song. Come sing – and sail – with us again!

## RACE RESULTS

### 22' CATS

Place	Skipper	Boat	Model
1	Rex Brewer	<i>Peregrine</i>	Marshall 22
2	Paula Fleck	<i>Cat Nap</i>	Marshall 22
3	John Coen	<i>The Dude</i>	Marshall 22
4	Ryan Peterson	<i>Genie</i>	Marshall 22
5	Cal Perkins	<i>Cape Girl</i>	Marshall 22
6	Greg Babbing	<i>Phucat</i>	Marshall 22
7	Bob Betts	<i>Salina</i>	Marshall 22
8	Bruce Almeida	<i>Harvest Moon</i>	Marshall 22
9	Richard Dow	<i>Puddleduck</i>	Marshall 22
10	Eric Peterson	<i>Nantucket</i>	Wood
11	Brent Putnam	<i>Cranberry</i>	Marshall 22
12	Jay Webster	<i>Ishmael</i>	Marshall 22
13	Jim/Kim O'Connor	<i>Glimmer</i>	Marshall 22
14	Larry Langford	<i>Emily</i>	Marshall 22
15	Tim Lund	<i>Red Squirrel</i>	Marshall 22
16	Mike/Joe Murphy Joe	<i>Tabitha</i>	Marshall 22

### 18' CATS

Place	Skipper	Boat	Model
1	Nathan Titcomb	<i>Inception</i>	Sanderling
2	David Kirk	<i>Beach Plum</i>	Sanderling
3	Charley Appleton	<i>Emmalina</i>	Sanderling
4	Paul Cammaroa	<i>Bubbly</i>	Sanderling
5	Hagedorn, Charles	<i>Sailor Dog</i>	Sanderling
6	Canning, Gaelen	<i>Sunshine</i>	Sanderling
7	Knowlton, Peter	<i>Willow</i>	Sanderling
8	Brenninkmeyer, Hans	<i>Hobo</i>	Sanderling
9	Rebello, Skott	<i>Caterpillar</i>	Sanderling
10	O'Driscoll, Kevin	<i>Shannon Marie</i>	HA18
11	Mase, Robert & Tina	<i>Artful Dodger</i>	Sanderling



Photo courtesy Kristin Marshall

A new hat for Bob.

### WOODEN CATS

Place	Skipper	Boat	Model
1	Bob Luckcraft	<i>Genevieve</i>	Wood
2	Eric Peterson	<i>Pinkletink</i>	Wood
3	Ned Hitchcock	<i>Cleopatra</i>	Wood

### ALTERED CATS

Place	Skipper	Boat	Model
1	Gaelen Canning	<i>Sunshine</i>	Sanderling
2	Bob Betts	<i>Salina</i>	Marshall 22

### SMALL CATS (all Sanderlings)

Place	Skipper	Boat	Model
1	Breck Marshall	<i>Stella</i>	Sanderling
2	Jed Webster	<i>Noah</i>	Sanderling
3	Joe Ristuccia	<i>Ellie J</i>	Sanderling
4	D.Marshall	<i>Sandpiper</i>	Sanderling
5	Mark Schmid	<i>Bantam</i>	DNS



# Bass River Rendezvous

## August 13, 2016

For the catboaters who transited over to Bass River YC on Friday, they confronted 20 knot breezes from the Southwest. It was quite a ride in hot muggy weather. The spray over the rail provided a nice relief. Saturday was still hot, but the wind had blown itself out.

The rendezvous was hosted by Paul Cook with John Wood chairing the race committee, a great combo. The annual “parade of sail” up and down the river, was completed under power with sails raised. The only wind was the apparent wind generated by our cats slowly moving through the water. As we waited surrounding the committee boat, finally, the predicted southwesterly came in from the SSE and slowly built to about 10 knots.

The course was a double triangle with the start just west of the Bass River entrance buoys. This provided a beat out to R”2”, then a broad reach

to a tetrahedron set to the west and back to the starting mark, and repeat. This was Cheryl & Peter Wildermuth’s race from start to finish. They were masterful. First, they executed a perfect start. They hit the line on-time, completely powered up, and with clear air. *Shell Belle* immediately started to pull away from the fleet, sailing higher yet holding speed. They had a 15 second lead rounding the first mark (R”2”), and widened their gap on each of the remaining 5 legs, posting a winning time of over two minutes vs. the second place boat. It was remarkable to see a well-sailed M18 spank the rest of the fleet! Congrats to Cheryl and Peter.

As usual there was fabulous food provided by members of the Bass River YC, which added a little weight to everyone’s boat. Next year’s Bass River Rendezvous will be held at the West Dennis YC.

Finish	Boat	Type	Owners
1	<i>Shell Belle</i>	M18	Cheryl & Peter Wildermuth
2	<i>Pandora</i>	B. Huddlestun 20	Burt & Drew Staniar
3	<i>Salina</i>	M22	Bob Bettes
4	<i>At Ease</i>	M22	Brian Smith
5	<i>Genevieve</i>	H.F. Crosby 25	Robert Luckraft & Susan Rau
6	<i>Glimmer</i>	M22	Jim & Kim O’Connor
7	<i>Zephyr</i>	M22	Robert & Jane Chase
8	<i>Cranberry</i>	M22	Brent & Rebecca Putnam





# Vineyard Haven Rendezvous

Drew Staniar

Photos by Mark Alan Lovewell.



Most participants in the rendezvous at the awards ceremony and barbecue.

There is something about the Vineyard Haven Rendezvous that makes it one of the best catboat gatherings of the summer. Maybe it is the location, centralized enough to draw boats from both Padanaram and Chatham, maybe it is the anticipation of escaping to an island, or just maybe, it is the people! It was a fun group of good-natured catboaters, combined with the wonderful hospitality of Mark Lovewell, along with the well-run racing chaired by Eric Peterson. It is a great event and make sure that next year's Vineyard Haven Rendezvous gets on your 2017 calendar.

For this year's race, Saturday July 16 greeted us with sunny skies, no wind, and HOT. The skipper's

meeting was held in what little shade could be found on the backside of the harbormaster's building at Owen Park. With the forecast calling for a westerly, Eric set up a five-leg course with the starting line about half way down Vineyard Haven's eastern shore. The first mark was N4 by West Chop, followed by the big white sloop that is moored along the eastern shore, then off to Can 23A at the tip of East Chop, back to N4 and then to the finish, which was not far from Nun 6 and the breakwater. Before the start, we all bobbed around the committee boat and waited for wind. Many of us tried to use our sails to block the sun, others pouring fresh water on their seat cushions and themselves to cool off. Did I mention it was HOT?

Naturally, the wind did not fill from the forecasted west, but trickled in from the NNE giving the fleet a board reach to N4. That ended up being the only downwind leg for the day. Between the tide and the wind, we were close hauled the rest of the afternoon. Bob and Brian Bettes sailed *Salina* past everyone for a substantial lead at the first mark. Sailing back across Vineyard Haven Harbor to the big sloop, the wind was spotty in both direction and velocity. One could be sitting in doldrums with the lead boats pulling away, and the boats behind you all showing a bow wave. Ugh! The next three legs were closely sailed with various position changes throughout the fleet. The post-race fire & ice was at Mark Lovewell's house with continued good humor and the awards presentation.



Race Committee chairman Eric Peterson with author, winner of the fastest boat in the race. Drew Staniar in his catboat *Pandora* won the year before.



Skip Richheimer, catboat *Zena*, first place Vineyard boat, with perpetual trophy, a painting by Ray Ellis. Skip won the same recognition last year.



Tim Lund of *Red Squirrel*.



Ryan Peterson, co-captain of *Genie*, with his father. Not pictured. Co-captain George Peterson, Ryan's grandfather.



Crew of the catboat *Pinkletink*, first place wooden boat. Nathan Peterson, captain, stands with his father Eric Peterson on right. The 1965 perpetual Manual Swartz Roberts trophy is one of the CBA oldest trophies.



Race Committee boat: *Mary Gray*. She is rigged with the former mast and gaff from the catboat *Pinkletink*.

Boat	Type	Owners/Sailed by	Finish	Comments
<i>Pandora</i>	B. Huddlestun 20	Burt & Drew Staniar	1	Placed in the M22's class
<i>Zena</i>	M18	Skip Richheimer	2	1 <sup>st</sup> in M18 class
<i>Red Squirrel</i>	M22	Tim Lund	3	2 <sup>nd</sup> in M22 class
<i>Genie</i>	M22	George & Ryan Peterson	4	3 <sup>rd</sup> in M22 class
<i>Chocolate Chip</i>	M22	Rich Washington	5	
<i>Salina</i>	M22	Bob Bettes	6	
<i>Harvest Moon</i>	M22	Bruce & Sue Almeida	7	
<i>Pinkletink</i>	H.F. Crosby 22	Nathan Peterson	8	1 <sup>st</sup> Wood
<i>Julia Lee</i>	D. Stimson 21	Woody Bowman	9	2 <sup>nd</sup> Wood
<i>Cape Girl</i>	M22	Cal Perkins & Daughters	10	
<i>Chester</i>	R. Carter 18	Carol Jann & Jed Conlin	11	



# Plan B – Great Whitehall Bay Potluck!

Steve Flesner

OK...so what happened to the race? Hurricane/tropical storm Hermine rudely interfered with the Great Whitehall Bay race and potluck. Actually, this was the second time in 26 years that the race has been scratched because of a storm. Event host, Paul Cammaroto, in consultation with the “bay crossers” made the call on Friday. With winds predicted to be 20-25 on Saturday and 30-45 on Sunday, race day, and given the fact that half the fleet would have to cross the Bay on Saturday requiring a Coast Guard escort, prudence was the better part of valor. Or, as Bill Hoover used to remind us, “Live to sail another day!” So, what do catboaters do when they can’t race, you got it, they eat, drink and talk catboats! Twenty CCBA members gathered at the Providence Yacht Club for a potluck and awards ceremony.



Steve presents Butch Miller the “Clueless”!

The Tut Tuttle Award for participation in the most number of CCBA events went to Ironman Phil Livingston for showing up to all three races and one mini cruise that he took by himself...he was the only catboat! The infamous “Clueless” Award was once again captured by Butch Miller for raising his Marshall 18 mast under a bridge prior to launching only to find out the bridge was lower than the mast...ouch! He has now crossed over into the more traditional Chesapeake Bay rig with a slight “Bugeye” aft rake to his catboat. Performance has not been affected as he still came in last at the Shootout!



Ironman Phil Livingston on left receives the Tut!

Trophies for the race will be held for next year, we just have to have the 6 crossed out and a 7 engraved into the Jefferson Cups! And least I forget, the potluck dishes were scrumptious...a variety of healthy salads, (what, no fried chicken?!!) pies and Chef Paul Cammaroto’s special pasta dish that he created on the spot...like I said, what do you do when you can’t race...you eat, drink and talk catboats! Oh, and did I tell you...maybe I shouldn’t; the weather on Sunday was perfect for racing...sunny and winds 10-15...guess there’s always next year!





# Sailing Techniques and Seamanship

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Butler Smythe, Editor

Greetings and welcome again! It's on-the-water time for some, cleaning up for others and dreaming of spring for the rest. I know there are stories, so I would love to hear about them - I'm still all-ears (it's been too quiet). If you have something you'd like to submit please do. If in doubt - lets talk about it. I ask for inputs on the "Catboat Association Lounge" Facebook page so please join. You can also email or call me at (207) 374-3838 if you have any ideas or inputs!

Just a warning that if I don't get anything, you'll get stuff from me – just saying.

## Two-Handed Sailing

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Skip Stanley

A lot has been written about single-handed sailing; well, what about two-handed sailing. My dad taught me how to sail; he taught all of us kids how to sail.

One day we arrived home from somewhere (I have no idea from where) to find a sailboat in our garage. It was a Sunflower. Now, a Sunflower was a variation of a Snark, a boat whose hull was made entirely out of Styrofoam. The Sunflower's hull was a Snark covered in a bright yellow plastic shell. Its lateen sail was striped yellow and white and had a black flower on it. It was completely unsinkable. To be allowed to sail it we had to do two things: learn to tie a bowline and right the boat after capsizing.

Learning the knot was easy. With a piece of line we learned to make the "hole" and the "tree"; then go up the hole, 'round the tree, and back down in to the hole. This was so we could tie the sheet to the plastic ring on the traveler. Capsizing the boat turned out to be harder than righting it. Swim around, pull down on the centerboard 'til it was upright, climb in and bail it out. We were soon good to go.

In those days, we often sailed in pairs, one on the tiller and one on the sheet. It was a great lesson, albeit a simple one, in the teamwork. We had to work cooperatively and together. The helmsman was in charge and picked the direction. It was the trimmer's job to set the sail according to the wind regardless of the direction of the boat, not too hard or to luff. The

trimmer learned to read the wind. The helmsman learned to read the water taking whatever action he or she could to reduce the spray on the crew, if possible, from passing waves. The helmsman was also responsible for warning the crew of a tack or gibe. We learned to balance the sail and the helm the wind and the direction we wanted to go. Later, we would move on to sloops with mains and jibs. But the rules were the same.

I'm reminded of this because of the way catboats are rigged. The single sheet and the tiller located aft are easily handled by one person. Pick a direction, set the sail, and adjust the heading to keep the sail full, all the time watching for the luff by the throat, and heading up or falling off as necessary. Our passengers just kick back and enjoy the ride.

From time to time lately, I've gone back to the way my dad taught me. With someone else on the helm, I take the sheet. I make sure the sail is properly trimmed, no matter where the helmsman steers or the wind shifts. It keeps me in tune with the boat and the helmsman. If the other person is up for it, I'll let them do the same. I find this arrangement particularly nice when the wind is shifty or the helmsman is not particularly attentive. It keeps the boat moving even if the direction may be a bit erratic. It also keeps me from the instinctively reaching for the tiller to fill the sail.

So when you're underway next time, rather than setting the sail and just steering by the wind, take the sheet in hand or put your crew to work for a while and see what happens.

## Right of Way

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Butler Smythe

Right of Way – so who has it? If you want a great source for information related to navigation and maneuvering, please see the following site at the link provided below. The comments that follow do not completely cover all potentialities (not even close) and are simply a basic introduction. The site is [boatus.org/guide/navigation\\_1.html](http://boatus.org/guide/navigation_1.html)

Have you ever been challenged by a passing boat who claims to have the right of way? Ever had

that done to you by another sailboat – both of you under sail alone? I can answer yes in both cases and have been witness to other crazy instances where clearly the vocal party was WRONG. No collisions = no harm but knowing who is “right” makes one feel better. Knowing your rights is very important as is adhering to the ultimate requirement – collision avoidance – especially when the other party is not doing their part.

“The Rules specifically require that any action taken to avoid collision, if the circumstances allow, will be positive, made in ample time, and in keeping with good seamanship. Any changes in course or speed should be large enough to be readily apparent to the other vessel. This means that you should avoid last second changes in course, and you should avoid a small series of changes. Change direction early, and make a large turn.”

In the photo to the right (I know it’s not a catboat...), but what if this was you, and this was not a race course, and the other vessel was significantly larger and faster than you?

“Any vessel overtaking any other vessel must keep out the way of the vessel being overtaken. The former is the give-way vessel and the latter is the stand-on vessel.

This rule applies even if the overtaking vessel is propelled by wind, oars, or rubber band paddlewheel.

A vessel is deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft (behind) her beam. This is the angle prescribed by the stern light.

At night, the overtaking vessel will see only the white stern light of the vessel being overtaken. If you see either sidelight, it is a crossing situation.

Typically, when under power, you should pass to port, just as you should be doing in your car, but passing to starboard is OK as well, given room to maneuver and the awareness of the stand-on vessel regarding your intentions.

As a sailboat (under sail alone) you need to assume that a powerboat passing close aboard may not be aware that shifting (especially gusting) winds may cause you to head up or fall off the wind. When being passed you should attempt to maintain a course as the stand-on vessel, but when restricted in your ability to maintain that course, you should be keenly aware that confusion could reign on the other vessel should you be forced to shift course across their path. Refer to my situation on the Intracoastal Waterway (ICW) in Issue #167 of the CBA Bulletin.

The law of “never assume” that they see you most certainly applies! In the case of the photo below ...What would I do?

Fall off fast!

The closest point to clear water is downwind and for them to slow down necessitates (or is dependent on) their heading up into the wind or easing their sails – VERY quickly. Take evasive action.



## Boat Rigging

Butler Smythe

You might be anticipating a piece on rigging in this section of the Bulletin so here goes and remember - not all catboaters are necessarily cheap (at times) or practical (replacing good with good) but if you can... why not. I like to think “good” with “better.” Last winter I bought a late model (2011) Marshall Sandpiper to replace my Menger 23 (boo hiss!). Conventional wire rigging was supplied for the forestay and there was absolutely nothing wrong with it. In the case of the Sandpiper the single forestay was there to hold the mast firmly in place ensuring the mast was stepped securely in its step/slot thereby preventing mast rotation and firmly holding it down so it cannot be released from that slot to turn or lift out while sailing.

I had heard of high strength fibers being used for sailboat rigging and started to research that option – for fun. Despite the possibility of making it all myself I knew that there was too much room for error and in researching I found a company in California (Colligo Marine) to do it for me. The advantage of doing it this way was that they also supply the

correct hardware needed and I was able to input my requirements online. We did talk and clarified some requirements (specifically the terminators), as I was the first Marshall 15 (catboat for that matter) to use their service. It was easy, the product was a perfect fit and they now have what they need to do it for others – should they choose to do so.

While there are several materials available on the market to do a similar job for your rigging Colligo uses “Colligo Dux” which is a Dyneema SK-75 12-strand synthetic fiber braided rope. It has low-stretch properties and was developed that way through a process of steam heating and stretching. I now have a forestay that is much lighter than wire and has virtually no stretch. They also advertise that for the same diameter it is 2-5 times stronger than the 1x19 stainless wire it replaces.

Also important in the marine environment is the need to be UV resistant and resistant to chafe. I also love the fact that it also does not chafe painted surfaces and is much easier to store when the mast is lowered (it’s soft and flexible). They advertise that the rigging will last a minimum of 8-10 years (uncovered) and the higher-chafe areas are covered with heat shrink material as you should see in the photos below. This is as long as wire rigging or longer.

When delivered, I installed the new forestay while the boat was on its mooring (lowered the tabernacle mast) and had only one minor “correction” to make. The hole for the upper pin on the metal mast strap was too small for the supplied pin. I drilled out the hole to the correct diameter and the pin fit perfect. Photos depict the changes.

“Pin to Pin” length = 12 feet 6 inches  
Cost = \$333 including shipping



New Colligo Forestay.



## Wind & Sea State

Butler Smythe

How strong is the wind and how rough the seas? Good question, both are important yet often misrepresented - leading to confusion and perhaps problems on and off the water. Wind, currents, the sea floor (depth) and fetch (distance the seas have in which to build) are all factors (not the only ones) that develop waves, their height and steepness. Even a seismic event can cause a change in the surface of the



water. Have felt one of those – really! Ask me about it sometime.

