

Catboat Association Bulletin



No. 174



Fall 2017

ON THE COVER

Southeastern New England marine photographer Emily L. Ferguson attended the 2017 Classic Yacht Regatta at Indian Harbor Yacht Club in Greenwich, CT, on Saturday, September 16 and had a nice time taking pictures of participating boats.

She caught these two cats, here left to right: *Malo*, an 18-foot Marshall catboat, captained by Mark Dam, of the Darien Boat Club, Darien, CT., and *Cassiopea*, a 25-foot Wittholtz cat captained by Mark Williams of Indian Harbor, Pleasantville, NY.

Catboat Association

www.catboats.org



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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

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

Now Hear This!

We Welcome Your Stories

We recently received an article from Brent V.W. Putnam recounting his recent week at the WoodenBoat School in Maine. It's an interesting and thoughtful combination of reminiscence about his time in Maine and a review of his week taking classes at the school. See page eight for the story. We are always happy to have contributions from our readers and members regarding their adventures, their reading, and comments on all things catboat. Do let us hear from you.

Many thanks,
the Editors

We want to see your Photographs

There are four places you can share your photographs with association friends. While it is obvious that the editors of the Catboat Bulletin want to see your work, there are three other places. You can submit your photos to the association website, you can post them on the Facebook Catboat Association Lounge and last you can have them featured in a slide show shown at the Annual Meeting. Send an email with your photos for the slideshow to Neil and Carol Titcomb at neilcarolt@sbcglobal.net.

BoatUS Membership

Having a membership in both the Catboat Association and BoatUS does have one advantage. Remember that when you renew in BoatUS you get a 50 percent discount on your annual membership because you are a member of the Catboat Association. Use the Cooperating Group Program code: GA83247B For more information you can call them at 800-395-2628, write them at CoopGroups@BoatUS.com or visit their group program website: <http://www.boatus.com/membership/group/default.asp>

56th Annual Meeting

We are all looking forward to the 56th annual Catboat Association meeting on the weekend of January 26 through 28th. If you haven't received an invitation there is still time to register. The event at



the Mystic Marriott Hotel & Spa in Groton, CT sets the tone and fun for the summer ahead. There is so much that goes on at this big event. We'll have a great time. Come and have some fun.

On Sunday morning there will be a presentation on the *Mayflower II* restoration project. There will be plenty of catboat related topics during the Saturday workshops. For more information and in case you haven't bought your ticket contact John Greene at john.greene@catboats.org

Time to Toot your Horn... or Someone Else's!

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 2018... long after we have put our catboats away for the winter.

The **John Killiam Murphy (JKM)** for the advancement of the principles and 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, here 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 keypad to email and submit a nomination.

Send all nominations to the Awards Chairman:
Ed Meaney
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Or to the other members of the Committee:
Butler Smythe butler.smythe@catboats.org
Philip Livingston phil.livingston@catboats.org

Reaching out to New Members

The Catboat Association has another way to bring in new members into the harbor and we'd like your help. Earlier this year the association committed paper and ink to create a little brochure that promotes the organization. It can easily be passed around the waterfront from friend to friend, and from boat to boat.

Believe it: not everyone knows that there is this wonderful organization dedicated to catboat sailors and their colleagues. And though the Catboat Association has been around for 56 plus years, it is a story worth sharing.

The two-sided card, measuring 9 x 4 inches, is available for free to anyone who asks.

It opens with the association mission and the back shares some of the benefits of membership. Association president Tim Lund said he'd like anyone who is hosting a rendezvous and might meet a new catboat owner to have a small stack.

Imagine, the cards will look nice in a boatyard waiting office. Please reach out to anyone on the steering committee if you'd like a couple. Help circulate this important card and share the mission.



Letters to the Editor

A Confession!

In November, most of us look back over the past sailing season with great memories. I'm looking back at nuttin'. I must confess, I didn't put my Marshall 18 in the water this year. Don't ask why, I had plenty of excuses...none of which would hold any water. My penalty, I'm 74 and it suddenly occurred to me that I lost a whole sailing season and at 74, you start counting the sailing seasons! Shame, shame, shame.

My penance...if I were 15, a couple of whacks on the knuckles with a ruler, as it is, it's a lost opportunity that shall not happen again. Now...how can I get out of purgatory over the winter?!!!

Whoever said confession is good for the soul... must have had a good sailing season!

Steve Flesner
Commodore, Chesapeake Catboat Association

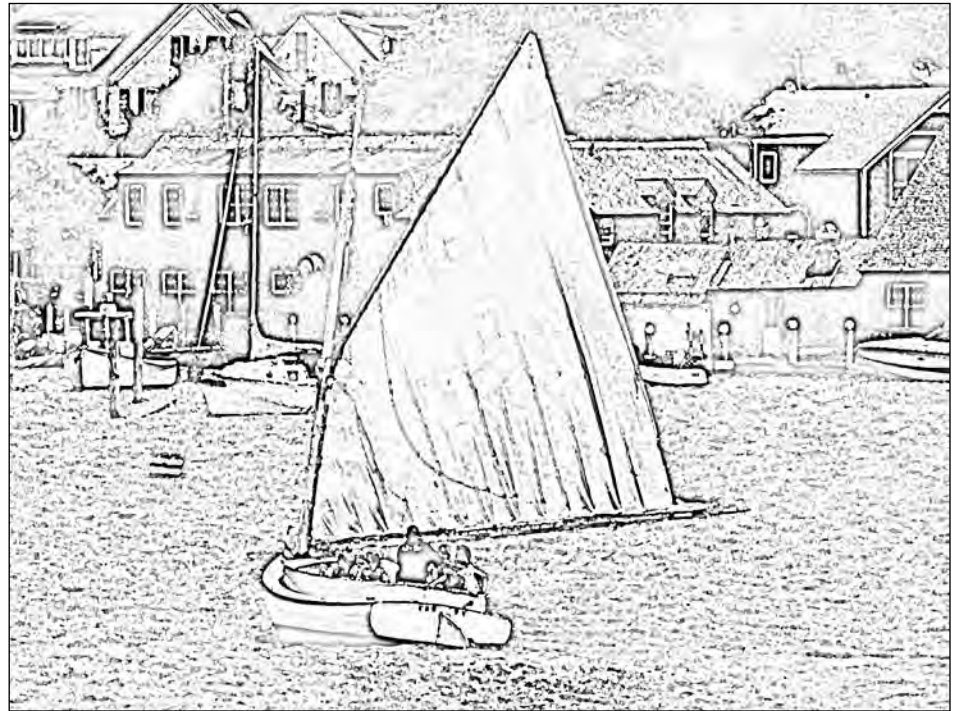


Workin' Cats

Steve Ewing

Shallow draft
a whisker between her keel and
sandy flat
Softly she slides over a thousand
steamer holes
Eel grass tickles the sweet
clear grain
shaped to steer and keep
this cat on course
The surface of the Bay
idly churns as her
wide stern
lifts and floats forward
A ripple
of a wake
resonates gently
imperceptible and clean
to form a long wave
as if to say
I came this way
She bubbles on in
her easy workboat pace
built to haul
built to
hold her limit
Bushels heaped with scallops
clacking for the
shucking sheds in town

Then lazy summer days
transform her to
the party cat
sliding
on a sea of glass
Sunrise shimmering blindly
while crystals dance
she trolls for blues
in the gentle early rip
Later in the
freshening breeze
she heists her gear



and saunters home
full of fish
A simple working rig
compressed into fine lines
she sailed her way
in early days
from Bay
through shallow Bay
up and down this coast
Cats took to engines easily
working power
tucked gracefully
into the wide
belly of her beam
Bold schooners likewise
made their move
They too evolved with time
shaped to get men out
and haul a rugged living
from a deeper sea
As a boy

we lived downtown
I biked around
the wharfs and shacks
and caught the tail end
of the working cats
still setting hooks and
tending traps
pulling gear year round
Manuel Roberts built
these craft
his busy shed tucked
among the shacks
above high tide in
old time Edgartown
So many cats came
rumbling down his tracks
shaped for local men
with Manuel's care
and all his honest pride
Al Francis had the *Jambe*

stout and wide
Danny Gaines fished his
Shadow
grey house paint
inside and out
Percy West sailed *Victory*
he's long gone but
she still struts smartly
her varnished decks
in warmer climes
Then big *Pricilla*
5 men broad
towing drags
and wooden barges
in her prime with
George T riding high
harbormaster
pier builder
always paid the crew on time
Ike had *Idelwild*
While Bob fished
strong and wide
Louis Goulart and his son
towed for scallops
side by side
their cat boat all of 8 feet wide
barely 16
foot long
Many many more