Wind has become easier to measure, even for those of us on small boats, using either installed anemometers at the masthead (rare on catboats) or hand held devices, such as one I own and depict in the photo 5 below. When standing on a dock, or a boat that is not underway, one takes the provided reading as a direct indication of the wind speed when measured from the strongest wind direction. When a boat is moving, the true wind speed and direction shifts to an apparent wind speed and angle.

For better accuracy with a handheld device, wind can be more accurately measured when heading into the wind with the indicator held clear of the sails or other disruptive appendages that could affect an accurate reading.

Simply measured, the wind speed is the speed displayed and measured from the strongest wind direction LESS the boat speed, especially when heading directly into the wind. This simplifies the wind speed reporting problem and gets you close enough for telling your story accurately. Wind speed over time will generate larger wind waves (see table below), but in general the waves we often see when the wind is in the 10-20 knot range, even those that are white capped, are in the 1-2 foot range (low sea state 3), not much more.



“A sea state is characterized by statistics, including the wave height, period, and power spectrum.” If you really want to use correct terminology... How “rough” out it really is can be a factor of the wind speed, the wave height (trough to peak) and the time between the peaks.

If you use the World Meteorological sea state codes, the following selected characteristics might be seen by a catboat (0-3 generally). If you see something above this – good luck if they are being wind generated. Please note that the wave “Period” may make these heights seem like hell or like nothing at all. My guess, unless you’re offshore, you’ll see 4 or below and generally well below that.... If you’ve seen 5 or 6... you’re not reading this, unless they were swells leftover from strong winds somewhere offshore. “More often than not a swell consists of wind-generated waves that are not significantly affected by the local wind at that time.”

WMO Sea State Code	Wave Height	Characteristics
0	0 ft	Calm (glassy)
1	0.00 to 0.33 ft	Calm (rippled)
2	3.9 in to 1 ft 7.7 in	Smooth (wavelets)
3	1 ft 8 in to 4 ft 1 in	Slight
4	4 ft 1 in to 8 ft 2 in	Moderate
5	8 ft 2 in to 13 ft 1 in	Rough
6	13 to 20 ft	Very rough

What is most interesting is that it takes a 23 mph wind with a fetch of 86 miles, 10 hours to develop waves with an average of 4.9 foot heights, with an average period of 5.7 seconds and speed of 19.5 ft/sec (11 foot wave length).

What should be interesting is the formal terminology for waves – such as the word “Rough” noted above. We often hear “rough” as being anything above a comfortable ride with bouncing/ slamming and general discomfort resulting and you may also be very wet if a quartering sea (and wind) hit the hull. That “rough” can be 2 and 3 above. Gusts of wind will help that water come aboard, especially in boats like smaller 12-15’ cats. The size of the boat relative to several factors (and your heading relative to the waves) will determine how you may react to the waves. Forward quartering waves tend to wet you more than those from abeam and aft.

Coming north from Cape May, NJ, in my Menger 23, I experienced what I would call calm seas with long swells with periods of from 5-15 seconds. The wave (swell) heights were of perhaps 5-8 feet max. Was it “rough?” – no. There was little wind as well. My sitting eye height perceived the few boats out there as disappearing from view (especially at night), yet it was calm and very comfortable. When coming down the west coast in my Island Packet 35 the wave heights were a bit greater yet the wind was 30+ knots at times and the periods well less than 5-8 seconds. I never measured. It was rough and fast as we surfed down waves at up to 12.9 knots. The waves passed under us and we stayed within the peaks, never passing then. Upwind to reef – not fun! I’d calibrated the knotmeter before we left Anacortes, WA and that reading was through the water – not GPS.

Remember “period” is measured from wave peak to peak and the “height” from the base of a trough to the top of a wave peak. Significance of those measurements is how often they occur. Surfers love to pick the biggest ones. We often record the biggest as the norm.

Being able to accurately measure and report wave heights to others can be a challenge yet simplified by knowing the height of the boats freeboard (water surface to deck edge) and identifying the height of the waves relative to it - when at the base of a trough. My Marshall 15 has a freeboard amidships of 14 inches so a wave equal to approximately one foot above that height would be a 2-foot wave. In my humble opinion (IMHO), that would not be fun at all. In addition, eye height sitting and standing are great things to know.

Hope this helps.

## Reef Early, Reef Often

Dave Morrow

Catboat sailors know how easy it is to get overpowered by sudden increases in wind velocity. However, unlike other sailboats such as sloops, yawls and ketches, which can drop jibs or lower mizzens before reefing, catboats can only reduce their mainsail. Ok, I know some believe that scandalizing the main is a quick solution, but I’ve never found it to truly reduce weather helm and heeling as well as a reef.

When I first restored my 1964 Sanderling, I installed slab reefing on the boom with a separate line for the leech and luff of the sail. Two reefs meant

four lines & four cleats – and a very crowded boom. There had to be a better way.

I know I didn’t invent the single-line reefing system, but I believe I have “tweaked” the design to work exceptionally well on my catboat. I am a firm believer in Harken blocks and hardware. They are strong and light weight and have never failed me. I have attached a Harken block to the clew and luff for each reef with a soft shackle. I also installed Harken cheek blocks on the boom. And, I’ve attached an eye strap just behind the cheek block on the aft end of the boom for each reef.

I tie a bowline to the eye strap, then feed the line up through the block attached to the clew, then down to the aft turning block, forward along the boom to the front turning block, then up to the block in the luff. Getting the reefing line aft to the cockpit has taken a few attempts to get correct. I settled on a double Harken block secured to a soft shackle around the mast just under the boom collar. This allows each reefing line to be fed aft through a fairlead on the top of the cabin to a doublewide Harken cam cleat.

So how well does it work? Now that I have the halyards marked to show their positions after reefing, I can reduce sail in less than a minute. The process goes like this:

Tighten topping lift, head into the wind, lower gaff and throat halyards to marks, pull reefing line until both leech and luff blocks are touching boom, tighten halyards, ease topping lift, fall off and sail. Seriously, less than a minute! Releasing the reef is equally quick.

If I’m going to be out for a while with the sail reefed, I’ll neaten things up by tying in the reef with ties at the reef points. However, the second reef requires that the reef points are used otherwise there’s way too much sail flopping around the boom.

Now that I have the blocks and fittings where I want, I plan to add fairleads on the boom to keep the reef lines from sagging off and fouling.

By reefing early and often, I can enjoy sailing in heavier breeze and my crew is happier as well!





Aft End of Boom.



Boom Aft.



Reef in Forward.



Reef Lines Looking Forward.





# Boat Building and Maintenance

Doug McQuilken, Editor

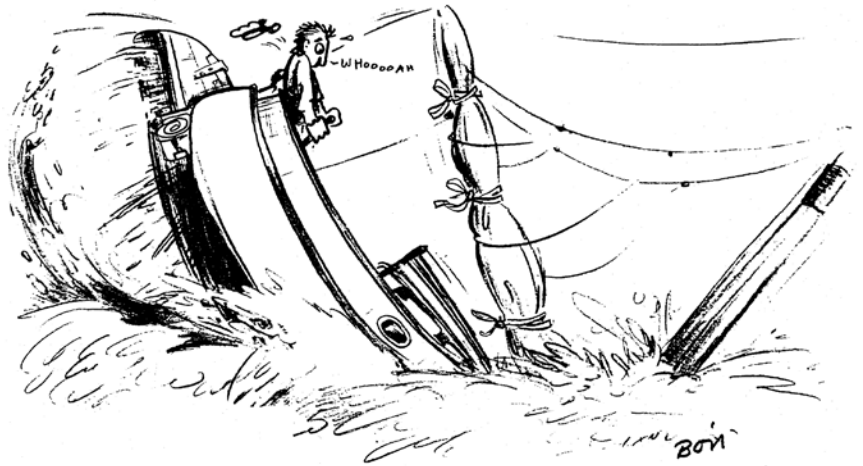
## Crosby Meets Crosby: A Southern Crossing

By Doug McQuilken

Robin Crosby Ayers, on a whim, decided to drop by the local Georgetown Wooden Boat Show to try her luck finding a Crosby catboat. She was not 50 ft. into the exhibit area when she spotted *Valiant*, my Charles Crosby catboat. What are the odds that these two namesakes would cross paths in a small South Carolina town? This year saw *Valiant* as the only catboat on exhibit at an event of over 100 wooden boats and, of course, it is also her namesake.

Ms. Ayers is not your typical Crosby groupie, not that there are that many in SC to begin with. Rather, both her father and grandfather worked the Crosby boatyards on Cape Cod. She told us that she missed the smells & sounds of wooden boat building.

I asked her to take a look at the counter-stern design of *Valiant*. When I mentioned that it had been speculated that *Valiant* might be a collaborative design between Charles Crosby & Nathaniel Herreshoff,



because they were friends, she nodded in agreement (that they were in-fact friends, not to the boat design speculation).



One thing you can say about the show organizers - they are resilient! This year there was flooding, courtesy of Hurricane Matthew; last year had the 1,000 year flood; three years ago was the downtown fire. All of these events occurred just prior to the show - but their attitude remained, "the show must go on!"



Robin Crosby Ayers.



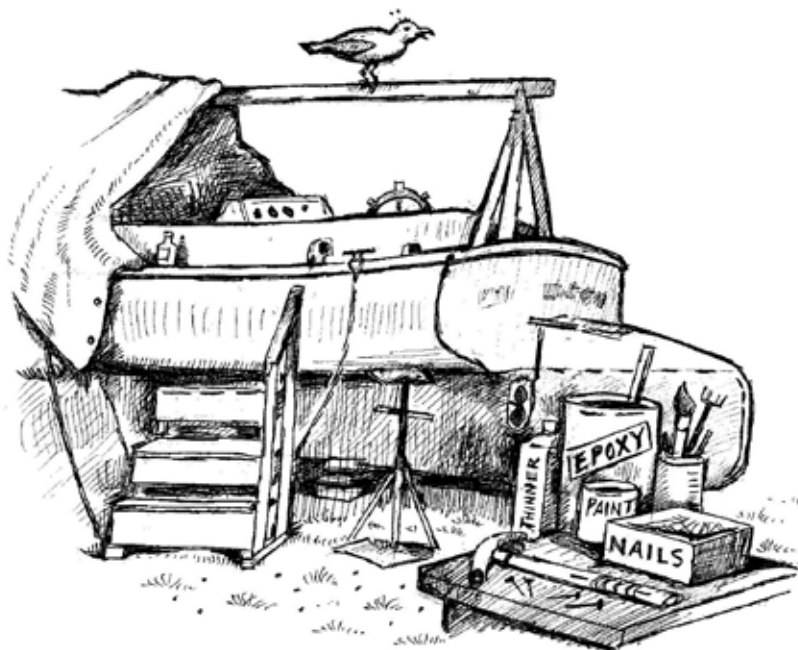


2013 Georgetown Fire.

Once again, other than the flooding, the weather was perfect. In addition, I had the delightful opportunity to chat with a few CBA members as well as many of the attendees, many of which, were not familiar with catboats.

Lots of other “opportunities” for my time this year, but I was able to complete the coaming and the transom overlay, both of which, were the subject of previous CBA articles (depicted in photo above).

*Valiant* placed first in her, admittedly, small class – but not bad for a work in progress!



# New Members

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Dave Calder, Membership Secretary

*WELCOME ABOARD to our new members since April 12, 2016.*

Andersen, Jim & Donna (Canton, MA)  
Briggs, Ashley & Mark (Marion, MA)  
Brinton, Samuel (Easton, PA)  
Brown, Chris & Kathleen (Cape Coral, FL)  
Carter, Justin & Evelyn ( Burlington, VT)  
Cheney, Andrew & Kerry Armstrong (Bethesda, MD)  
Clark, Michael & Daniele (Hingham, MA)  
Cochran, John & Vi (Naples, FL)  
Connell, Rich (Glastonbury, CT)  
Connelly, Brian (Falmouth, ME)  
Constantine, Dave & Pam (Beverly, MA)  
Damerel, George & Kathy (Oak Ridge, NJ)  
DeLong, Benjamin (Vineyard Haven, MA)  
Devine, Robert & Marie (Halifax, MA)  
Fancy, Mark & Marty (Havelock, NC)  
Fleming, Jacob (Sandwich, MA)  
Gibeault, JP (St. Laurent, Canada)  
Gould, Matt & Davien (Falmouth, MA)  
Gunther, Mindy & Bob Drew (Guilford, CT)  
Hanley, Joe ( Mashpee, MA)  
Hartman, Steven & Anne (San Jose, CA)  
Hartshorn, Mark & Heather (Watertown, MA)  
Haskins, Bret & Megan (Essex, CT)  
Hill, Gene (Osterville, MA)  
Ingram, Forrest (Portland, OR)  
Johnson, David & Meryl (Hull, MA)  
Kenan, Frank (Charleston, SC)  
Kerr, Barbara & James (Forked River, NJ)  
Lachter, Sylvia (New York, NY)  
Laird, Steve & Suzanne Donaldson  
(Brookhaven, NY)  
Lindsay, Buddy & Marie ( Pawleys Island, SC)  
Lippitt, Jeff & Cecile (Ithaca, NY)  
MacEachern, Don & Amy (Marstons Mills, MA)  
Malec, Caz & Mary (Sandwich, MA)  
Marsh, Nim & Naomi (Cranston, RI)  
Mass Maritime Academy (Buzzards Bay, MA)  
McGovern, Shane (Charlestown, MA)  
Morrissey, Joanne & Michael (Quincy, MA)  
Murphy, Brian & Siu-li Khoe ( Providence, RI)  
Newman, Michael (Easton, PA)  
O'Brien, Barry & Katlin (Essex, MA)  
Pape, Linda & David Dollenmayer (Hopkinton, MA)  
Partthemos, Cynthia & George, (Larchmont, NY)  
Silcox, Donald & Felicia (Los Gatos, CA)  
Susienka, Marlene (Mashpee, MA)  
Vaught, Curt (Kent, OH)  
Winalski, Christopher & Diana (New Canaan, CT)







## Catboat Racing at Vineyard Haven

Courtesy Emily L. Ferguson, [landsedgephoto.com](http://landsedgephoto.com). See page 25 for story







MS 0918 RW



Julia Lee

Vineyard Haven





# 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 <<http://www.catboats.org>>. Anyone can join for free. The talk can range from serious to whimsical. Below is only a sample of the interesting things we discuss. Come and join the group. Get information or put in your two cents' worth. It is always entertaining - most definitely one of the best catboat resources available, next to the Bulletin.*

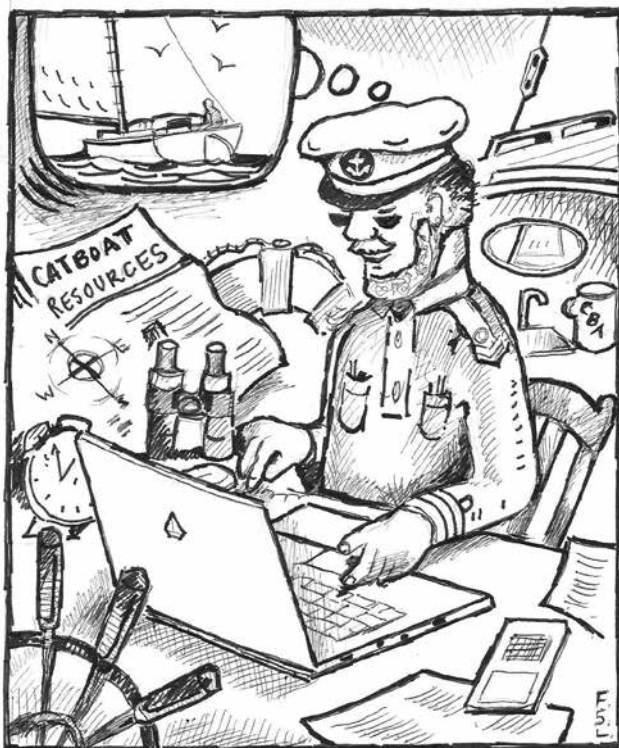
**Q:** *I'm having a difficult time sourcing a new mast for my Hermann 17'. My mast has a decent bend right at the deck level. Apparently it has been sailed that way for a few years, but I'd feel much better with a new stick. Any suggestions on where I might locate one. I'm hoping for just the tapered aluminum and I will install the hardware. The existing mast is 25'9", 5" bottom tapered to 3" top.*

## Answers:

As with most of the threads, there were a variety of suggestions. A number of respondents suggested straightening the mast, if it is a bit bent (using a couple of trees or an hydraulic press). Also suggested was to drive a piece of tubing whose outside diameter is equal to the mast's inside diameter to a length/depth that would force it straight? It would, most likely, never bend there again.

Of note is that there is a section about masts in *The Catboat Book*, published by The Catboat Association and written by Breck Marshall.

As others have suggested, lamp pole suppliers are closer to what our cats use than typical aluminum extrusions used on most masts. A company that has round extrusions, jigs, machines, and skill should be able to produce the mast fairly easily. The toughest part will be deciding on whether to foam or not and swapping over the rest of the rigging. Don't be fooled into thinking lamp posts are a crazy idea born from the imagination of a cold sailor on a windy snowy day. Mr & Mrs Marshall thought the same thing 50 years ago and if its good enough for them, it's worth a shot.



## Questioner's Response:

Thanks everyone. I asked Marshal Marine and they do not have anything of the desired length. I haven't put too much thought into what a shorter mast would do to the rig yet. The suggestion of a light pole or flag pole is a good one. I'll look into it. I don't suppose any gaff Hermann owners know the dimensions of their mast? I'll check the other suggestions as well.

**Q:** *I am having trouble registering my HA 18 because my HIN [found imbedded on the transom] has 11 digits, not 12. The last two are 73 which I see is the year of manufacture but I am missing something somewhere.*

## Answers:

According to respondents two numbering systems were used prior to 1984, both 12 figures. One has three letters for manufacturer, five digits for hull, and four digits for manufacture date ending with year. The second was the same except for the manufacture date, which has a letter designation, two digit year, and trailing letter for the month. Sometimes things get rubbed out or filled over the years. This may help you chase down the missing figure. The HIN requirement wasn't enacted until Nov. of 1972, and NWC started building in 1972, so there could have been some confusion.



It was suggested that since the last four digits represent the month and year of manufacture, it might be possible that the manufacturer left a blank space instead of engraving the "0" if it was made in January?

**Q:** *I saw a calendar with Monet's Le Pont D'Argenteuil painted in 1874. Wikipedia says that Little Eva, purportedly the first Cape Cod catboat was built in 1852. Could its popularity have spread so fast? I know other catboats were being designed in New York, as well, right?*

**Answer:**

This has come up before on this list. Check out the <http://listserv.uri.edu/cgi-bin/wa?A0=CATBOATS>

**Q:** *My buddy Wayne and I put a new Yanmar in our Marshall 22 last year. The prop was not painted. Should we paint it while our bottom is being painted this spring? Any major negatives in doing this? What is used to protect the propeller/shaft from fouling?*

**Answers:**

Most of the respondents used some kind of paint to keep the barnacles (and slime) off. It was noted that regular bottom paint doesn't really do any good on a prop. It was noted by some respondents that you need to be careful on the paint selection as some types of paint can set up a galvanic reaction with the bronze. There are some special paints for out drives and propellers that could be used. There is also the hot paraffin method for low speed props.

**Q:** *I'm thinking I want to get bench pads for the cockpit of the Herreshoff America. Any suggestions on where I'd shop for those?*

**Answers:**

Suggestions included going to a fabric shop with the old cushions as the model and get new ones made or buying chaise-lounge cushions (should be of closed cell foam so they do not absorb water). If you do not have cushions at present, it was suggested you borrow some for the model. It was noted that the new cushions should overhang the seat by 1 or 1.5 inches.

**Q:** *I've been considering trailering my boat home off-season from the marina. I recently saw a picture of a Marshall 22 on the road in YachtWorld. What kind of trailer should I use, what modifications should I make, and any trouble on the road with the wide load?*

**Answers:**

One person used a tandem axle trailer with brakes and a commercial hauler to move the boat,

except getting into his yard, when he used his jeep for the tight turns. It was noted that there are regulations that are in effect regarding wide loads, but less significant for short trips. The weight of an M22 is <6000 lbs, so lots of trailers are capable. I think it's just a function of setting the bunks properly on the trailer. The wide load question is answered by the state in which the boat is moved. Check with your local law enforcement agency.

**Q:** *Does anyone have suggestions of where to get teak in northeastern Massachusetts?*

**Answers:**

A number of possible sources were suggested depending on how much teak was needed and in what sizes. The West Marine stores stock some small project sized teak, small panels and dimension stock, maybe for table fiddles or small splice work. Boulter Plywood Corporation in Somerville is thought to stock construction grade teak. New England Hardwood Supply in Littleton, Rex Lumber in Acton, Keiver-Willard in Newburyport, MA, and Chesapeake Light Craft in Annapolis, MD sell a variety of woods including teak as well as does Southampton Lumber in Riverhead, NY.

It was also suggested that the use of the Internet to search for the size of wood needed was a good idea. It was noted that you may get a lower price via the Internet, but shipping may eat up the difference.

**Q:** *This will be my primary vehicle as well as towing, most optimistically 20 to 25% of total annual miles. I'm looking at mid-sized pickups and SUVs, V-6, AWD/4WD, automatic, new or slightly used. GVW of trailer is 3375 pounds and is registered for 4000 pounds.*

**Answers:**

Everyone had a different recommendation depending on what they were using. Most noted that the gas mpg decreased when towing.

One respondent noted that unless you have a separate electric brake system for the trailer, your tow vehicle had better weigh more than that which is being towed. Another respondent noted that he had tires blow, a jack-knife, etc. and was here to write about such, because the tow vehicle weighed more than the tow. Forget gas consumption when towing. Go for comfort and safety.

While not about the vehicle, it was noted that switching from drum brakes to SS disc brakes on the trailer is a good idea. When you switch from the



drum to disc brakes on your trailer, you will thank yourself as the SS disc brakes do not “hang” and allow you to back up the boat trailer more easily.

**Q:** *Some respondents used “ymmv” in their responses on the trailer and tow vehicle question. This raised the question of what does “ymmv” mean?*

**Answer:**

It stands for “your mileage may vary”.

**Q:** *Are Lazy Jacks worth the cost both financial and physical on a 18 foot cat?*

**Answers:**

Respondent were all in favor of the Lazy Jack option. You need to modify the sail cover (slots for the topping lift/peak and the mid-gaff peak block) so the Lazy Jacks just hang clear of the cover. It was stressed that the Lazy Jacks are not for holding the boom! That is the job of the topping lift. Also noted was that Marshall Marine has a layout on its web site.

One respondent stated, “Absolutely a necessity on our HA-18. Especially in a blow and solo sailing.” If you do them yourself using 3 strand line per Marshall diagrams, it is quite easy and not costly at all. Just make sure that there is enough slack so sail shape is unaffected. You will be glad you have them.

**Questioner’s Response:**

Thanks very much to all who responded to my questions. Everyone found the jacks helpful and several couldn’t imagine being without them. The Marshall diagram is very helpful, although it does not provide for slack to accommodate the curvature of the sail going down wind. Right now I am thinking of allowing for extra line at one of the after boom eye pads then taking the extra line up about as high as I can reach and fastening it to the adjacent line with a rolling hitch. This is a great knot, although it is not much used on boats. Truckers use it a lot in tying down a load, and in fact it is sometimes called a trucker’s knot. It will hold tight, yet you can slide the knot down and create as slack as you need. Also it keeps the extra line out of the way until you need it. It may be that some of you are using this system now, and if so I would appreciate your comments.

**General Lazy Jack Note:**

To make the jacks adjustable, instead of making the aft leg of each side fast to the boom pass it through a check block then a pad eye and run it to a cleat. Put a loop/eye in the end of the line with a

stopper knot at the splice. Position the pad eye such that the stopper knot stops the line at the sailing position. Position the cleat where you want the line to end in the tight position. Just drop the loop over the cleat and you are set. If you want to use one side as a quarter lift take up on that side and cleat it. Note that for the quarter lift option to work, the forward end of each side will have to be fast to the boom. If not interested in quarter lift option, set up as usual and use the cleat scheme on one side.

**Q:** *I just swam under my Sanderling to clean the bottom before a race. I was surprised to find a spilt on the tip edge of my centerboard about ten inches long and wide enough for me to put my fingertips in. Please advise me on the way to repair this damage, give a clue on how it might have happened, and how to remove the centerboard for the repair.*

*I can put the boat on a lift here in my canal that has bunks to rest the hull on to give me access to the centerboard but I expect that I will have to remove the centerboard for repair.*

**Answers:**

The first question is what is the core of the centerboard? If it is plywood, you will need to dry it out completely and check for rot before doing anything else. One respondent had a crack in the trailing edge of the board. They sanded everything down to bare fiberglass and filled the crack with roving/compound and sealed it with fiberglass matt and set her back down on high stands to let her cure. Sanded it down, feathered smooth, and repainted the bottom paint...good as new! Once the core (if plywood) is dry, you could try one of the compounds designed to soak into wood and then harden.

It was noted that you can pull the centerboard with the boat in the water, if the pin the board rotates around is in the keel area of the trunk or inside the boat where you can reach it to seal the holes once the board is out. In most cases, the pin is covered with a lump of fiberglass on each side of the case. Or, if the boat was so designed, you can remove the board from the pin without removing the pin.

One respondent noted that water could have come into the board for a variety of reasons and the plywood core has swollen and split the board.

Since the damage may be from using it for a depth finder, one respondent suggested that the repairs include digging out an inch or so of the core and replacing it with epoxy/filler as a wear shoe of sorts,. may be even a strip or two of Kevlar to top it off.

**Q:** *Just wondering what boat insurance companies fellow catboaters are using and if you are happy with them. My current insurer has dropped the value of my boat by around 20% while maintaining the same premiums. Not pleased with that!*

**Answers:**

A number of insurance companies were recommended by those responding and a number were also not recommended. The general answer was “it depends on what type of insurance you want”. There is also the problem of insuring an older boat, because if you cannot get hull coverage the company will not write liability coverage. Since you get the coverage you have paid for (in most cases) using your local agent was one recommendation. However, it was also noted that you want to deal with a marine insurance company to get the best policy for the cost. If you deal with a non-marine insurance policy, read the “fine print” very carefully to see what is not covered. In many cases, you get what you paid for and the result may not be in your favor, if there is a loss or liability issue. Be sure to check the reputation and response of a company before insuring your boat with them. One option insuring a boat is the “agreed value”, not a true replacement cost. But, get the highest liability coverage you can afford.

**Q:** *When you are at a mooring, do you leave the centerboard up so it doesn't bang around or down to reduce stress on the rudder?*

**Answers:**

As with most of these types of question, the responses were mixed. Some keep the board up and some leave it down. It depends on the location and the depth of the water at the mooring site (tidal range). Keeping the board up is supposed to reduce the “wear and tear” on the centerboard and the pin (rocking at the mooring increases the pressure on the board if it is down.) One respondent leaves the board up with an additional tie point to take the strain off the centerboard pennant.

It was also noted, as part of the centerboard discussion) that the rudder should be centered and the tiller/wheel secured to prevent the rudder from swinging.

**Q:** *Anyone on the listserve replace the centerboard line? It's got to go one of these days.*

**Answer:**

I've replaced mine twice in the 12 years I've owned my boat. I use 3/8 Dacron line eye-spliced through the centerboard eyebolt.

**Q:** *How do you keep the rudder from moving when on a mooring?*

**Answers:**

Suggestions included permanent rudder stops, securing the tiller with lines to both sides of the boat, and wheel brake for those with wheels. It was noted that a wheel brake may not stop the rudder from moving against the gear train.

A number of respondents had pretty good luck tying off the tiller to the aft cleats. Another respondent ran lines directly from a pad eye on the top of the rudder to the rear cleats.

**Q:** *Just curious - has anyone else lost a centerboard? My newly purchased HA 18 was in the boatyard til July 1, and high winds, rain, and a family commitment kept me moored til Saturday. Took it out and had trouble coming about and figured out it was gone. Thought it was there when I brought it to the mooring. No loud sound like I would expect if either the pin broke or the cable broke. No trace of the rest of the cable. I've bent them and jammed them...but never lost one.*

**Answers:**

One suggestion was to make sure the board was installed with the pennant attached before the boat was launched by the boatyard. Another was to check under the boat's general mooring location. It was also noted that some boards are constructed to allow the board to be removed from the pin while in the water. This method of construction also means that if somehow the board goes farther forward than straight down, it can come off.

**Q:** *I removed the mast to refinish in 2014. When I put it back up, the mast seemed to spit out the wedges and loosen. In the spring I had the mast out again and put in newly made wedges. They also tended to ride up and cause the mast to move in chop. Is angle on the wedges is too sharp? Does the forestay need tightening?*

**Answers:**

One respondent noted that since the bottom of the mast is just set into its step with no attachment, he rigged a little stay below the deck to prevent upward thrust of the mast loosening the wedges. It is attached to the step and the aft surface of the mast. So far it has worked as designed. Another respondent

suggested a bungee cord under the wedges. Another suggestion was putting a large stainless band clamp around the bottom of the wedges (under the deck) to keep them all together as a group. It was also noted that some people put Duct Tape around them to keep them together. Another problem can be that the mast paint used (especially glossy finish) is too slick for the wedges to “grip”.

It was also noted that the composition and density of the shims can also be a factor. A very hard wood will not compress easily, which seems good in the beginning, but since the fiberglass doesn't compress, it prevents the shims from seating over time. With a softer wood, a slight ring will begin to appear in the shims, where the shims compress against the hole in the deck. This helps to hold the shims in place over time. In Florida, bald cypress is readily available as a rot resistant wood and works well for mast shims.

In addition to any side wedges, there should be two wedge pegs inserted and gently hammered into place on the fore and aft ends of the mast step slot, so that they keep the mast from wiggling front to back at the step slot. This was done by Marshall Marine. Periodically the respondent checks them and gives them a whack with a rubber hammer if loose.

**Q:** *How did you attach the stay to the mast below the deck?*

**Answers:**

The Sanderling has a hollow box-like mast step with a rectangular cutout for the tang of the mast foot. I drilled a hole in the step, probably 3 inches aft of the cut-out. Reaching through the step, I could affix loop of thin, but very strong high tech non-stretchy line going through this hole, the two ends stopper-knotted through a big washer to spread the load.

I attached an eye strap on the aft side of the mast after drilling and tapping. Here I used old SS marine stuff I had around. To this, I hooked on a hardware store aluminum turnbuckle (too cheap to spring for the marine store SS stuff), one hook going through the loop, the other end going through the eye. I put on a nut to lock the turn buckle after tightening. Perhaps two nuts; I can not remember. I think the turn buckle came with eyes that I forced open to make hooks. A minor challenge was getting the loop the right length to match the length of the turnbuckle, or should I say rigging screw! I do not take the mast out, but it is easy enough to de-rig this arrangement. The eye strap would easily clear the hole at the partners. No chafe in the line noted (yet) in 3 years.

**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

## Mario, Me ... & the Cat

Pascal (Pat) Marinello

My wife Grace, daughter Gianna and I purchased our Marshall Sandpiper in December 1995. The following spring, Gianna (13) and I (45) made regular trips to Beaton's Boatyard, in Mantoloking, NJ, to check and prepare *Little Sailor* for her maiden voyage to West Point Island in Lavallette, NJ. Gianna chose *Little Sailor*, as it is the translation of our Italian last name, Marinello. Although I'd been sailing since age 13 (sailfishes, sunfishes, dinghies & windsurfers), I came to realize that our Sandpiper, at 15'6" X 7'1" and a mighty 166 sq. ft. of gaff rigged sail, was the biggest little sailboat in the world. For safety, I felt it imperative that an experienced catboat sailor accompany us ... especially since there were no instructions on how to sail her! Who would come to our rescue? My father, Pasquale, crossed the bar in 1993. He loved boating, fishing, and crabbing on Barnegat Bay with us. Gianna and I prayed to him every night so that he might send us *un segno da Dio* "a sign from God." With that, he sent us Mario!

During a routine trip to Beaton's, we noticed a tall, handsome "gent" working on his Marshall 22. Gianna and I strolled over to perhaps get to know him, then seek some wisdom and knowledge, if he would give it. We introduced ourselves as Pascal and Gianna Marinello. Realizing we were Italian, he responded, "Mi chiamo Mario Cruder." We then conversed in Italian, then back to English. Mario welcomed us aboard his catboat *Liberty*. While *Little Sailor* was beamy for a small boat, *Liberty* had a beam like no other for her size. We went on to tell Mario we were new owners of a Marshall Sandpiper and preparing for a maiden voyage. Mario took an immediate liking to Gianna and was thrilled to see her enthusiasm for sailing. He took a liking to me too, but for some reason I thought I would be, as we say in Italian, *sempre in prova* "always put to the test." I soon understood that was Mario's way of insuring Gianna would always be in safe hands when we were out sailing together. After our second encounter at Beaton's, Gianna fondly began to refer to him



Drawing courtesy of Frank Lovewell

as Uncle Mario and his wife Viola, would become Aunt Vi. Although Mario was 66 and I was 45, the Marinellos and Cruders became like *familia* "family".



Mario, Grace, Viola, & Pat at Beatons.

In late April, Gianna and I were again at Beaton's checking on our new bottom paint and boot top combination. We saw Mario working on his boat and invited him to see our progress. Mario thought the color combination of red bottom paint with navy blue boot top was perfect for a traditional craft such as ours. Our relationship was growing. Gianna and I were thrilled that Mario approved of our color choices! Later that week, Mario sent us an application to join the Catboat Association - which we did immediately without question.

On May 1st, Gianna and I went to Beaton's to finalize the "commissioning" (an official term I learned from Mario) of *Little Sailor*. The maiden voyage was set for the 20<sup>th</sup>, weather and winds permitting. Once again, we found Mario at the boatyard. We knew we had to finally work up the nerve to ask him to accompany us. So, together we walked over to *Liberty*, explained our concerns and desire for a safe, educated passage; then popped the question, "Mario, will you please accompany us on our maiden voyage?" "Of course!" he said with a hint of excitement and pride. We both hugged Mario in gratitude, spoke back and forth in Italian a bit, then were given our first assignments. I was to purchase *The Craft of Sail: A Primer of Sailing* by Jan Adkins (for Gianna) and *The Catboat and How to Sail Her* from the Catboat Association, for myself. Mario was adamant these be read and understood prior to the voyage. My at leisure assignment, which in Mario time meant, within the next 3 months or else, was to read Howard Chapelle's *American Small Sailing Craft*. Gianna and I diligently completed our assignments without question as Mario was now our sailing mentor; although we hadn't broken that bit of news to him yet! Needless to say, the first two books were read several times prior to the maiden voyage. As suspected, I was in fact "sempre in prova" as Mario would quiz me with pop-questions on everything sailing, and Italian throughout our 20-year friendship. Mario's master plan was to not only develop us into safe, accomplished catboat sailors, but also sailors who understood the concepts of sailboat construction and form relative to the waters we sailed. A brilliant man he was!



Mario, Gianna & Pat – Maiden Voyage Complete.

The day of the maiden voyage had finally arrived and could not have been more perfect. The temperature was high 80's with plenty of sunshine. Winds were NW at 10-15 kn. Mario arrived at our house on schedule, where Gianna and I treated him

to a big breakfast. In addition to talking sailing, Mario asked me about the wind speed and how much sail might be appropriate. I replied honestly, "I'm not sure, since I've never sailed a Sandpiper, but I think we should tuck in a reef, just to be safe." Mario smiled at me, proud that I thought as he did; "safety" first and foremost ... especially with Gianna aboard. When we arrived at Beaton's, *Little Sailor* looked beautiful dockside. Upon climbing aboard, Mario commented, "we will not be using the cam cleat sheet block" on the cockpit sole behind the centerboard trunk. "You will learn to sail this boat the way a catboat was meant to be sailed, using the cleat aft in the cockpit coaming instead." By the way, he continued, "you may consider getting rid of that cam cleat before you trip or stub your toe on that damn thing." While I do sail the traditional way to this day, I've never gotten rid of the cam cleat as it is helpful when I'm sailing solo and winds are a blowin'! After tucking in a reef (Mario taught us the proper way) and making one last safety check, we motored out of Beaton's and into the open bay. With Gianna at the tiller, Mario instructed us how to properly hoist and set the gaff sail. Gianna carefully maneuvered so that the wind was coming over the starboard bow at 1:00, just as Mario requested. He then instructed me on hoisting both the throat and peak halyards simultaneously, finally setting sail. Let's not forget about coiling the halyards afterwards, perfectly, of course. Mario wouldn't have it any other way. He advised that properly coiled halyards were important not only for looks, but for safety, preventing those aboard from getting all caught up in the lines and, more importantly, so the halyards were ready when you needed them and not all tangled up. The manner and method that Mario explained everything catboats to us, was such that I knew these most important techniques and procedures would be permanently imprinted within.

Throughout the seven mile sail to West Point Island, Mario instructed us on every possible maneuver and tried to simulate a variety of situations so we would know how to respond safely when on our own. He was extremely patient and we certainly appreciated the extra time spent repeating maneuvers, until he was sure they were second nature to us. Though we completed many tack and jibe maneuvers, Mario stressed the importance and safety of the chicken jibe (a somewhat full-circle maneuver bringing the bow thru the eye of the wind instead of the stern) when the wind is up. Although the winds were steady at 15 knots, we were in perfect control



of the entire sail with our single reef tucked in, the live ballast properly placed and the boat maintaining hull speed! While Mario stressed the importance and safety of reefing throughout the day, we learned the effects of reefing on balancing the sail's center of effort with the center board's center of lateral resistance. After such a positive and safe experience on this, our first catboat sail, the very first thing I think every time I climb aboard *Little Sailor* is whether or not I should tuck in a reef ... or two! Mario was also adamant that the use of a tiller extension and sitting on the cockpit coaming to offset heeling was strictly forbidden. "If the winds are that strong, reef the damn sail! ... and why the hell would you want to ruin a beautiful tiller by drilling a hole in it for a tiller extension! The coaming is meant to keep water from coming into the boat, not to sit on!" To this day, *Little Sailor's* coaming has never seen the underside of anyone's bottom, nor have any holes been drilled in her tiller. Mario also instructed us on proper sheeting technique when sailing to windward. "Never sheet the boom in past the stern quarter. A catboat does not like to be pinched. Remember, this is a catboat – not a sloop. She'll tell you how she wants to be sailed ... just listen to her!"