As a young man
I trailed behind
Oscar Pease's *Vanity*
dragging scallops
winter gold
in Cape Pogue's
icy bay
I've told of steamin home
a bumpy northerly
in my squat skiff
I bailed and stared
as the old
but spritely cat
came bounding through the

fresh and freezing chop
shedding spray in style
the last one
of her kind

So today
the working cats
have quietly given way
Skiffs with out boards
and sleek bass boats
have muscled in to
haul the drags
set the tubs
troll for blues
in the same jagged rip
While that familiar breeze still
tugs the sheet
as we hold fast
and trim
our sweet old party cats
that smartly yearn to
fill the yawing gap left by
the real pride of these
wide shoals
and channels
where men have
dragged
and hooked
and raked
and dug
and trapped
Years spent hunched
by culling boards
Hauling lives
over wooden rails
and combing shedding spray
not all that long ago

While eel grass gently tickles
the clear grain
that keeps our cats
on course

Reprinted with permission Vineyard Gazette



Catboat Pasta with Raw Vegetables

Chef Paul Cammaroto

With the limited prep space aboard our catboats and the need for a quick throw-together meal, one of my favorites is this pasta with raw vegetables recipe. Since the sauce is not cooked, it's easily prepared ahead of time and stowed in a cooler until needed onboard. As we all know, anything with tomatoes in it tastes better the next day or as left-overs. I have had success serving it with "just-cooked" al-dente pasta as well as pre-cooked pasta which is just brought up to ambient temperature (just make sure to coat the pasta with olive oil, if you are not going to mix it with the sauce immediately). OK, enough preamble!

Sauce

I don't measure too many things so I just list the ingredients with some guidelines. If you like the flavor of something, add more!

Tomatoes - Any RIPE (soft) tomato will do. I like Roma's, about 5 or 6 work well for a pound of pasta. I remove the seeds, sometimes, but it will work if you don't. Cut to dice size or smaller pieces. Put into a large mixing bowl and drain well. Add a fair amount of salt and mix. The tomatoes will begin to give up their natural juices.

Garlic - I like garlic, well minced, add to bowl.

Capers - From a jar, throw them in. If they are packed in salt, rinse well and then throw them in!

Green and Black Olives - Any pitted olives will do here, just cut them up and throw them into the bowl. (They betta be good ones from Italy!)

Olive Oil - This is where the magic happens, so you'll need the GOOD Extra Virgin Cold Pressed Olive Oil. For Olive Oil, you get what you pay for and I consider it an investment in the meal, so don't skimp. I add enough to the bowl to make the mixture a thick liquid consistence.

Basil - A good handful at minimum, chopped, but in not too small pieces. Add to the bowl and soak in that beautiful aroma.

Mix well and put it into a well-sealed Ziploc Bag. It will keep for a few days refrigerated or in a cooler.

Pasta

After the sauce is made, bring a large pot of salted water to a boil, add spaghetti or linguini type pasta, broken in half or quarters and cook until al-dente, (to the teeth) translates to "not quite done", a few minutes less than the box says to cook. Drain and serve or put into a Ziploc bag with olive oil, after it has cooled.

The Marriage

Pour the sauce into the pasta and mix well. Serve and enjoy! Wow, what a catboat meal! Now, don't forget the red vino!

Tip:

The sauce can also be spooned onto sliced crusty Italian bread as a Bruschetta.

Catboat Appetite!



Chef Paul Cammaroto.



The Long Road Home, a Review of the WoodenBoat School

Brent V.W. Putnam

The directions stated that, “*The least complicated driving route is via Interstate 95 North from Kittery, Maine to Augusta. In Augusta follow the signs for Route 3 East heading toward the coast and the town of Belfast.*” It would take me longer, as I was going to drive the coastal route, US Route 1, from Brunswick.

Aside from being more scenic, this would take me past my old stomping grounds. I spent much of my youth living in the Bath-Brunswick area. Our family spent many days along midcoast Maine in places such as Popham Beach, Boothbay Harbor, Moody’s Diner, and Friendship, but it had been more than 30 years since I was here.

My destination? The WoodenBoat School (a.k.a., WBS) in Brooklin, Maine, on the Blue Hill peninsula east of Penobscot Bay.

Route 1 runs from Key West, Florida to Fort Kent, Maine, essentially the southern-most and northern-most points on the eastern seaboard of the United States. Originally the primary north-south corridor in this part of the country, it has long been surpassed in that role by Interstate 95. In some parts it is a multi-lane divided highway, but north of Bath, it is largely a two-lane road; even the Penobscot Narrows Bridge has just two lanes – one northbound, and one southbound.