Pascal and Mentor Mario with *Liberty*.

Mario and I sailed together many times every year during our 20 year friendship. We included our wives and Gianna at times, but most of our sails were just the two of us. Mario was gracious to pass on to me his knowledge and wisdom, so that, I too would become an accomplished sailor. Through Mario's mentorship over the years, I gained the knowledge, experience and confidence to conduct the seminar "Principles of Sailing *Small* Catboats" at the Catboat Association's 2013 Annual Meeting. This was a most memorable occasion and special honor for me as a sailor; to do as Mario did for me, pass on the art of catboat sailing to others.

## The Mud Hen – "OWL & PUSSYCAT"

Kevin Gleason

The Mud Hen like her sisters, Bay Hen, Marsh Hen, Peep Hen, designed by Reuben Trane, are variations of the cat-rigged sharpie. With their hard chinned sides and flat bottom, the sharpie achieved their recognizable form by the late 19<sup>th</sup> century. With a retractable center board, the sharpie, like the catboat, evolved as workboats supporting fishing in the shallow tidal waters of the Northeast. Specifically, the sharpie found a home in CT and NY along the Long Island Sound. Like the catboat, the sharpie moved South. You can find abundant articles online about the sharpie, its origins, and its regionally represented variety in both size and rig configuration.



Kevin Gleason at tiller of *Owl & Pussycat*

Bitten by the sailing bug, I loved to sail with my father on the lakes and rivers of NY and the Chesapeake Bay. However, after college my boat shoes sat in the closet; a career and new family kept me land bound and dreaming. When the opportunity presented itself to get back on the water, I decided I wanted a flexible trailer-sailor that could be towed easily by a small car. It needed to have a large and deep cockpit for our three young children to safely move around in and a camping-cover to extend our time on the water to overnights trips. But most of all, it needed to have a shallow draft to allow us to explore the unique world of thin water and explore secluded beaches and islands. As a confirmed gunkholer and tide-pool watcher, the Mud Hen appeared to be the perfect fit.





Frank Gleason heading up Miller Creek off Little Assawoman Bay.

In 1999 we found *OWL & PUSSYCAT* in Brielle, NJ. Her original owners sailed her on Barnegat Bay. We kept her name, as we identified with the character from the children's poem, by Edward Lear, of the same name.

“The Owl and the Pussy-cat went to sea  
 In a beautiful pea-green boat, ...  
 And hand in hand, on the edge of the sand,  
 They danced by the light of the moon, ...”

In the 17 years that we have owned her, we have trailer sailed her extensively on the Potomac River, as well as the Chesapeake Bay, Lake Norman in NC,



SW side of Cedar Island in Little Assawoman Bay.

Deep Creek Lake in Western MD, Big Assawoman Bay and Little Assawoman Bay off Fenwick Island, DE. Her current home is the Potapskut Sailing Association (PSA) on Backhole Creek off the Magothy River in Pasadena, MD. Wherever she sails, her green hull and gaff rigged Tanbark sails always gets approving waves and comments.

We have had many adventures on *OWL & PUSSYCAT*, though the memory that stands out was a solitary one. On September 11, 2001, my family was at Deep Creek Lake in western MD getting in a late season vacation. I was working in the DC area, when on that bright, clear morning, our world changed forever. With luck, as I learned later (as the highways were closed) I was able to make it back to the lake and my family.

Later, after all was quiet in the house, I set out for a solitary sail. Deep in thought, I found myself on a broad reach. With her wing out, looking up at the sail I saw a Kingfisher comfortably perched on the peak. Looking ahead was a gaggle of Canada Geese. My hand off the tiller, sitting amidship, with just the sheet and centerboard pennant to steer by, I closed in on them. Kingfisher was still on watch. Just about reaching them, the rear most goose looked back at me quizzically; probably thinking what a strange bird is that? Then looking forward, he suddenly shot back a look in alarm, and realized this was definitely not a bird. Sounding the alarm, they took to flight. It was a beautiful and majestic sight as they took to the air with my Kingfisher friend. There among them, feeling the rush wind from their wings on my face, a deep peace settled upon me.

I like the quote from Captain Jack Sparrow, from “The Pirates of the Caribbean: Curse of the Black Pearl”, about his ship:



Frank just chillin in shade on Miller Creek.

“Wherever we want to go, we go. That’s what a ship is, you know. It’s not just a keel and a hull and sails; that’s what a ship needs. Not what a ship is. What the *Black Pearl* really is, is freedom.”

Freedom to explore defines our experience with our Mud Hen. She was my first boat, and a larger catboat followed. However, I don’t see parting with her; she may well be my last boat I part with. The adventure continues as the next generation of grandchildren is coming aboard.

**Editor’s Note:** *Kevin & Lisa Gleason live in Ijamsville, MD and also own an Atlantic City 24 Catboat ELSA KATE (Former CONTANCE MARIE) which for many years called the Chesapeake Bay her home. The ELSA KATE is now sailing the waters of Lake Norman in NC.*



*Elsa Kate on Lake Norman, NC.*

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## Trending for Pulpit Harbor

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W. R. Cheney

A bright morning at the WoodenBoat anchorage. Today I hope to sail my engineless catboat *Penelope* west through the Reach, and then as far South as possible toward Pulpit Harbor where I want to get a load of oysters from my friend, lobsterman and oyster-farmer, Adam Campbell.

A good plan but, alas, as we neared the western end of the Reach the wind fell very light, and then seemed to die completely. It was only a little before

three p.m., but with little or no wind, we weren’t going much of anywhere. A mile or two to the west lay Orcutt Harbor, and I hoped we could reach it and find shelter for the night ahead.

I kept *Penelope* headed west, relying on the unscientific, but surprisingly reliable principle that, more often than not, a sailboat in these conditions will tend to proceed in the direction she is pointed, however slowly.

Any detectable zephyrs were gone then, but although we could not feel anything like wind or a breeze, both *Penelope* and her tender *Argos*, were creating subtle wakes visible as smooth striations of silver and inky black in the mirror-like, glassy water, proof that we were moving over the surface, not just drifting with it.

We were sailing in fact, but it was more like being nudged along by an invisible hand. We passed lobster buoys at one eighth of a knot or less and felt thankful that, at least, we were still moving, and headed in the right direction.

As time passed, my hopes of reaching Orcutt Harbor began to fade. At our present rate, it would take a long time to get there, and, by the time we did, the current would have started running out of that long narrow gut making entry very problematic if not impossible. A better bet was the closer, Bucks Harbor, where we might arrive in time to ride the current in.

The trouble with Bucks Harbor, and the reason I had hoped to pass it by, is that it is so popular, and so crowded with boats and moorings that it can be hard to find a spot with swinging room to anchor.

We had a limited ability to steer to port and starboard, but attempts to turn around or go back the way we had come would not likely meet success. The deeper into that closely packed mass of watercraft we got, the more the chances of misadventure would multiply. Well, we didn’t have any choice, so in we would go if we could get there at all.

Progress continued steady, and as we began to be surrounded by boats and moorings, I saw that not a few of those moorings were unoccupied. While it might not be easy to find a spot to anchor, it was simple enough to grab a vacant mooring, and I was delighted to note that the accumulation of weed on all its gear indicated that no boat had used it for months.

It seemed unlikely that the long departed owner would choose just this particular evening to reappear and kick us off his mooring. And, for similar reasons, it would be only moderately irresponsible to leave

the boat unattended next morning while we rowed ashore to have a look at the town and visit the local store.

Thus happily situated, I set up my deluxe anti-gravity chair in the cockpit, poured a glass of wine, and pulled out my copy of Taft and Rindlaub (the essential Maine cruising guide) to check out the features of the harbor, and the town of South Brooksville just above it.

I was surprised in my reading to find that visiting yachtsmen would not only be welcomed at the local yacht club, but “welcome to use the yacht club’s clay tennis courts and club house.” Such a generous invitation seemed wonderfully old fashioned in our modern era where such welcoming practices are, sadly but understandably, increasingly rare.

Arriving next morning at the club landing I was disconcerted to see a “members only” sign on the float. Puzzled, but undeterred, I tied up at the float and went ashore. The tennis courts, which I passed going up a road toward the general store, bore signs proclaiming that they were not only for “members only” but restricted to a special substrata of membership, “tennis members only.” It was here that I began to suspect that my copy of Taft and Rindlaub might be seriously out of date, though 1991 seems like just yesterday to me.

The town of South Brooksville is quiet, old fashioned and totally charming. The vintage houses I passed on my way looked like ideal subjects for one of Edward Hopper’s New England landscapes. A kind of sunny stillness lay over the place, and somewhere in the distance I could hear the almost forgotten whirring sound of an ancient hand-propelled lawn mower.

At the store a long line of customers moved with agonizing slowness past the single register, but I was happy enough to stock up on beer, and delighted to find a box of that special Maine treat, blueberry donuts.

Back on *Penelope*, after a pleasant row around the harbor, NOAA spoke of moderate breezes from the south or southeast for the next few days, hardly propitious for our intended course southward down West Penobscot Bay. Our chances were further diminished by the fact that the tidal current would be running against us for most of the days immediately ahead.

Well, if you really want to get somewhere, you certainly won’t manage it if you don’t at least try. By noon we were bravely on our way in the face of

correctly predicted contrary winds and tide. *Penelope* sailed southwest along the Cape Rosier shore. It was one tack, passing inside Spectacle Island until we reached Blake Point. Here we fell off and began reaching in a westerly direction toward the Head of the Cape.

This was contrary to plan but *Penelope* and I suddenly found ourselves in a race with a couple of plus or minus thirty foot sloops headed west. *Penelope* lives to astound and confound such craft, and seldom passes up a chance to try.

The breeze had picked up to fifteen knots or a little over, and had come around more from the east so we were broad reaching at the very outer limits of a full sail breeze. These conditions are what *Penelope* likes best.

The craft to port was not really a contender. I had watched her motoring down the bay, going outside Spectacle Island before heading west. Only then, with a reaching breeze, did she resort to sail, but it seemed a half-hearted effort. Her jib was partially roller reefed, and she gave the impression of not being thoroughly happy with her lot, out there in fairly boisterous conditions. *Penelope* overtook and passed her easily.

The boat coming up behind us to starboard was a different matter. Closer to thirty-five than to thirty feet, she looked all business. She was a picture as she rushed forward with a frothing bone in her teeth, very clearly closing the distance between us.

*Penelope* put up a good fight. I knew we were doing seven to seven and a half knots as I fought the wheel in gusts, and *Penelope* surged and lunged in the growing swells, but inexorably the big sloop gained, and slowly passed us. I know when I am beaten and doffed my hat in her direction.

Her skipper, a natty old boy standing at his destroyer wheel in a white polo shirt and salmon-colored shorts gave us a tolerant nod and then turned his attention resolutely forward, serenely occupied with more important matters.

It was here that I spied a whiff of vapor and a spurt of water under his counter. Son of a gun! The old fraud was motor sailing!

Done with racing for now, I hauled in the sheet and put her back on the wind. With this breeze we could make some decent progress against both wind and tide. I began to think the anchorage at Eagle Island, about half way to Pulpit Harbor might be a reasonable destination.



## News from Down on dee Bay Hon!

Steve Flesner

Off to the Southwest, a pewter-colored sea turned to bright silver where it merged with luminous mist and sky. Sparks of gold flared on wave tops lit by a muted sun glowing palely through the vapor. A shining path lay that way, and we followed it for a while, almost seduced into following it on and on. Reluctantly, we put the helm over, intending to pass south of Pond Island on the other tack.

But the breeze, so boisterous just a little while ago, was beginning to fall light again, and I began to realize that real progress in a southerly direction was unlikely. It was now after three p.m., and time for some serious thought about where we would end our day.

The lovely town of Castine lay only a few miles behind us, along the western shore of Cape Rosier, and, most importantly, lay down wind and down tide. Easy decision; we turned around and began an easy run to the North.

An hour or so found us in Holbrook Island Harbor, just across the Bagaduce River from Castine, well sheltered, and surrounded by a pristine nature preserve. A sleek loon greeted us with his unearthly cry, and the nearest anchored boat was a half mile away. We looked forward to a good dinner, and a peaceful evening.



*Penelope* just hanging out.

The only trouble with this serendipitous surrender to wind and tide was that in the morning we would find ourselves even further from Pulpit Harbor than we had been the day before. Ah well, I wasn't going to let that bother me too much. Engineless cruising is what it is.

Ok, so maybe July and August aren't the best sailing months on the Chesapeake Bay. It can be a time of *Slick Ca'm*, which is the Eastern Shore waterman's pronunciation of "slick calm," a condition of mirror-smooth water, when, as he would say, "there ain't neither wind!" So our attention shifts to other things ... like Crabs! This is an exceptional year for crabs according to the Department of Natural Resources forecast and what the watermen are catching. Last year's high of \$280-300 a bushel for #1's has dropped to \$120-160 which doesn't make the guys and gals working on the water very happy, but the rest of us are ecstatic! Lois and I catch them from our dock on St. Leonard Creek off the Patuxent River. We only keep the Jimmies and toss the Sooks back in ... remember Washington Monument and Capitol dome ... that's how you tell who's who! We often invite friends for steamed crabs but don't expect an invite for crab cakes unless you helped do the pickin', a necessary job before you can have crab cakes!!! Lois does the bodies; I work on the claws usually over my morning cappuccino. Mello, our Cardigan Corgi, sits patiently between the two of us in case an errant piece of crab just happens to hit the floor ... more likely from Lois than me!

Rumor has it that in June, Dave Morrow crewed on *Wasp*, an A Cat built by Beaton's. She won the race coming from behind and they were awarded the Hartranft Trophy given by Peter Kellogg. Dave's comment was "drinking out of a big silver trophy is a step up from a CCBA dark and stormy in a plastic cup!"



Dave Morrow downs the bubbly!

Marc Cruder was putting the finishing touches on his new gaff leather with a crème that he describes as having the consistency of elephant snot. When he took time to read the tube, much to his surprise, it was actually a “nipple soft crème, Lansinoh Hpa Lanolin, the #1 brand recommended by lactation consultant”. The CCBA race committee is rethinking *Wanderer’s* handicap given the effect of this product ... it appears to cause a distraction on the committee boat and *Wanderer* seems to point higher!



Oh so soft gaff jaws!

Butch Miller rebuilt the Atomic 4 gas engine in *Lark*, his Americat. Given our delivery trip from Yorktown, VA last year, it was a wise thing to do. He also added an extra fuel tank due to fuel consumption and the lack of interstate gas stations on the Bay. It will now become the mother fuel ship for CCBA!



Bird's eye view of Butch and *Lark*!

Paul and Dominic Cammaroto picked up a Marshall 18 for resurrection. They are busy working on her along with *Bubbly*, his other Marshall 18 and

*Frances B*, a 32' Chuck Paine double ender that Paul started in 1986, sold in 1996 and bought back in 2013 for a complete rebuild. Isn't that like remarrying your ex?! Yes, he has a very large barn; either that or his living room is full of wood chips and sawdust! Anyone looking for a house cleaning job may apply!

Craig Ligibel comes up with a unique use for his 1<sup>st</sup> place trophy from the Prospect Bay Race!



For the perfect Martini....shaken or stirred, just add an olive!

Steve Flesner, CCBA Commodore wins the Lotto!!! In lieu of a cash prize he opted for the much sought after Maryland license plate ... yep, you guessed it ... CATBOAT! Last seen on Butler Smythe's Subaru two years ago when he moved to Maine. Butler says he turned it in not wanting to draw undo attention in Blue Hill! Steve regularly checked the MD Motor Vehicle website but the plate was always unavailable. Apparently the guys in the big house in MD were a bit behind in making new plates! In early August while renewing his registration he checked, and BINGO ... B7 ... no, CATBOAT was available. It was all done on line and within minutes he had his Lotto prize ... ok, so it took a week or so for the plates to arrive. Note the glee in his eyes as he shows them to Mello. Mello's response was "Why you dirty rat, couldn't you have gotten DOGBOAT?" Sorry, some guy with a powerboat has that one!





CCBA Commodore wins the Lotto!

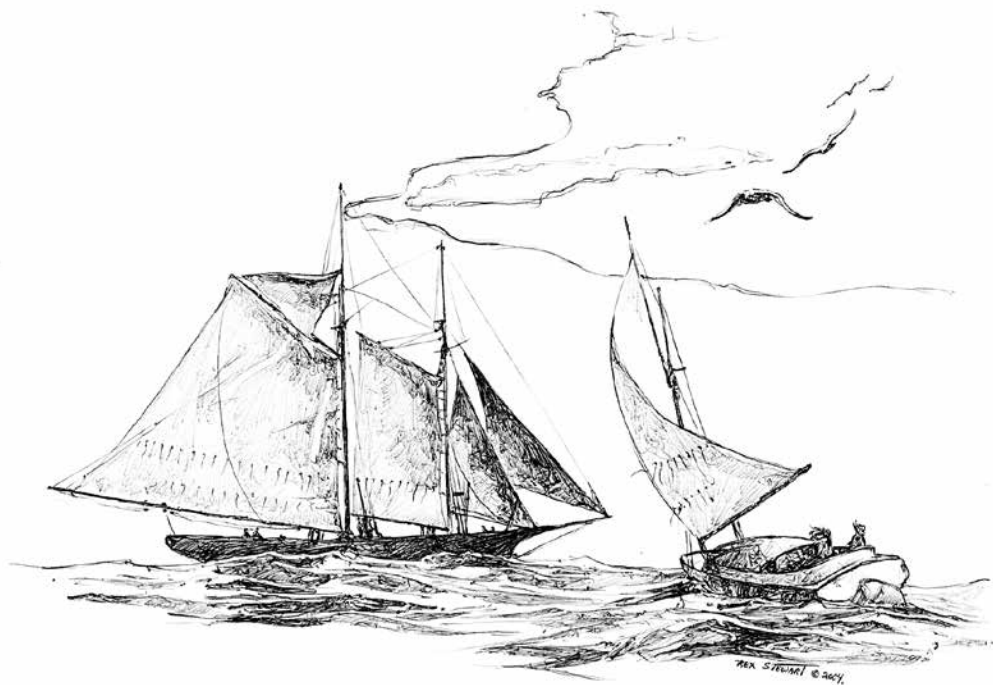
The Catboat Prowl on the Pocomoke cruise, all 10 days, came to an end on September 25<sup>th</sup>. A full report will follow in the next Bulletin once Marc Cruder dries out. There were 6 boats most of whom covered well over 200 NM ... one GPS read 277 counting tacking! Unfortunately a tropical storm made things a bit damp for three consecutive days, like 7" of monsoon rains in one day while at

Pocomoke City. Phil "Ironman" Livingston said he was so wet that he started growing webbed feet! Even the Dark and Stormies got watered down ... now, that's enough to cause a mutiny! The fleet did get in some great days of sailing. Commode Door (*Scotty*), Mike Crawford (*Shoveller*) and Rich McLaughlin (*Tenacity*) joined as crew on the leg between Crisfield and Dames Quarter thus ending the rumor that Commodore Flesner is really a power boat guy! Butch was pleased to report his rebuilt Atomic 4 in *Lark* ran like a well oiled sewing machine! Marc Cruder also reported *Wanderer* pointed in the right direction at all times!!