As you travel further north, Route 1 becomes more and more rural. Cellular phone service becomes more intermittent, which may be why the WBS provides written directions instead of simply an address – without the cellular network, the GPS on your smartphone may or may not work.



The Penobscot Narrows Bridge.

I can’t remember when the bug first bit me, but it seems like I’d always wanted to build a boat. Building seemed to be cheaper and easier than buying, and the abundance of books such as Harold “Dynamite” Payson’s, “Go Build Your Own Boat,” only served to fuel the idea.

Our first foray into boat ownership was a 14-foot Old Town canoe, for which I built a sailing rig – mast, spars and a leeboard, and a thwart to hold it all together. It worked well, and set the stage for the potential of actually building an entire boat.

However, it was about that time that I discovered, “This Old Boat,” by Don Casey, a bible of sorts about the value of fixing up an older fiberglass boat. Always the practical sort, I soon subscribed to that school of thought. When it came time to step up to something bigger than a canoe, we had soon acquired an old Marshall Sanderling and named her *Cranberry*.

Downeast Maine (so named because the summer wind typically blows from the southwest, making for an easy downwind run to the east) is an ideal place for wooden boat builders. Although the original, old growth forests which attracted English settlers are largely gone, the secondary growth of woods such as pine, cedar and white oak are still well suited to building masts, planks and frames. Moreover, the cold local waters – fed by the Labrador Current – slow the shipworms and other natural processes which consume and decompose wood.

Commercial wooden boatbuilders can be found all across the country, but with nine boatyards in this small, 750-person community, Brooklin feels like the epicenter. Home to WoodenBoat Magazine and the WBS, Brooklin is on a peninsula bordering the northeast end of the Eggemoggin Reach, an inside passage that runs northwest-southeast. When the typical sou’west winds blow, it is possible to sail on a comfortable reach (hence the name) from one end to the other and back.

Founded in 1981, the WBS offers a variety of courses about sailing, metalworking, lofting, and – of course – boatbuilding. The boatbuilding courses vary

from all-in-one packages such as the one week, “Build Your Own Stitch-And-Glue Kayak,” to two week, in-depth courses such as, “Interior Boat Joinery.”

Arrival for all classes is on Sunday afternoon to check-in and unpack. The WBS has several buildings in two locations. The Mountain Ash House (formerly the Mountain Ash Inn) sits on Naskeag Road not far from the center of town. It houses the office and cafeteria, and serves as the primary dormitory for students. A mile down the road is the WoodenBoat campus, which includes the Farmhouse (another dormitory), campground, workshop, and waterfront.

I was greeted at the Mountain Ash House by Graham, a young man not yet done with high school who is part of the workshop staff. He pointed me to the campus, where I encountered Gabriel, another high school-aged fellow who would be in my class this week. Gabriel had been a student the prior week and was staying for another class. As it turns out, this is not uncommon for students of any age.



The WoodenBoat School Workshop.

I found my room in the Farmhouse. The accommodations were spartan, but adequate, with twin beds, a bureau, shelf and a few lights. Some folks had roommates; I did not. You have to bring your own towels and sheets. The WBS supplies blankets and pillows. The house has shared bathrooms, a living room with a small library of nautical books and magazines, laundry facilities, and a semi-functional kitchen which includes a trough sink and an old, unused cast iron stove.

For those who prefer something even more rustic, there is the campsite, albeit with dedicated showers and toilets. I didn't have a chance to get a closer look, but I was told that it was well kept.

Dinner this first night – a wonderful seafood chowder with biscuits – was a little later than it would be during the rest of the week (5:30 p.m.) to give

everyone time to arrive. There was a brief orientation immediately thereafter by Rich Hilsinger, the WBS director, and some introductions of the staff present.

The chef (whose name I sadly neglected to write down) made it clear that any dietary issues (allergies, vegetarian, etc.) could and would be accommodated. I've no restrictions, so I can't speak to this personally, but you'll find the menu to be very satisfying. Dinner dishes included shephard's pie and lemon chicken with root vegetables. Breakfast was traditional and varied daily (pancakes, french toast, bacon, etc.), but always featured a continental option of hard boiled eggs, cereal, toast, yogurt and blueberries.

Indeed, the blueberries were almost ubiquitous. But why not? Downeast Maine is known for its wild blueberries, and they were in abundance here, gracing almost every breakfast and even some desserts, such as the berry shortcake.