CCBA water taxi to the fleet at Dames Quarter off Monie Bay.

Ah, life on dee Bay Hon, it just don't get no betta!





## *Willow* Becomes a Roadi

Peter Knowlton

Well, I said, we weren't going through the Cape Cod Canal again and spending 2½ days motoring south at 4.5 kts. So during the winter of 2015/2016, I sent 18-foot catboat *Willow's* mast to Marshall Marine to have a hinge installed. I also constructed a new boom/mast crutch and bought a used Toyota Tacoma pickup. My Christmas and birthday were somewhat limited!

I wasn't finished. Last year's trip was made towing a fairly heavy 8-foot fiberglass sailing dinghy he'd had for 30 years, and which took about ½ kt. of boat speed. Over the winter, using a friend's preliminary design, he constructed a 7½ foot plywood and fiberglass pram. *Cattail* was built using the stitch and glue method, with 6 millimeter mariani marine plywood, thickened epoxy and 6 ounce fiberglass cloth. The result was a 55-pound dinghy with a 400-pound/three person capacity. I haven't received an annual bonus yet - either!



Cattail in garage.

Our initial road test was an 8-mile trip to our home in Manchester, MA for the spring launch, which went well – brake early and downshift. We did a haul-out on July 21, and parked *Willow* in the driveway for a wash-down and cleaning. In the spring, I had stripped the boat (scrapped and sanded) and applied three coats of Petit Hydrocoat bottom paint, which was holding up well.

Mid-morning on July 22, saw us off on our first BIG journey, with me riding shotgun to Padanaram. The trip went well, stopping at each rest area along the way to check things. By the Route 24/495 reststop my stomach knots were starting to loosen. We arrived at Marshall Marine a little after lunch and at low tide. Geoff Marshall said there would be plenty of water at the Dartmouth launch facility, so we headed over there and launched *Willow* – almost. I had forgotten to untie the extra safety line to the bow and had to wade out to free *Willow* from the trailer. I suggested a checklist!

We motored up to Marshall Marine and took a mooring for the night, with the mast still down – thankfully! About midnight one of the most persistent thunder and lightning storms passed through and another one about 1:30 a.m. It was nice to have that tower of metal down on deck. In the morning we motored to Marshall's dock and raised the mast on the second try. The first try resulted in a halyard snaring my belt knife, and I couldn't lift the mast and myself. I suggested another checklist!

Saturday we cleared the bridge and had a nice sail to Hadley's Harbor, and motored around to the south side of Bull Island – what a crowd! We anchored a little way off, but in eel grass, and waved to an Marshall 22 (*Grayling* of Chatham) whose crew was enjoying a swim. After a couple of hours of relaxing and snacks, a southwesterly started to build and *Willow* began to drag anchor (a Danforth). I retrieved the heavily fowled anchor and headed for the outer harbor to find sea room to clean it. On returning, there didn't appear to be good anchoring or swing room in the Inner Harbor, so we motored around to the northeast shore of Bull Island and anchored in its lee. I also rigged a second anchor, with the anchor and rode led back to the cockpit. After supper my brother called with a check-in. There were some thunderstorms to the west but the weatherman didn't think they'd hold together to the coast. Oops! A last check of the marine forecast yielded a Severe Marine Advisory for thunderstorms, damaging wind and possible hail, and a wind shift to the north/northeast. They were RIGHT!

The storm arrived just after dark, and as advertised, came with wind, rain and lightning – and made the NE shore of Bull Island a lee shore. With at least a 10:1 scope, on the near swings, I started to count the barnacles on the rocks. I started the little 5hp. Tohatsu and ran it up in all the stronger gusts,

and then with a favorable swing to weather ran out on the rode as far as possible and deployed the second Danforth, which took hold. The two anchors, along with the engine, kept the landward swing manageable. Several large boats that were rafted had to cut and run for the inner harbor or Woods Hole. After an hour and a half it was all over, and it was a beautiful star-filled night. I'd like to thank W.R. Cheney and "Penelope Down East" for some guidance and inspiration, and will be adding at least a plow anchor to *Willow's* inventory. Neither Danforth dragged in the sand and mud bottom to the NE of Bull Island.

Sunday morning we followed the ferryboat *Island Home* through Woods Hole, and set sail for Vineyard Haven in a light and variable breeze. I called the harbormaster and obtained a mooring in the inner harbor, just off the dock and later learned this was Jim O'Conner's mooring for *Glimmer*. After Friday and Saturday's storms, we enjoyed two nights in Vineyard Haven, with a Sunday evening concert at the band stand, and a sunrise yoga class at the head of the pier. We also rowed over to the Black Dog for supper on Monday.

The beach, quiet water and a shore side shower in Vineyard Haven gave me an opportunity to perform a floatation test on *Cattail*. With the dinghy loaded to the seats I climbed aboard and immersed the gunwale. The compartments for the bow and transom seats kept me afloat with about 3 to 4 inches of freeboard to spare – success. It took a lot of bailing with a 2½ - gallon bucket with a surprising amount of water in a small space!

A cockpit conference after breakfast on Tuesday determined that we would go slow and not go for distance. Tuesday's sail was to Tarpaulin Cove and Wednesday morning we sailed and motored to Menemsha, but watched *Genevieve* ghost along the Elizabeth Islands to Quick's Hole.

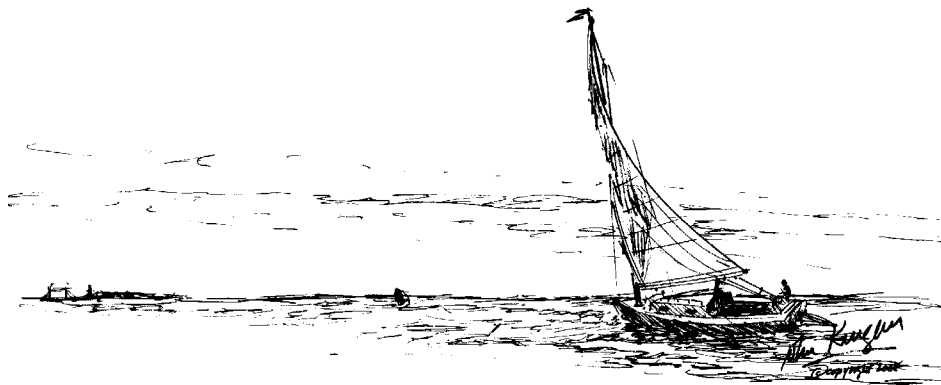
Moored off Menemsha, we watched the watchers watching the sunset. The motorized waterbugs running in and out of the Basin to the anchored yachts, didn't decrease the rolling.

Thursday dawned warm and foggy, sometimes very foggy, and Friday's forecast wasn't encouraging. It was decided if the fog started to burn-off we'd head straight for Padanaram, through Quick's Hole. The fog lifted around 10:00 a.m. and I sailed *Willow* off the mooring with a gentle following breeze. Approaching Quick's Hole the fog rolled in again and we followed a trawler through. The fog lifted as we entered the Hole and a catboat came up on our port side. It turned out to be *Cat Nap* out of Hull, MA. We sailed in tandem with a nice following breeze and better than a mile visibility until about ½ way across Buzzard's Bay, when the fog rolled in with 25 to 50 yards visibility. We lost contact around Wilkes Ledge, when I luffed up to check our position. The GPS brought us directly to the AB gong, the fog lifted, and *Cat Nap* was inside furling her sail. We made the bridge opening after she did and motored to a mooring off Marshall Marine.

As usual (only our second), the rendezvous was enjoyable and well organized. The Saturday race started with a fair breeze which faded and shifted, and caused the course to be shortened. *Willow* didn't get the last place for Marshall 18's (n'uff said), but *Cat Nap* grabbed a second place for Marshall 22s, by only 18 seconds, beating out a lot of local knowledge. Massachusetts Bay after all is the home of catboat racing – look it up in the Bulletins.

I hauled *Willow* on Sunday, starting with the checklist I'd created, and trailered her home without incident, relaunching on Monday. The road trip was complete.

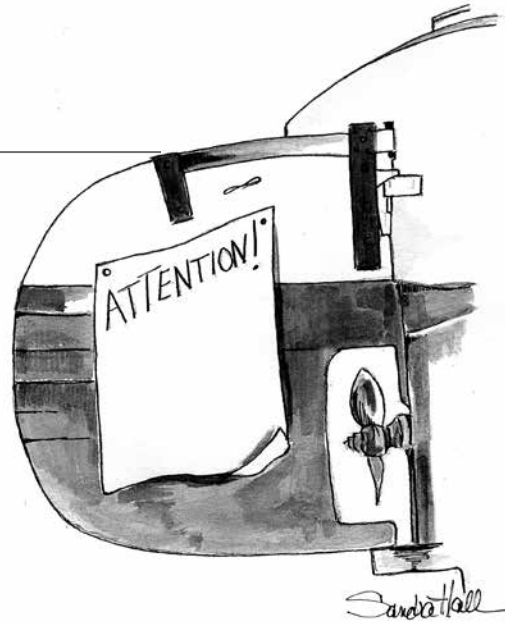
Approximately 200 miles of highway towing, averaged 14.5 mpg. 2016 Road trip – 2½ hours, boat trip in 2015 – 2½ days.



# Barndoor Postings



Alan Lovewell aboard the catboat *Sea Chantey* in the summer of 2013, with his girlfriend Jenn Gerard, now his wife. The two were married in September of this year.



thrilled that he joined with eleven other recipients from around the country, who were honored for their efforts to keep ocean fish healthy an ongoing resource. Those honored came from as far away as Alaska, Louisiana, Carolinas, Connecticut, and Maine.

Alan runs a company called Real Good Fish, out of Moss Landing, Calif. He runs a Community Supported Fishery business, a CSF, where he promises his customers the fish he shares is locally caught, is safe and a sustainable resource. The seafood is a premium product, a cut above what usually enters our markets.

Alan grew up on the water, holding at times a fishing rod and at other times a tiller and the main sheet. Plus, he knew lifeguarding and scuba diving and surfing. As many of my sailing friends share, we have a great love for the ocean that extends beyond the boundaries of our domain. So why wouldn't we all care about the sealife under us. And why wouldn't we take along a youngster with bright eyes and an enthusiasm for all that is tied to saltwater. Wouldn't we hope that our experience together rubs off in some way.

Commercial fishing is our community's oldest industry, yet today it is but a fraction of what it was or what it should be. We all care about how it is doing, because the success or failure of commercial fishing is dependent on the health of our oceans. Let us celebrate in it when it is doing okay and raise a flag of concern when it is not.

Because, when you and I go sailing in our catboats, there is an inner glow within us hoping that all around will remain okay.

## Recognition

Mark Alan Lovewell

When sailing, every captain has an acute awareness of all that is around, the air above, the wind, the current and any of the anomalies that come along. We are not so sure about the affairs below the surface other than we want all sand bars, all wrecks and rocks to be far enough below so we never make contact.

The fishes of the sea are a big part of our environment, though by nature they are the most secretive. The joy of sailing ties them all together as we skirt along close to the surface and contemplate the beauty of it all.

As sailors, we want our world to be okay. We want the birds flying over our head and the fishes below to be fine, while we are on holiday enjoying what we know and do best.

Last October, my son Alan, my fishing and sailing buddy, was recognized at the White House, in Washington, D.C. for his work in sustainable fisheries. He was recognized as a Champion of Change, a leader in fisheries. Alan lives on the West Coast now, though he grew up here on the east coast on Martha's Vineyard, an island off the coast of Massachusetts. A lot of his friends and family were



# CATFOOD

Jane Walsh, Editor



(From L to R – *Glimmer*, *Ishmael*, and *Sonatina*).



**Editor's Note:** This is Jane Walsh's last column. It is the first column she wrote for the *Catboat Bulletin* back in the fall of 2008. Two years ago she was the recipient of the Editor's Special Award for her long time commitment to this column and to catboating and catboaters. She remains active on the CBA Steering Committee. We wish her the very best. We are now looking for someone to replace her.

## An Evening to Remember – Progressive Dining on Catboats!

As ocean lovers, we witness Mother Nature's boundless beauty and generosity every time we sail in the waters of Buzzards Bay, Massachusetts. And often we are reminded that coastal living offers many unexpected surprises and delights. Here is one of them...

Last October, John and I (*Sonatina*) were invited by Jay and Diane (*Ishmael*) and Jim and Kim (*Glimmer*) to join them in Catboat Corner in Hadley's Harbor, Massachusetts for a last sail of the season. After a long, bumpy, lumpy, and gray sail, we reached our destination and rafted together.

Dusk came quickly and so did the dampness. We all retreated to our separate cabins and warmed them with lamp oil and candlelight. Diane suggested a progressive dinner for the evening. YES! We all shared the food we had brought for the overnight ... And, what a culinary feast we had! *Sonatina* hosted the first course, *Ishmael* the second, and we ended on *Glimmer* for desserts. Conversation flowed as did the libations and extraordinary dishes and it was so much fun moving from cabin to cabin – enjoying the ambiances each cabin offers!

Here are a few recipes from our impromptu menu!

## Coconut Shrimp by Jim O'Connor

Heat an inch of oil in a fry pan (carefully drop a piece of bread into the oil to test the temperature; it should start to fry and sizzle in about 10 seconds). Flour the shrimp and shake off the excess, dip into beaten eggs, and dip into a combination of equal parts sweetened coconut flakes and breadcrumbs (panko crumbs work best). Carefully place the shrimp into the hot oil and fry a couple of minutes on each side, drain on paper towels and serve with sweet chili sauce.

## Grilled Shrimp with Black Beans by Jay Webster

- 1 lb of shrimp (or sea scallops)
- 1 teaspoon olive oil
- ½ teaspoon ground cumin
- ¼ teaspoon ground red pepper
- vegetable cooking spray
- cup diced onion
- teaspoons minced garlic
- ½ cup of minced sweet red pepper
- 2 cups canned black beans, drained
- ½ teaspoon ground cumin
- 1 teaspoon balsamic vinegar

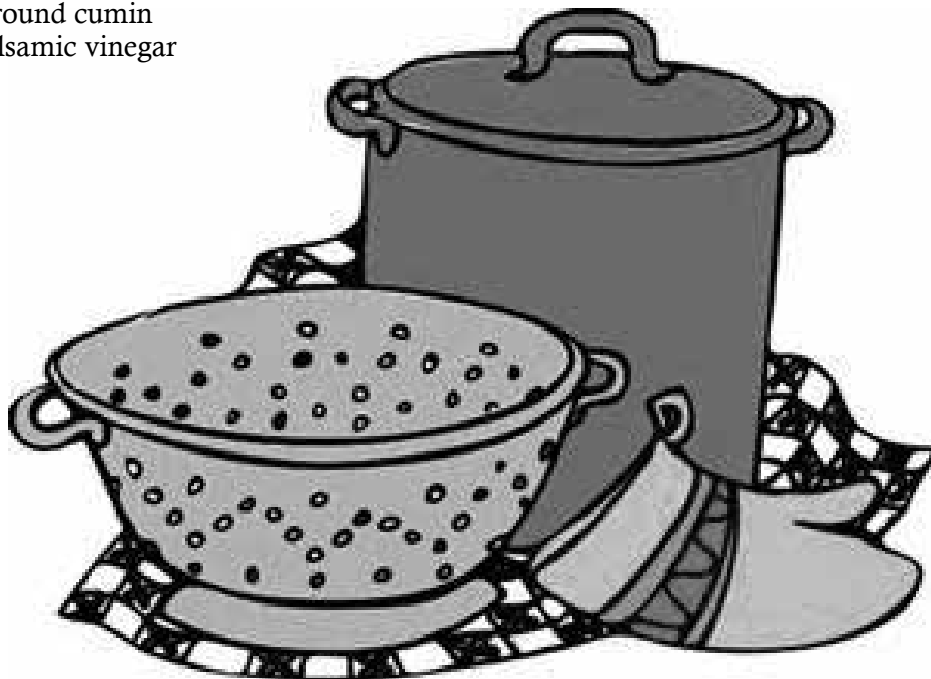
Place shrimp in a shallow dish. Combine olive oil, ½ teaspoon cumin, and ground red pepper; drizzle over shrimp, and toss gently. Cover; marinate for 30 minutes, stirring occasionally.

Coat a large nonstick skillet with cooking spray, place over medium high heat until hot. Add onion and garlic; sauté until tender. Add sweet red pepper, and sauté until tender. Stir in black beans and ½ teaspoon cumin, sauté 3 minutes or until thoroughly heated. Remove from heat; stir in vinegar, and keep warm.

Remove shrimp from marinade and thread onto 4 (8" inch) skewers. Grill uncovered 3 minutes on each side or until opaque. Spoon black bean mixture evenly onto individual plates and arrange grilled shrimp over black bean mixture.

I hope you will raft up with friends sometime and enjoy a "progressive" dinner. These recipes express casual food and an entertaining philosophy that works whether you are on the boat or just dreaming of being there.

"Boat" Appetite,  
Jane



# Book Review

Ned Hitchcock, Editor

## The Coast of Summer: Sailing New England Waters from Shelter Island to Cape Cod

By Anthony Bailey

Michael De Capua Books  
HarperCollins Publishers  
New York, New York, 1994  
(Paperback available from the usual  
used book sources)

*Reviewed by Ned Hitchcock*



This classic summer cruising narrative was the subject of animated and interesting conversation at the CBA Winter 2016 Gathering in Mystic. The following represents some of the thoughts expressed there as I recall them along with some of my own.

The author, Anthony Bailey, is an English writer who sailed our waters frequently having lived in Stonington, CT for 10 years and then returning for many summers. The book shows his considerable experience with sailing and his careful observations of the people and places he visited with his wife on their cruises. The “Coast of Summer” is essentially a composite of several seasons of sailing and presented as a one season cruise ranging from Stonington to Shelter Island, then to Nantucket and Martha’s Vineyard and on to Cape Cod Bay, Buzzards Bay, and back to Shelter Island Sound and Stonington, their starting point.

Stylistically, the book is graceful and beautifully written. It is remarkably even in tone, maybe even ‘sweet,’ and stands in clear contrast to more ‘crusty’ cruising stories like, for example, “*Penelope* Down East.” I thought the Meyerowitz photo on the dust jacket/front cover was an interesting equivalent that illustrates the book rather well. Those who prefer more adventurous fare may find it lacking in excitement, but Bailey’s discussions of sailing challenges and descriptions of his experiences while sailing and when in port are well worth reading.

More personally, what confirmed my already favorable reaction to “The Coast of Summer” was his description of entering Wellfleet Harbor. The

tide being relatively high, he and his wife had no difficulties following the channel in and, having gotten into the inner harbor and signaled, they were met by

“...the launch of Wellfleet Marine. The family who runs this firm are a taciturn lot; you might mistake their attitude for surliness, and they don’t seem particularly glad to be in the business they’re in, renting moorings and boats. But after five or six years of coming here I’ve decided they’re Cape types, shy of summer folk. They give the impression today of almost recognizing us. We actually get a smile from the ginger-haired lad who runs the launch....”