At dinner I met Jerry and Patricia from North Carolina. They were repeat students, Jerry being more oriented to the boatbuilding courses (he was taking the “Advanced Fundamentals of Boatbuilding” with Greg Rossel), and Patricia enjoying the other options – this time, watercolor painting.



A Banana Pastry Dessert.

If you don't know how to build a boat, you need to start somewhere, and as we all know, necessity is the mother of invention. Our Sanderling did not come with a trailer or a tabernacle, but we did have a mooring, and a mooring necessitates a dingy.

For many years, I've been a fan of Phil Bolger, an eclectic naval architect whose designs range from the Rose, a 114-foot replica of an 18th-century English frigate, to the “Instant Boat” designs, boxy, hard-chine boats designed to use every possible inch of a 4x8-foot sheet of plywood.

I had borrowed a copy of “Build the New Instant Boats” from my local library and proceeded

to build *Nymph*, an 8-foot dingy held together with fiberglass and epoxy. As the dingy started taking shape, Rebecca proclaimed, “I’m not getting into anything that you build,” and promptly went out and bought an 8-foot Walker Bay. Aptly named The Puck, our plastic Walker Bay is still with us, a testament to its utility and durability.

And the *Nymph*? When we placed a deposit for a Marshall 22 that would become our current *Cranberry*, we already had five boats in various stages of size, condition and use. Rebecca insisted that the fleet be reduced, and the half-finished dingy – less the oars, plans and other parts – was purchased by an entrepreneur who was going to cut it in half and mount it on the wall of a new restaurant.

Many months later, the high school woodshop teacher stopped by. The would-be restaurateur’s plans fell through, so the dingy went up for sale. The teacher wanted to know if I still had the other parts, which I promptly handed over.

I’ve no idea if *Nymph* was ever finished.



Planking One of the Semi-Dories.

My class would be the “Introduction to Boatbuilding,” instructed by John Karbot, a lobsterman-turned-boatbuilder from Plymouth, Massachusetts. This particular class runs 5-1/2 days, Monday through Saturday morning, and we would be building a 12-foot semi-dory.

Registration for the 2017 season opened on January 2, and I wasted no time submitting my application. Don’t expect a state-of-the-art online registration system. The WBS still operates via mail, phone and fax, and after faxing my registration form, it took three weeks before a confirmation letter arrived in the mail. I was warned by Jerry that certain classes – in particular those that don’t run every year – will fill up on the first day, so if you want to go, jump right in.

The confirmation letter included a receipt and some basic class information, including a list of suggested books for reading and tools to bring. Having inherited it from my father, “Boatbuilding Manual” by Robert Steward was already on my shelf, but I obtained several of the other books from booksellers at the Catboat Association’s Annual Meeting back in February.

After the introductions, everyone split up to meet their instructors, and John walked us through the schedule for the week. We received a set of plans for the semi-dory we’d be constructing, as well as a folder of materials that included general instructions and information about lofting, epoxy, materials and fasteners.

I was in my 30’s before I started drinking coffee – the “regular” (cream and sugar) at Dunkin Donuts. Before long, I started to wean myself off the sugar, then the cream, and then found myself at Starbucks and local coffee houses in search of the stronger stuff. And so on Monday morning, I walked the mile to the Mountain Ash House, and then another five minutes to the Brooklin General Store. There were rumors of good coffee there, and I wasn’t disappointed.

The recently reopened general store has, as one would expect, a little of everything, including a nice selection of microbrews and local wines. I grabbed a six-pack of the former, some Downeast Dark coffee, and headed to breakfast.

Class started at 8 a.m., and after some basics, we had an introduction to the woodshed and safety orientation on the larger power tools – table saw, bandsaw, planer and joiner. Then it was back to the shop for a lesson in basic lofting.

It’s easy to read about something, but much harder to actually understand the concept. Although I’d read about lofting from several different books, there were some things that just didn’t click until John explained them. For example, the need to have the frames forward of the middle of the boat be forward of the stations, and those aft, aft of the stations. It has to do with beveling, yet another concept that John explained well.

We proceeded to get to work on two partially finished boats and start a third. Because of the brief time we had together, the lessons would not be in order. Rather, we would be learning each step as we got to them on the three boats. For example, on this first day, some of the other students and I went to work splining planks for the third boat’s transom even as another group of students were riveting a

plank to the first boat, and still others were setting the second boat on a strongback to force a rocker into the bottom.