This brief vignette captures the character of this family beautifully. Such thumbnails appear throughout the book; they contribute immensely to its richness. On approaching Cuttyhunk, he observes that “The stage between landfall and arrival is always longer than you think it should be.” There are many more ‘quotable’ quotes that could be cited, involving sailing tactics, boat care, eating well – both on and off-shore - but most rewarding are his comments on the human scenes that they enjoy.

Several of us at the book discussion felt the book to be almost too familiar, that many of us had experienced and seen many of the things described in “The Coast of Summer,” that it was a little “old hat.” From that perspective, this may be a better book for relative newcomers to these waters. On the other hand, a good writer is not easily found and he’s one of the best.





# Keeper of the Light

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Jay Webster

Mark Lovewell has been talking to me about writing a short article relating to some of the past subjects of interest in older Catboat Bulletins. He had a great suggestion thinking that it would be interesting to look at an old Bulletin, perhaps 20 years old, and find a subject of interest.

I liked the idea and selected an article that appeared in Bulletin number 59 dated June 1979. The three-page article was entitled "In Praise of the Cat, Expertly Rigged and Handled, She Can Be Your Lifetime Boat" by James S. Pitkin.

This article is a reprint of an article that Mr. Pitkin wrote for *Yachting*, July 1953.

Members of the Catboat Association have access through the website of all past Catboat Bulletins. But here is a recap of this important article by me.

James Pitkin had heard much about a Captain Nickerson of Pleasant Bay, six miles north of Chatham, who enjoyed the undisputed reputation of being the most skillful catboat skipper on Cape Cod. That was enough for me. I had to dig in and learn about Captain Nickerson and his great reputation. Mr. Pitkin stated that if a man wishes a sailboat to use from youth to old age, it seems to him that a catboat is the boat for him.

To understand some of James Pitkin's feelings you should know a little about sailing around Cape Cod. Pitkin feels that one must be a pretty good sailor to handle the "smokey sou'wester." He goes on to describe fairly normal conditions such as long ground swells rolling in from the broad Atlantic, humping their backs as they met the current that poured from the bays on top of a confused and turbulent cross sea, cresting and breaking with carefree abandon which is so delightfully stimulating when viewed from the shore.

He goes on about Captain Nickerson as a sea captain who fished almost every day of the year, summer or winter, and who could handle his catboat so well that the weather never seemed to bother him. Captain Nickerson was able to handle his catboat



in any kind of weather because he always knew his boat and the skills that were required in sailing as a fisherman for many years. Captain Nickerson was a sailor who realized the influence of the size and cut of the sail, the location of the ballast, and the balance given the craft by the position of the centerboard. He felt that catboats were designed to sail on their bottoms and by meeting the above mentioned requirements he could always control the boat at a good speed in order to get to market as quickly as the conditions would allow, to gain the highest price for his catch. Further, Captain Nickerson was always able to reef his catboat according to the varying conditions of the Cape waters.

Finally, Pitkin states that it has always seemed to him that a boat talked to her skipper through her helm and the feel of the boat.

This statement went right to my feelings because I have often attempted to tweak my catboat so that it sailed "in the groove" at surprisingly good speeds. On one occasion I sailed my Marshall 18' catboat *Beach Plum* from just off Crow's Point to Cleveland Ledge, Buzzards Bay, a couple of miles with, at first, two fingers on the tip of the tiller and then without any fingers on the tiller as she sailed along perfectly balanced in about 8 knots of wind. I sat on the starboard side even with the tip of the tiller and my friend who had sailed cats for many years, more forward in the cockpit on the port side. Neither of us ever moved and we were both thrilled and amazed that the cat could perform so well.

"In Praise of the Cat..."



# Cats for Sale

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

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

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

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

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

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



171-1. Herreshoff America, 1973, Hull#180, Nowak and Williams, Cockpit floor recored, New Centerboard and pennant, Teak all stripped and redone in Cetol, 2015 6 HP 4 stroke Tohatsu, rewired summer 2015 with new fuse panel, galvanized trailer with LED lights, porta potti, flag sail, boat in excellent condition, won its class at 2015 Great South Bay Catboat Rendezvous, \$6500, [spudsailor@aol.com](mailto:spudsailor@aol.com)



171-2. Herreshoff Coquina Cat Ketch. Built from plans drawn by Doug Hylan and Maynard Bray from the original like drawing found at MIT. Coquina was Nat Herreshoffs Personal boat he sailed very frequently. My Coquina is built from top quality BS1088 Meranti ply and West system epoxy. Cypress keel, stem, shearstrakes and transom. Osage ribs and Inwhales, Sassafrass seats and poplar spars, juniper deck and sole. Kirby's paint and Epifanes varnish. Traditional sails by Dabler and all hardware is bronze Herrshoff replica by Jim Reinick. Whale gusher manual pump, and a solar powered electric bilge pump. Varnished spruce oars. Sail covers and a full cover. Aluminum Trailex trailer. She's loacted by Lake Lanier GA, about an hour from Atlanta. Stored under cover. Coquina balances very well and ones trimmed sails hands off. 2 sets of reef points in the main. 450 pound all up weight and the trailer adds just another 125 pounds so she could be towed behind any car. I'm selling her and my Knickerbocker One Design to make room for a Sanderling. [Coquina17@yahoo.com](mailto:Coquina17@yahoo.com) (404) 444-5907



171-3. 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](mailto:Robert.nutt@gmail.com)



171-4. 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.

171-5. 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



171-6. 1964 Fenwick Williams 21' Catboat ROSEBUD, formerly BUTTON (listed in The Catboat Book). Yacht-built in Harwichport, MA, Winner "Best Sailboat" Salem Antique and Classic Boat Festival in 2009 and 2014. Bronze-fastened cedar on oak. Teak decks, sole, engine box and trim. Handsome interior, huge comfortable bunks, mosaic-top galley area. Rare octagonal bronze opening ports. Rewired from stem-to-stern 2012. Twin marine deep cell batteries 2013. Solar panel. VHF, Garmin depthfinder. Twin 800 gph bilge pumps; manual gusher. Mast, spars sitka spruce. Oceanic vertical cut sail new 2012. Tan three-strand running rigging and sail lashings. Bronze fittings throughout. Wood/bronze blocks. Oak mast hoops. Original Volvo MD2 rebuilt in 2011, runs exc. Spare transmission and parts. Several anchors including Fortress lunch hook, 300 ft anchor rode. ROSEBUD is a head-turning, heavy cruiser with a boatload of nice touches. Located Salisbury, MA. Contact Jim 978-270-5495, or email jim@renegadestudios.com REDUCED PRICE \$23,000



171-7. For Sale: 1933 Herbert F. Crosby 16' Catboat with dinghy. 16 feet long, buddy cabin, spruce mast with douglas fir boom and gaff. In excellent condition with Garmin GPS, mooring pennant, 5 hp 1999 Mercury 5 outboard (well maintained), remote gas tank, new batteries, Danforth anchor, pickup stick, cockpit bench cushions and rudder lock. Interior contains 2 storage shelves and full pine ceiling. Ventura trailer Model VB-2200 (2001) New sail and cockpit



covers. Solar panel battery charger, Jack stands and keel blocks. Dingy is fiberglass, Marblehead and Manchester SailOar 8, eight feet long, bronze oarlocks, new centerboard, rudder and sprit rig... with new sail. Sold as a unit- not available separately. Must be seen to be appreciated. PRICE REDUCED. \$10,500. Contact: Garry Sherman at 781-326-3362 or email: glsass@live.com

171-8. FOR SALE: 1982 MARSHALL MARINE 18' SANDERLING updated & yard-maintained, in near-mint condition. Here's why: It has a new Awlgrip Forest Green hull, white boot-stripe & beige decking with a trailer-ready "Tabernacle" hinged-mast & comes with Highland double-axel trailer, a new Quantum cruising sail, a Colie Dacron Racing Sail & a Sobstad cruising sail. Rigging includes Lazy Jacks, new Garhauer Marine blocks & Harken self-tailing ratchet winch. She has a distinguished racing record as GYPSY on Chesapeake Bay & Penobscot Bay & later as WILD DOVE at largest annual catboat gatherings on East Coast. Equipped with yard-maintained 2008 Tohatsu 9.8 HP 4-stroke electric-start outboard with mounted hydraulic motor bracket, a Gel Deep Cycle Marine Battery (1 charge/year), running lights, a VHF Marine Radio, a Garmin GPS, a 2013 Ritchie 4" bulkhead compass & cover. Custom sail-cover, custom cockpit rain-cover, bronze steps on rudder and transom, detachable custom stainless steel ladder with transom mounted ladder brackets, Danforth anchor & chain, 75 pound mooring & chain. Cabin has 3" foam berth cushions, shelves installed over double berths, Teak drop leaf centerboard trunk table with the house-end of centerboard in Teak & an extra Bow-Eye porthole. Cockpit has foam seat cushions & Marlinespiked ash tiller. New Cetol 4-coat finish on Boom Crutch, Teak Rub Rails, Coaming Cup, Cabin Hand Rails & Louvered Companionway Doors. Bottom has fresh double-coat of red anti-fouling paint. Well cared for by her only two owners & "Dry Sailed" for 76% of her life. Make us proud & continue the tradition. Maintenance records available. Priced reasonably for all extras at \$19,900. Located Orleans, MA (508) 255-5636 thedjcapehouse@comcast.net.



171-9. Herreshoff Meadowlark for sale. Not a catboat, but she scratches the same itch. Cedar on oak with yellow pine bottom built to take the hard. Standing headroom in galley and (composting) head. Tabernacle masts. Afloat in Oxford, MD. More info at <http://www.meadowlarksuzy.wordpress.com> markg@ghidesign.com 215-498-3452



171-12. 1995 Melonseed sailing/rowing skiff. 13'6" wooden lapstrake hull. The builder was Marc Barto at Connell's Wooden Boats in Chestertown, MD. This is a beautiful boat in excellent condition. It is an awesome sailboat and it rows wonderfully. Bright work was just redone. New paint on deck and hull. Brass hardware. Custom wooden cockpit cover with rack on top for mast, sprit and boom. Rowing system with like new Shaw and Tenny oars and leathers. 7'6" oars store in the cockpit, out of the way under the deck. 70sq.ft. sprit-rigged sail repaired to good condition.





Registered E-Z Load trailer, galvanized and in very good condition. 100 mile free delivery from Allentown PA, beyond 100 miles is negotiable. Price reduced to \$4,800. Email or call with questions - Marty McLean [jmkpmclean@gmail.com](mailto:jmkpmclean@gmail.com) 4846346405

171-13. 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. Reduced asking price \$ 16,500. Call Christophe Henry at 978 413 5664 or email at [cmhenry60@gmail.com](mailto:cmhenry60@gmail.com)



171-14. 1991 15 ft Marshall Sandpiper. Includes: sail, sail bag, rigging, trailer, 5hp Nissan outboard motor. Needs some TLC, brightwork needs to be done and some fiberglass cracks (see photos). Located near Sioux Falls SD. Asking \$6000 OBO. Please call for more information. 605 359 0815



171-15. Pearl is a 1982 Marshall 22 that is in solid condition. Well optioned, Pearl is one of the first boats built with the molded fiberglass cockpit. Her interior cabin is well appointed with cedar staving throughout and louvered doors on the forward hanging locker and forepeak bulkhead. A 3-cylinder Yanmar diesel pushes her along nicely. The Marshall 22 is classically designed and suited for both a casual daysail with friends or extended cruising. She may be seen at Quissett Harbor Boatyard. Offers welcome. Seller motivated! Asking: \$25,000/OBO. [weath245@comcast.net](mailto:weath245@comcast.net) 508-524-6567



171-16. 1973 Marshall 22. Westerbeke 13 HP diesel rebuilt 2013, 13 gallon poly tank. Interior cushions ( new ), cockpit cushions. Dodger with bimini. Galley sink, pressure water with 22 gallon tank. Enclosed head, holding tank. 2 batteries with panel. Alcohol 2 burner stove, insulated ice box. Depth finder, VHF radio, hand held GPS, AM/FM radio w/speakers, compass. Wheel steering w/cover, sail cover. Asking \$19,000. 978 689 5963 [robert.townsend@verizon.net](mailto:robert.townsend@verizon.net)



171-18. 23' Crosby cat "Four Aces" Built in 1900 - bought in 1912 by Oscar Pease's father of Edgartown. Total rebuild in 1980's & 1990, including all new laminated white oak ribs, keel, stem and transom. Isuzu diesel , aluminum mast, wooden boom & gaff, feathering 3 blade prop. Stainless steel fastened new mainsail 2014, large enclosed head, propane 2 burner stove with oven. Teak doghouse allowing 6' headroom under. Includes trailer and always been stored inside. Great cruising cat! \$16,000 OBO. Located in Fairhaven, Ma. Contact Roger Judge 305-968-5162



171-19. 1979 Classic Herreshoff America - LOA 18'2", Beam 8', Draft 1'10" up / 4'0" down (galvanized steel centerboard - new in 2009), IN-Board Yanmar Diesel GM series engine, Built 1979 by Squadron Yachts in Bristol RI, Sail & cover, Cockpit cover, NEW Mast, Boom & Hoops in 2010. Located in Long Beach Island, NJ. Good shape / minor cosmetic work. Does NOT have a trailer so priced to sell at \$4500. Greg Barrett [GBZonda001@gmail.com](mailto:GBZonda001@gmail.com)



171-21. For Sale: Menger 1995 19' Catboat, excellent condition, new Cetol and bottom paint, Thurston sail in great condition, Yanmar IGM10 diesel w/low hours, Garmin color chart plotter w/bluechart chip Cape May to Cape Cod, life jackets, anchors, fenders, dock lines, lazyjacks, compass, auto bilge pump, cushions for cabin bunks, sleeps two very tall adults! Commission engine and go sail ready. Virtually all equipment included, transport to locations on Long Island and tristate area available. Asking \$19,000. Including excellent condition custom Loadrite trailer never in salt water! contact Bill Hegarty at (631) 604-0750, or email [littlewhitedory@gmail.com](mailto:littlewhitedory@gmail.com)



171-22. 1976 Bicentennial Edition Herreshoff America 18' Catboat Built by Nowak & Williams of Bristol, RI. 85% of its life spent on the Great Lakes. Two sails, newest is a white Quantum. NEW 2015 Tohatsu 4-stroke 3.5hp outboard in well. Beautiful new ash & oak laminated tiller with custom bronze accent & reinforcement. Recent Garmin GPS (mounted) w/ New England chart package & standard horizon VHF radio. Newer wiring and electric panel w/ full conveniences and lighting. Sail and cockpit covers, cabin cushions, berth shelving, port-a-potty, safety gear. A great boat for both day trips and cruising. Has been stored inside, currently in Blue Hill, Maine. Includes a good roller trailer w/ new tires. Call ahead for a viewing of this beautiful and lovingly maintained classic. Asking \$9500. Contact: Sue 207-266-5897 or Wes 603-502-4920 weskbarton@yahoo.com



171-23. Beautiful 1981 Arey's Pond "Kitten" in first class condition w spruce mast and flawless brightwork. Comes with a lightweight, reliable 2 hp Honda four stroke, air-cooled outboard, a mint trailer, full boat cover, cushions, lifejackets, anchor, fenders and dock lines. Asking price of \$6500 is a tiny fraction of replacement cost. If you don't want the motor, take off \$700. or you can have a low hours 2011 water cooled Mercury 3 1/2 hp 4 cycle instead. Located in Beaufort, S.C. cheneywr@yahoo.com 843 521 0026



171-24. 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 leafs. 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. REDUCED to \$19,900. Wayne Sholl 516-318-6898. wdsholl1@gmail.com

171-27. 1973 18' Herreshoff America Catboat (#HA251) - Felix, Old Greenwich CT - Builder: Nowak & Williams Bristol RI - Sail: Thurston Quantum (260 sq ft) w/ American flag' & reefing assembly, oak mast hoops, lazy jacks - Honda 5hp 4stroke motor in excellent condition (2012); maintained by Herman Marine Stamford CT, winterized and stored indoors; stern mounted = motor well sealed to eliminate salt & barnacle damage to motor; good cooler space - Roomy self-draining cockpit - Spacious cabin, teak topped centerboard cover doubles as rainy day cocktail table, 6'6" V-berth for 2, 5 cabin portholes - Centerboard system updated 2010 - Original cast bronze cleats and hardware - All solid teak raised panel cabin doors and cockpit seating - Teak coaming, rub rails, cabin shelves and trim - Danforth style anchor & bumpers, 2 manual pumps, 2 dock lines, 4 PFDs - Cushions for below and above decks - New-ish steel centerboard replacement - Recent replaced rudder gudgeons / pintals and tiller - Collapsible swim ladder - Icom hand-held radio - Full length tarp & "tent supports" - Four winter storage boat stands & chains - Boat Dimensions: LOA 18.17', Beam 8', Disp 2300 lb - Please call to see the boat and discuss price: Pat Linskey, 203 832 4536, Patrick.linskey@gmail.com



171-28. Sandpiper Sails: one in good condition 350.00; one in fairly used condition 150.00; hurley@comcast.net 732-598-0373

171-29. 2004 Sanderling Marshall catboat (18ft) for sale by original owner, located in Barrington, RI. Excellent condition and loaded with extras: New hinged mast installed 2014 by Marshall Marine, complete rigging; bronze hull step; double berths with drop leaf table; hunter green foam cushions and sail cover. 2015 Evinrude 6 hp engine; all teak work refinished 2016. Asking \$33,500. Call (401) 245-2584. stevenhirsch@cox.net



171-33. 1979 Great Bay Catboat. Built in West Creek NJ. Douglass Fir mast, gaff and boom. Teak seats, rails and cockpit sole (unfinished weathered grey). Fiberglass hull in good condition - no chalk. Low Centerboard trunk (5" above cockpit sole). 7' beam permits comfortable ride for 6 people, 8 possible. Large cockpit for boat this size as it goes farther forward than similar cats such as the Sandpiper. Lazy jacks and custom cover for sail and cockpit. New mahogany tiller. Sail in okay condition. Ready to sail. Can deliver locally on Long Island. Steve Laird c.917.922.2619 w.718.383.0702 stevelaird@mac.com



171-34. FOR SALE: 1972 Marshall 18 Sanderling Catboat hull #224. Very good condition, well equipped. Owned since 2001, sailed Maine and Florida. Engine: 2015 Tohatsu 9.8 hp electric start 4-stroke outboard. Marshall hinged mast added 2005. White hull professionally awl gripped 2015, and bottom coated with Micron CSC ablative antifouling paint, light blue polyurethane painted decks and cabin roof, white cabin sides and interior. Teak trim finished with Cetol. Navigation equipment: Garmin 192C map GPS and color chartplotter, Ritchie compass. Cockpit cushions white vinyl covered foam. Berth cushions blue fabric covered foam. Two sails, one fair, one good condition, both very serviceable. Sail cover blue Sunbrella. New Thetford Porta Potti in cabin. Removable shelf over forward end of berths provided for duffle and supplies. Danforth anchor. Folding step on rudder for boarding from water. Folding ladder provided plus two life preservers. "Load Rite" galvanized trailer (2001), with spare tire and wheel, new bearings, galvanized brake drums and new brake shoes (2014). Trailer never immersed in water. Bulkheads and decking are solid with 2001 replacements. For past 10 years the boat has been day sailed in Florida 5 weeks each winter, in storage balance of year on trailer under fitted cover Port Charlotte, FL boatyard. In Florida, boat can be shown in Florida by arrangement with owner. Owner spends 5 months each year in Maine cruising cat-rigged sailboat that is occupying time and attention. Florida catboat is being sold due to "so many boats and so little time". We would hope to assist with reasonable delivery arrangements. \$9300. Further information, additional photographs available at: tombmorgan@aol.com Tom Morgan; Cincinnati OH & Center Lovell ME. 513 205 2414



171-36. 1908 Classic 24' Crosby Built Cape Cod Catboat, BUCKRAMMER. The famous Buckrammer, one of the oldest sailing Cats on the East Coast, is in good condition. It has a 4 cylinder Westerbeke diesel engine, a ShipMate wood/coal stove. Ill health forces sale. \$18,000 USD. Contact Hilary Dombrowski at 860-742-0209 or hilary.domdrowski@frontier.com



171-37. 1992 Marshall 18' Sanderling. Located in Toms River,NJ.,I am selling my incredible Marshall Sanderling Catboat "CAT NAP". Built by Marshall in 1992.OPTIONAL BLUE TOP DECK. TWO sails with sail bags, plus a sail cover, both in excellent condition, needing no repairs. ALL rigging in good condition. Locking halyard cams. Comes with a 2004 6hp MERCURY 4-stroke outboard engine in great running condition. ALSO comes with a galvanized trailer,single axle. Boat is on land and covered. TEAK cockpit removable 4 piece deck. CETOL on all wood. Please call Dave at 732-288-2655, leave a message if we are not home. ASKING PRICE IS \$16,500,or best offer.Thank you.



171-38. 1990 Marshall 18' Sanderling. This boat is a very clean and well maintained, and has over \$ 7000 worth of options offered by the builder, including a hinged mast. It also has a tanbark sail made by Quantum in '09 and a Honda 5 hp. long shaft new in '10 that has always been maintained by the dealer. There is a Flexiteak cockpit floor,wide seats, with custom vinyl cushions. Portable toilet, 2 burner stove,solar charger for the battery, lazy jacks, jiffy reeling, 4 life jackets, 2 anchors with chain and rode. Also fire extinguisher,3 fenders,boat hook,bronze steps on rudder and transom, two 3 gal. gas tanks, tan sail cover, tan bunk covers, cabin shelves, teak trim on center board trunk,Harken main sheet system,dock lines ,compass,running and cabin lights,electric panel,custom cockpit table, teak louvered doors, pick up buoy. The boat comes with a Load Rite trailer. The bottom is painted black and is ready for the water. There is also a 20 x 22 ft. heavy canvas winter cover, and a 7 ft. dingy with oars. This boat is located in Newport RI, \$19,500. Call (401) 662-3290 or (401) 847-9644.





171-39. 1977 Legnos 20' Mystic Cat -- 282 sq ft sail, universal 12 diesel, upgraded rudder, 2 sails, original spruce spars, lines, cushions, compass, anchor, etc. Structurally and mechanically sound. Ready to sail, but could use cosmetics. Excellent road capable trailer with new tires. Located on the Eastern Shore of MD. No time to sail due to work obligations. (reduced) \$9,500 OBO. 631-834-8893 horowitzm@liebermanresearch.com



171-41. 2000 Menger 23 Kemah Texas (\$31,500 OBO) – Yanmar 2GM20F, jiffy reefing, marine head, steering pedestal with teak table, compass and depth sounder, VHF radio, masthead antenna, lightning dissipater, two 12 volt batteries, anchor chain and rode, anchor chocks behind mast, rope deck pipe, steps on transom and rudder, dodger, pressurized water system, shower at stern, stainless steel sink, folding table, 4 interior lamps, electric bilge pump, louvered cabin doors, cabin top hatch, opening port in head, covers for sail, wheel and steering pedestal. Raymarine ST4000 and new toilet installed recently. Contact: flint1866@gmail.com



171-42. 1974 Cape Dory 14' Handycat Catboat. Spruce mast and spars, 4hp outboard, bilge pump w/12v battery, trailer, sail, anchor, summer cover, rudder, tiller, extra lines/sheets, hand-trailer cart, etc. All located on Long Beach Island, NJ 08008. Asking \$7000 OBO. oneslowpony@gmail.com 646-895-2016



171-45. 1977 18' Herreshoff America Catboat sailboat. Made by Squadron Yachts, Bristol, RI. 9.9 hp Mariner OB (2 cycle) motor in well. Teak cockpit seats and doors to cabin below. Tabernacle (hinged) mast. Two sails, Gaff rigged. Bronze running lights. Lazy jacks, Windex, and in-cockpit reefing. Compass, 12V battery and circuit breaker panel. Anchor, fenders, and dock lines. Cushions (green) for below and above decks, countertop, sink, bilge pump, and porta-potti. Two portable 3 gal. fuel tanks with hoses. Complete boat cover (green.) Trailer is a dual-axle in good shape. Sailed at an inland Ohio lake since 1991. Inside winter storage since 1991. 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 to the motor and preserving the lines of the boat. The boat is ready to sail. Dayton, OH. \$6500. Contact: Tim Kemerley tkemerley1@woh.rr.com or 937-623-2762.



171-46. 1978 Marshall 22 - Sloop version. FANTAIL. Boat and sails (CDI roller furling headsail) are in very good condition. The Gray Marine 27hp engine has been yard maintained at Cedar Marina in Bridgeport Ct. and was commissioned in May. There is also a Mercury 8hp outboard with less than 20 hours. Two anchors and usual safety gear. On the hard at Brewer Essex Shipyard. Priced for quick sale at \$12,900. Contact Steve at Prestige Yacht Brokers at 860-767-0528. Steve@prestigeyachtsales.net.



171-47. FOR SALE: 1972 Marshall 18 Sanderling Catboat. Engine brand new 2015 6hp Evinrude. Brand new lines and rigging, sail two years old. Lovingly cared for by same owner since 1983. Sailed New Jersey. In water, slip paid for thru November; Ready to sail now. Harvey Cedars, NJ. Asking \$8,500 609-458-4433 AlanWechsler@hotmail.com



171-49. 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 \$34,500. Contact Peter Jenkin, Ladybug. Peter@gmail.com (203) 234-7794.



171-51. 1969 Marshall Sanderling, with 1983 Yanmar 1GM10 diesel engine and 2006 Loadrite trailer. Located in Seattle area. Sailcover in good condition. One sail in good condition, except for unsightly brown stains that came from a piece of treated canvas. Mast is original, but boom and gaff boom have been replaced. Battery, running lights on mast, 2 anchors. Bowsprit was added at some point, making anchoring easier and also allowing a small jib to be flown off the forestay. Deck recently repainted with Petit in the "Sandtone" color. Cockpit is original, but still structurally sound. Asking 10,000. contact Nathan at [nathan.seder@gmail.com](mailto:nathan.seder@gmail.com)



171-52. 1988 Marshall 22 Sloop. Offered by original owner, recently reconditioned by Marshall Marine in 2013. Powered by Yanmar 2GM diesel, rebuilt by Mack Boring with less than 40 hrs. Sails reconditioned, jib and main sail covers are new. Equipped with automatic bilge pump, 2 new batteries, Uniden vhf, Raymarine Bidata depth finder, auxiliary 12 volt receptacles, sound system speakers, Richie compass and LED interior lighting. CQR anchor on bowsprit. Lots of teak with Cetol finish. bronze rub rails and hardware, cockpit grates, cushions for cockpit and interior bunks and porta potty. Extra mahogany accents in cabin, small galley with sink, cutting board, fold-up table, chart drawer. Also rudder step. Boat has been covered every winter. Located on Long Beach Island, NJ. \$25000 Call: TOM FOSTER 609-618-5503



171-53. Pinecone, a very clean 1974 Marshall 18 sets on her mooring in Barnstable Harbor waiting for a new owner who has time to sail her. Asking \$7,900. Mooring can be shared for this season and possibly in future. Call Dean Coe or text 508-648-2303.



171-54. 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. Asking \$6,500. Capt. William W Low, Key Largo, FL 305 -394-4566 [Wmwlow@aol.com](mailto:Wmwlow@aol.com)



171-55. 1978 Mystic 10-3, semi-custom built catboat inspired sailboat. Molded fiberglass hull, cutter-rigged with wooden Sitka spruce spars. Modified full keel with 4' 4" draft. 8,000lb displacement LWL 26' 6" LOA 32" 13 HP Volvo Penta inboard diesel engine. Furler roller furling Yankee jib, staysail, and 2 reef main by Hathaway & Reiser. Tiller steering with automatic pilot. Depth sounder. Four anchors; Fortress, Danforth, Bruce, Fisherman's. Teak overlay on cockpit seats and bridge deck, and grate on cockpit sole. Teak hatch, handrails and trim. Bowsprit and boomkin douglas fir and mahogany. Deck prisms. All bronze hardware. Ideal for cruising. 6' headroom below. Full galley, two burner Origo stove, galley foot pump sink with 50 gallon Nauta flexible tank under main cabin sole. Built in ice box. Full head with shower and folding sink. [sylvette10@gmail.com](mailto:sylvette10@gmail.com) (212) 255-5769



171-56. For Sale: 1978 Herreshoff America HA18, Built by Squadron Yachts, The "JALIMAX", 5 HP Mercury 4-Stroke very reliable, 07 Tidewater Trailer, Cushions, Brass Lantern running lights, port-a-potty, sink, Stars and Stripes sail 5 years old, Sail cover, blocks and lines replaced. In water at Maritime Marina, Tuckerton, NJ. Must see! \$7,900. Ken 570-352-5689.



171-58. 1980 Marshall 22 with Universal Atomic Diesel, a Bruce and Danforth anchor, SS radio GPS, sail and wheel cover, & storage cover, 200' anchor lines. New sheet line, currently on trailer. Asking \$22,000, will flex on price. This is with trailer...\$20,000 without trailer. Ledyard, CT. Call (860)536-6407. [aiki.ledyard@gmail.com](mailto:aiki.ledyard@gmail.com)



171-60. FREE STUFF. I have all the spars, rudder, centerboard, rigging and a 250 sq. ft. Hood sail (seldom used) from a 1939 Cape Cod catboat. I bought the boat in Wood's Hole in 1972. The hull is long gone but I measured all its line and build a scale model from them. I had hoped that all of this could make a good project for some youth group. I'm not interested in selling the material. I would just like to see it put to some good use. Any suggestions would be appreciated. Richard Ecker, Ph.D. Downers Grove, IL 630/271-0053 mandecker@comcast.net

171-61. 1980 Marshall Sanderling 18ft, new Honda 5hp outboard, new sail cover, new Sunbrella cushions, 2 sails in the water in Monmouth Beach NJ available for immediate delivery. Boat has been dry sailed for many years aside from some cosmetic scratches hull and fiberglass are in good condition. Asking \$12,000. Please contact Chris 732-859-8058 or ckaeli@convergeone.com with any inquiries.



171-62. 1985 Marshall 22, Yanmar 3GM diesel engine overhauled by Yanmar authorized dealer in Fall 2015, 2 sails (new sail 2013), dodger, custom cockpit seat cushions, teak trim, mahogany interior trim, interior cushions for bunks, drop-leaf table on centerboard, manual head, stainless steel water tank, marine head with holding tank, built-in insulated ice box, 2 anchors, teak rudder lock bar, 2 batteries with control panel, bronze cleats, bronze steering wheel, VHF radio, twin Ritchie compasses mounted, bronze step on rudder and transom, solar vent. for sale \$25,000, located in Sandwich, MA, Contact: Kevin kkwhitefamily@comcast.net or 617-877-9280



171-64. For Sale 1980 Atlantic City 24' Catboat. Large, Comfortable, Cruising boat. 2GM Yanmar 18HP Diesel. We have owned and enjoyed this boat for 26 years. Reasonable priced at \$19,500. Peter Boniface - Bonifacecva65@Gmail.com Cell: 508 360 7168



171-65. FOR SALE: 1973 Herreshoff America Catboat. Built by Nowak & Williams. Good condition. Fresh water sailed only. North sail. Includes EZ Loader trailer and Johnson 15 HP outboard that fits in motor well. Newer laminated tiller. Tabernacle mast. Knot meter & depth meter. Full cockpit cover. Autohelm. Compass. Many extras. REDUCED. Asking \$5,500. Cleveland, OH. Contact Floyd Biery at 216-849-6167 or fbiery@gmail.com



171-66. 2016 Howard Fisher Cat. Slightly used 14" Fisher Cat Boat built at Howard Boats in Barnstable, MA in 2016 (see www.howard-boats.com/fisher-cat ). Brand new the boat cost \$25k which w/ options that included: Torqeedo Travel 1003S electric motor (\$2k), two types of covers (separate sail/cockpit and single sail/cockpit), outboard motor bracket, contrasting stripe bordering bottom paint, custom gelcoat color. Beautiful boat, great to sail on the bay. Plenty big for four adults w/ cushioned seating. It is currently moored in Plymouth bay. End of Summer sale \$20,000. Contact: Bob Edwards 617-851-1718 or redwards@wolfgreenfield.com Fisher Cat Specs LOA - 14'3" Beam - 6'10" Draft - 8" / 2'6" Cockpit - 7' 8" x 6' Sail Area - 155 sq. ft. Displacement - 625 lbs.



171-68. Wanted: Trailer for Marshall 18. Please call Dean Coe at 508-648 2303

171-69. 2008 Fisher Cat – LOA: 14'3, beam: 6'10, draft: 8" / 2'6, cockpit: 7'8 x 6', sail area: 155 sq ft, displacement: 625 lbs. Traditional New England catboat built in Barnstable, MA by Howard Boats (howard-boats.com). Similar to a Beetle cat except it is longer, has bench seating and hull is fiberglass (hull #10). Hull is white with blue 1-1/2" bootstripe. No bottom paint because it has always been on a lift station in FRESH WATER. Deck is buff with cedar floor boards in the cockpit with varnished oak coamings and Sitka spruce spars. Sails are Dacron with reef points and battens. Mainsheet block is Harken ratchet and stand with a cam-cleat. Cam-cleat for the centerboard line. The Sunbrella seat cushions are blue to match the bootstripe. Sail cover and separate cockpit cover are also Sunbrella and match the deck. Removable outboard motor bracket installed on stern. Asking price \$12,000 includes a 2009 EZ Loader galvanized trailer. Boat currently located at Marshall Marine, Padanaram Village, South Dartmouth, MA. Call there at (508) 994-0414 to arrange viewing. Also for sale separately is a 2012 2-hp Honda long shaft air-cooled outboard used only in FRESH WATER. For more details or photos, call owner Martha Winsche at 616-335-3969 or email mwinsche@charter.net





171-71. WANTED: Sail for Minuteman catboat. Call or text Brian at 207-730-2108.

171-73. 1984 Morris Bahama Sandpiper Cat-Ketch 24'. LOA: 24' Beam: 8'0" Draft: 20"/48". Disp: 4000lb Shoal draft w/CB and kick up rudder. Draws less than 2'. 2003 Yamaha 8 HP high thrust with power tilt and electric start. Solid FG hull and deck. Gaff rigged with bright Sitka spruce spars. VG Main and mizzen sails



. Bronze deck hardware. Designed by Chuck Paine and built to a high standard by Morris Yachts. The woodwork is well-maintained. Beautiful interior with fir ceilings and teak trim. Sleeps two in spacious ¼ berths aft. Forward settees could easily be converted to a vee-berth. Nice sized galley/sink area to the starboard and full sized chart table to the port. 20 Gal fresh water. Five opening bronze ports with screens and screened dodger. The boat was refit in 2011, including bottom job, awl-gripped decks, house and cockpit, and non-skid gel-coat. Danforth anchor and rode, interior and cockpit cushions, VHF. A trailer is also included. This boat is in excellent sail-away condition. "Egret" is presently in the water, Bayport, Long Island, New York. \$16,500. For more information please contact the owner, Dave at 631-807-1383. Email: DPurnhag@Optonline.net ; Additional photos can be viewed on <https://baytripper.smugmug.com/EgretForSale/>

171-75. 1972 Herreshoff America Cat Boat 18' This is a pretty boat. Excellent condition. 2016 Tohatsu 6 hp 4 stroke- used this summer only - 4 hours. Like new Sea Lion trailer - brand new spare. . life jackets, new anchor and rode. marine stereo, speakers, new VHF. LED mast light, porta potty. Crisp Sail flag sail. mainsail cover and overnight canvas "Deck Tent". Currently on dock at Great River / Waquoit Bay. Use of dock for the remainder of season. Option to lease same dock space for summer 2017. Sorry to sell my Black Cat. \$12,500 [capecodmarlene@comcast.net](mailto:capecodmarlene@comcast.net) 508-566-6139



171-76. For Sale: 1988 Luzier 22' Classic Catboat. A classic wooden 22' Charles D. Mower design 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 Dynel 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. Original owner. Sarasota, FL. \$30,000. S. Pore: 941-921-5674 or [spore3@comcast.net](mailto:spore3@comcast.net) Many more photos can be found here.



171-77. For Sale: Bolger Bobcat built 2000. Very good condition, maintained by the owner builder. Covered in winter with a rugged canvas cover included with boat. She is the hard chined version of the Beetlecat, 12'3" by 6' built according to Dynamite Payson's tack and tape instructions. She comes with two year old trailer, 2 HP Honda with low hours, anchor and anchor rode, sail in good condition, wood mast and spars, running rigging, compass, boom crutch. Located in Addison, Maine. Asking \$6,000. Contact Peter at 207-497-2019 or email [olesalt9@gmail.com](mailto:olesalt9@gmail.com)



171-78. For Sale with Trailer: 1977 Legnos 15' Mystic River catboat. "Mother Courage II" built by Legnos Boatbuilding Co, Groton, CT. Fiberglass hull with teak trim. Topsides and sail are soft gray color. Spars are varnished spruce. Oak mast hoops. Bronze hardware. Fiberglass deck has traditional appearance of old canvas decks which were painted with Miami Spar Tan. Cockpit is round and comfortable. Mainsheet easy access through jam cleats mounted on centerboard trunk. Varnished oak tiller can be set in adjustable comb to keep boat temporarily on course. Flagstaff is rigged at masthead for Catboat Association or other pennant / burgee. Swim ladder, anchor and rode. Ingenious self-bailing rig included to self-pump any rainwater from the cockpit, working by wave action sitting on a mooring; works well. Transom has a place for a small outboard (never used one); boat sails in practically no wind, but bronze oarlocks allow for use of long oars for entering a slip in close quarters, either sitting on centerboard trunk or standing and facing forward. Everything in good order and ready to go, including trailer. \$6,000. Also available is 4hp 4-stroke Yamaha like-new outboard for \$800. Contact Phil Fleischman 508-693-5562 or [philipnextdoor@gmail.com](mailto:philipnextdoor@gmail.com) - CBA member since 1972



171-80. 2004 Menger 23' Catboat, Very interesting boat, only sailed one time since 2004. Fully redone. New 18 hp Yanmar diesel. Full head, galley. Stainless steel wheel. Custom sail cover, custom dodger. New bottom paint and zincs. New battery. A reasonable offer would be accepted. Someone will get a great catboat for a very reasonable value. Located on Cape Cod, Osterville, MA. [Chilljr525@aol.com](mailto:Chilljr525@aol.com) or 508-776-4215



171-81. 1976 Mystic 20 Sloop Heron is a gaff-rigged sloop version of the highly desirable Mystic 20 catboat. She was re-powered with a 48V Thoosa electric inboard motor with a custom built electrical system. All new 12v house system including control panel, LED lighting, stereo, and more. The entire sitka spruce rig was stripped bare and reconditioned with upgraded hardware. Upgraded cockpit scuppers along with all thru hull fittings. This is as seaworthy as a Mystic 20 gets! Too many upgrades to list. Kept on Barnegat Bay, NJ with trailer. \$15,000 firm. (917) 848-1896 benjamin.normann@gmail.com



171-82 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 \$12,500 firm. Tom Hyland 718-356-3955 thomasghyland@yahoo.com



171-83. 1969 Marshall 18 Sanderling. "Uff Da". Danforth anchor and rode, 2 wheel trailer, Licensed and registered. \$7,800. Tom Hyland 718-356-3955 thomasghyland@yahoo.com



171-84. 1976 Bicentennial Edition Herreshoff America 18' Catboat Built by Nowak & Williams of Bristol, RI. "Ally" has been lovingly maintained and sailed in Hull, MA for the past 13 years. New centerboard and pennant 2011, bottom well maintained annually sanded and repainted. The Johnson 8 hp outboard - runs great and is winterized and stored in-doors every year, fits nicely in well. JM Rieneck reproduction Herreshoff blocks, New fuel tank and line. White oak rubrail, Teak raised panel cabin doors and cockpit seating, Teak coaming, cabin shelves and trim. All exposed teak treated with Cetol. Comes with 6 boat stands for storage and ease of Spring bottom work. Sail cover and sail bag for American Flag sail, Sailcover and Canvas Awning, extra new ash and oak laminated tiller, Roomy self-draining cockpit, cozy cabin, teak topped centerboard cove, 6'6" V-berth for 2, 5 cabin portholes, one opens, Danforth style anchor, Porta-Potti, bumpers, 2 manual pumps, Dock lines, 4 PFDs, Cushions for below. Asking \$5,000 or BO lilihayes@gmail.com



171-85. 1998 Charles Wittholz 17' CatBoat. Located in Nova Scotia, "Cat Breton" was professionally built by Big Pond Boat Shop with quality and attention to detail, under the watchful eye of her original owner. Sheathed in fiberglass over Douglas Fir frame and Marine Grade plywood, her hull is chine and her centreboard trunk is molded fiberglass. Fully equipped for cruising and day sailing, Cat Breton is well appointed and well maintained - including a beautifully crafted Sitka Spruce mast (2012) and a new 5hp Honda long-shaft outboard (2016). Yacht braid halyard, topping lift, reefing lines and mainsheet all led to cockpit. Rigging includes new stainless steel standing rigging (2012), new Harken triple and Lewmar fiddle blocks (2016) on mainsheet, Harken 6 winch and Spinlock clutch (2008), lazy jacks, and jiffy reefing. Updated wiring, new battery switch and electric panel (2013) with full navigational and cabin lighting. Equipment includes bulkhead compass, digital depth sounder, VHF radio & microphone, cabin cushions (for single berth plus double berth) and bedding / duvet bags, folding leaf c/b trunk table, Jabsco marine toilet, ss galley sink, Origo alcohol cooking stove, Danforth anchor with chain and 100' rope rode. Marconi mainsail complete with 2 reefing points, custom mainsail cover, and much more. 1999 single axle Karavan trailer and wood cradle included. Seller purchased "Cat Breton" from original owner, and has sailed her since 2002 in Atlantic waters surrounding Halifax NS. LOA 17'1", Beam 7'10". Priced reasonably for all extras at \$10,000 (\$Cdn). Offers welcome. For more information, contact seller @ 902-240-1123, michaelapril@gmail.com



171-86. 1972 18' Marshall Sanderling Completely restored this year with stringers, floor, transom, seats and bulkheads replaced with fiberglass honeycomb composite that will never rot. hull has three coats of Awlgrip, topside is fresh with Pettit and cabin has been repainted as well. Tabernacle mast, cabin, seat



and combing cushions included. Nissan 5hp 4 stroke motor with motor mount, tank and motor dolly most running rigging (lazy jacks need to be replaced) and very good Colie sail also included. Yard trailer (I need to find the title) is included as well. If you are looking for a rot free boat now and forever, this is the one! mike@mhaconsults.com Call/text 941-928-9451 -Located in Sarasota Florida; Asking \$17,500

171-87. For Sale: 1994 Beetle Cat, Hull No. CNCO 02125 0494, in very good condition. This Beetle Cat has been completely restored by the dedicated crew at the Bayles boat Shop located in Port Jefferson, NY. The Beetle is constructed with cedar planking over steam bent oak ribs. She's 12' LOA with a 6' Beam. The draft is 8" board up and 2' board down. She's been freshly caulked and painted after having her skeg plus 3 full ribs and 4 half ribs sistered in white oak. All fastenings used are of silicon bronze. The sail is clean, in good condition and the rigging cordage is new. This Beetle comes complete with a galvanized LoadRite 5-Starr trailer in good working condition. Asking price is \$5,500.00. If you're interested call Jay at 631-807-5900 or via email at: LISIC101@gmail.com



171-88. Wanted: Sail for a Stur-Dee Cat. Contact judyagrady@gmail.com

171-89. 1973 Marshall Sanderling 18' catboat. Reluctantly offering for sale. Re-powered in 2007 with Yanmar 1G in great condition and serviced annually. Boat recently refurbished including- All wood stripped, sealed and varnished; Cabin and cockpit repainted with 2 part epoxy; New 'sound-down' soundproofing of engine box; All new halyards, sheets and Harken blocks; New 'toast' Sunbrella cockpit and cabin cushions with matching custom Sunbrella mooring tent. New Marshall tabernacle mast in 2014. New 2013 Load Rite Elite trailer in excellent condition. Extras include stern/rudder steps; custom rudder crutch; stainless cabin ventilation cowls; Harken trim system and more. Boat is in Ogdensburg, NY near the 1000 Islands. Asking \$14,000 OBO. (315) 323-0777 nate.howell@ymail.com



171-90. 1984 Marshall 18' SANDERLING Catboat. Lovingly used and cared for. Excellent condition. Good sail and sail cover. 2hp Honda air cooled outboard. Excellent running rigging, two anchors, bimini, 12 volt system with running lights. Fenders, life jackets, new cushions below and good ones in cockpit. Eight year old trailer with new tires, dipped in salt only twice. A great little cruising boat. Stored in barn in Alna, Maine 04535. 3 hours north of Boston RSB44@aol.com \$15,900



171-91. 1983 Atlantic City Kitty 21' catboat. Alert is a 21' Atlantic City Kitty, professionally restored in 2013. Vetus M2.05 Diesel with low hours. 2 berths, enclosed head, locker with ice chest galley with sink, folding table on centerboard trunk, storage under berths, forward hatch, forward hatch, 4 fixed and 2 opening ports. Includes cockpit and cabin cushions. Features Herreshoff interior with teak headliner, solid fuel stove (Tiny Tot). Alert has depthsounder, VHF, compass and Tack Tick windspeed indicator. Located Georgetown, MD. Asking \$29,500 This is a beautiful boat. Scott Weglarz 570-368-3002 penngrpl@comcast.net



171-92. For Sale: 1980 Freedom 33 Cat Ketch (centerboard). This boat is big inside for her length, holds 25 gallons of diesel and 85 gallons of fresh water. It's been re-powered with a 30h.p. 3 cyl. Yanmar diesel with approx. 200hours. Equipped with a three bladed prop. It draws 3-1/2' with the board up and about 6' down. Replaced since I've owned it: fuel tank, head, hot water heater, interior cushions, sails with U.K. Full batten Batsails on mast track. There are two mizzen staysails, a new Lorance chart plotter/depth finder, a cockpit table. \$24,500. I would consider taking a 15' to 18' Catboat as trade-in. Located: Islamorada, Florida. Contact Bill at wmparke3@hotmail.com or text 305-393-3336



171-93. FOR SALE - 1986 Marshall Sanderling 18' catboat, hull #627; new 6HP 4-stroke OB, tiller steering, tanbark sail in excellent shape, several covers and extras (alcohol stove, folding sink, cockpit cushions, depth indicator, compass, bronze steps on the rudder & transom, masthead light, anchor, porta-potty, PFDs, etc.), no trailer. Boat is out of the water at my house in Harvey Cedars, Long Beach Island, NJ due to recent knee replacement surgery. Asking \$12,900. 908-399-4044, rleschander@gmail.com





171-94. 1981 Legnos Mystic 20, "Rumbucket", Hull #50, 2nd from last one built. She has all the improvements made by LBI over Mystic 20 production run. Yanmar 1GM runs like it should. Inline Racor fuel filter, newer shaft from coupler back including cutlass bearing, three bladed cupped prop. Refinished wooden spars. Original 282 Mainsail with



many years left (long storage). Needs new sail cover. Bowsprit with Lewmar Delta anchor & chain. Cockpit cushions, Cabin cushions and woodwork below in good condition. Depth sounder works good. Many recent improvements including: Hull, cockpit & decks stripped back to bare gel-coat, three coats of West System epoxy applied with Barrier Additive, followed by AwlGrip primers & AwlGrip topside paint. New items: Running rigging; Main-sheet blocks (inline doubles); Free standing fore deck block (spring type); Double sheave type cabin-top fair leads (leading back to cockpit); Jam cleats. Engine thoroughly cleaned and painted with genuine Yanmar paint. Engine hatch fitted with Mylar backed "Sound down" noise reducing insulation. Stop cable replaced. Impeller & engine block zinc replaced. New 110-volt, bulkhead mounted, 12-volt battery charger installed. More New items installed: Rule bilge pump and float switch; 12-volt battery; 8 breaker 12-volt electrical panel; Bulkhead mounted compass on Strb side of main entry doors; Flexible 17-gallon water tank; 12-volt water pressure pump, plumbed to water tank & deck shower; Marine deck shower, hose & shower wand in cockpit. Single axle Manning trailer in good condition. Comes with the usual assortment of equipment that make her a sail-away catboat. \$20,000. Marco Island, Florida. Contact Toby captfletcher@hotmail.com 850-238-2264

171-95. 1973 Herreshoff 18' catboat. "Black Cat" is a very pretty boat and well maintained. 2016 Tohatsu 6 hp 4 stroke- used this summer only - 4 hours. Like new Sea Lion trailer . Garmin Gpsmap 215, life jackets, danforth anchor. marine stereo, speakers, new vhf. led mast light, porta potti. All wood trim Cetol treated. Black gelcoat in excellent condition. Crisp flag sail- North Sails. mainsail cover and custom winter boat cover.

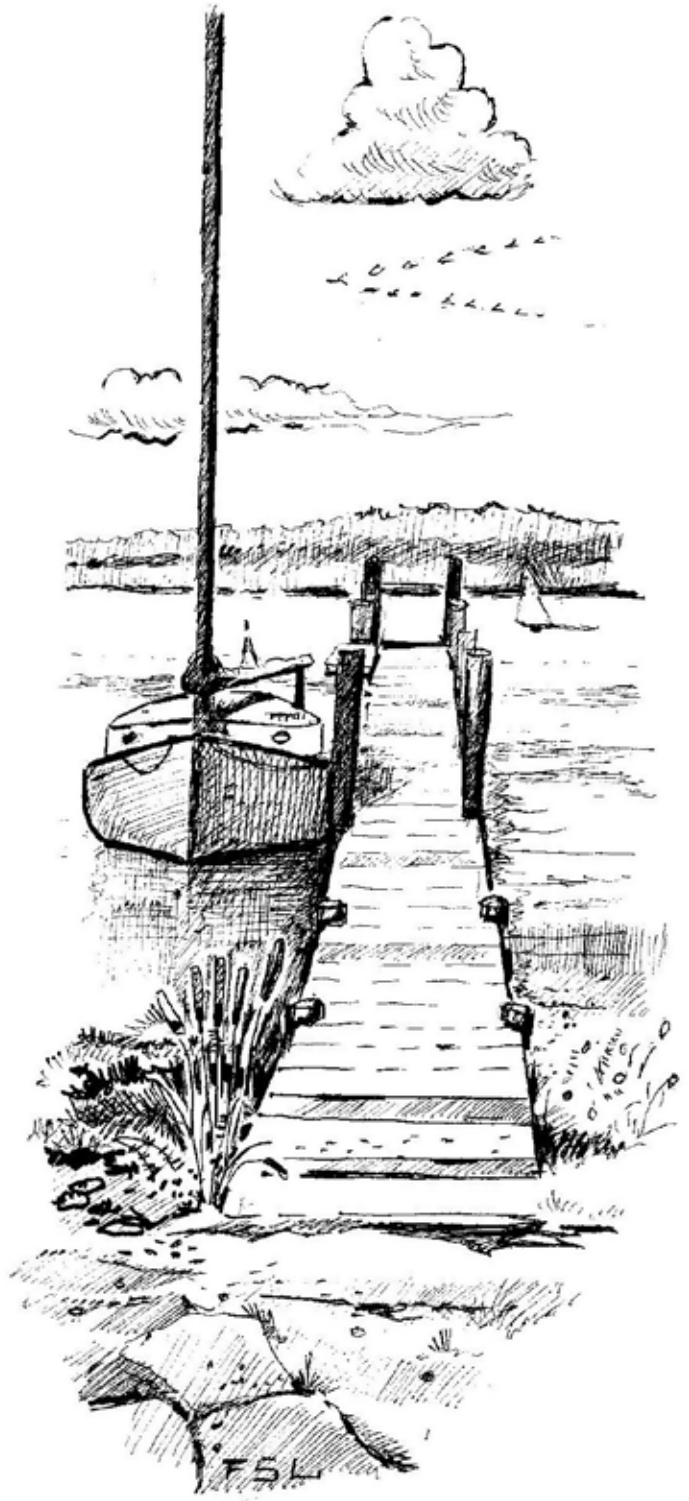


Currently on dock at great river/waquoit bay. use of dock for the remainder of season. Option to lease same dock space for summer 2017. Sorry to sell \$11,000. (508) 566-6139 capecodmarlene@comcast.net

171-96. 2008 Fisher Cat by Howard Boats. length overall: 14' 3, Beam: 6' 10, cockpit: 7' 8, sail area: 125 sq. ft., displacement: 625 lbs. White topsides, green bottom, buff deck, cedar cockpit, varnished oak comings, rails and Sitka spruce spars, tan sails with points and battens, Harken ratchet block with cam cleat, battery powered



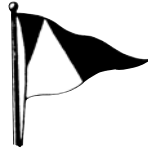
bilge pump, anchor with chain and line, seat cushions, cockpit cover, 2 hp. Honda water cooled outboard, custom fit trailer. Professionally maintained, indoor winter-stored, pristine condition, located in Stone Harbor, NJ. \$16,000. jpenders@optonline.net 917-747-819



# The Catboat Association

*Mail completed form to:*

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



*Founded 1962  
Incorporated 1983*

# Membership Application

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

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

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

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



**CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM**

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

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

**Total \$** \_\_\_\_\_

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

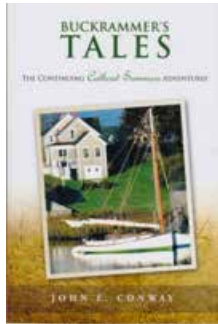
To order merchandise, specify color, size, quantity and total for each item. Make check payable to Catboat Association, Inc. in U.S. funds. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 55 Brandt Island Road, Mattapoisett, MA 02739. Questions? [mary.crain@catboats.org](mailto:mary.crain@catboats.org);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

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





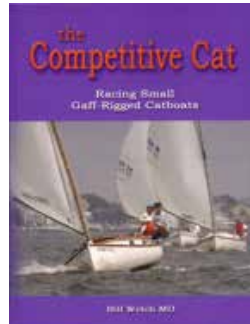
# Catboat Association Publications



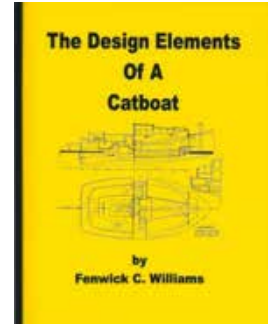
Buckrammer's Tales  
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\$19.95



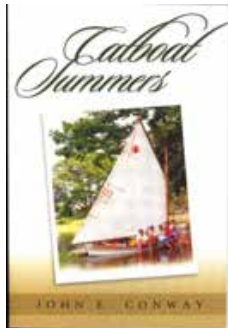
"The Catboat and How to Sail Her"  
edited by John H. Leavens  
\$10.00



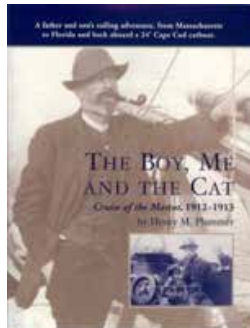
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Racing Small Gaff-Rigged  
Catboats. By Bill Welch MD  
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The Design Elements  
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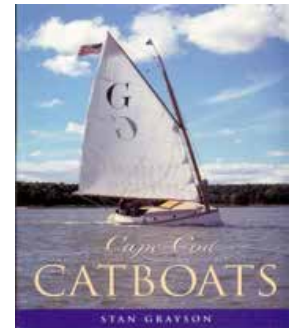
Catboat Summers  
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\$15.00



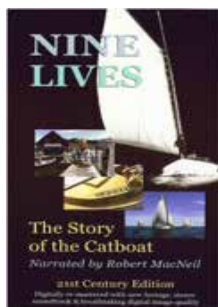
"The Boy, Me and the Cat"  
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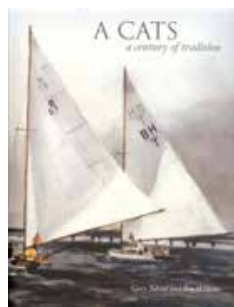
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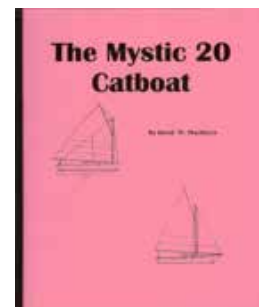
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To order publications: List items you want and mail with check to: Mary Crain, 55 Brandt Island Road, Mattapoisett, MA 02739. Shipping and Handling are \$2.00 for EACH item. Foreign orders, please include \$5.00 extra.

Catboat *Pinkletink* was one of many catboats participating in the Vineyard Haven catboat race last July. See page 25 for the story and more photographs on the cover and in a centerfold essay. Photo courtesy Emily L. Ferguson, landsedgephoto.com.