Lunch each day was one of several options which had to be chosen at breakfast. Salads and sandwiches were the main course, with self-serve fruit, chips and/or a salad on the side. And cookies. Oh, the cookies. Dessert at lunch was always cookies, and they never disappointed. There was always a surplus, and each day brought a different variety – chocolate chip, macaroons, oatmeal raisin and more. We ate at picnic tables right outside the shop on most days, the exception being Thursday when it rained.

Immediately after lunch on Monday we had an orientation at the waterfront. It should come as no surprise that a school named WoodenBoat has wooden boats, and there are several dozen which can be signed out at 5 p.m. when all of the classes end. Dinner ends at 7:30 and everyone must be back 30 minutes before sunset (7:45 this week), so there are several hours available to mess about in boats.

And mess about we did. Not all students are sailors, and the waterfront staff promised to match the neophytes present with any sailors willing to take them out. I naturally gravitated to *Shenaniganz*, a 16-foot Fenwick Williams catboat that seats eight, and found myself serving as captain to 2-6 other folks Monday through Thursday evening.



The WoodenBoat Waterfront and the Eggemoggin Reach.

Aside from mealtime, it was the time on the boats when one would get to know the other students. Dan from South Dakota was learning how to sail in the “Elements of Sailing.” Bill, from Virginia, was in the “Seascape/Landscape In Watercolor” class. Indeed, on Wednesday evening, it seemed as though the whole watercolor class was aboard, including the instructor, Paul Trowbridge. The reader may recall

that when he was one year old, Paul accompanied his parents, Clinton and Lucy aboard their catboat *Scatt* on a journey from New Jersey to Maine. It was during this sail that I learned from Paul that his father had recently passed over the bar.

There were common questions asked in the conversations: How did you find out about the WBS? What course are you taking? Why are you taking that course?

The first question seemed a little odd to me, as I’ve been reading *WoodenBoat* for as long as I can remember, and the WBS was just an extension of that. However, as noted, the students at the WBS come from across the country and around the world, and many have only recently discovered this place. A 420 sailor, Jasper is from Italy. His mother is from California, but on this visit to the US, she planned to spend time in Boston. In typical teenage fashion, he didn’t want to, so his mother told him that she’d find something for him to do until they traveled west to see family.

There are no televisions on the campus, and cell phone service here is poor at best (at least for Verizon). There is WiFi available, but after sailing and dinner, my last hour of the day was often spent quietly. Most nights, I turned on my ham radio. While I had no luck making any contacts, I still enjoyed the time listening.

On Thursday evening, the WoodenBoat library was open until 9 p.m. Occupying just a couple of rooms in the building that houses the WoodenBoat offices, it had every imaginable nautical book available. Obviously there were books about wooden boats and boatbuilding, but the collection also included volumes about fiberglass, voyaging and other nautical topics, as well as type specific books, such as on catboats.



Some Books In The Wooden Boat Library.

Throughout the week, I found myself using tools I'd never used before, and in ways I never knew they could be used. The list of recommended tools included a spokeshave. I purchased one from a used tools dealer at the CBA Annual Meeting, and found myself using it to shape an oak stem so a plank would fit flush. Chisels were also recommended, and although I had a few, they were rusty and worn from years of beatings with a hammer. It turns out that a sharp chisel can be used without a hammer. I spend many hours over many days using chisels to cut bevels in planks.

One tool not on the list, but which I'd seen both a surveyor and John use, was a brace – a hand drill. On my journey home, I stopped at an old barn on Route 1 in Searsport and found a ratchet brace for \$8. Even as I write this, I'm still excited about the find and the prospect of using it someday.

A lobster boil at the waterfront on Friday evening capped the week. I took the opportunity to set up my ham radio – I like to share all of my hobbies – and heard stations from Europe and South America, although none seemed to hear me and my small, portable transceiver.

Most classes finish on Friday, but a few, such as mine, go into Saturday morning. One last lunch followed by a slew of photographs and well-wishes, and it was time to go. I took in the scenery one more time, and headed home.



A Pond on the Wooden Boat Campus.

Like our circumnavigation of Cape Cod in 2015 (see Bulletins 168 & 169), this trip to the WBS was another bucket list item inspired by the death of my father. Someday I hope to build a catboat, and I've already accumulated a few sets of plans. There's Joel White's, *Marsh Cat* design, Charles Whittolz's *Corvus*,

and Phil Bolger's, *Bobcat*. The latter is accompanied by the book, "Build the Instant Catboat," by Harold "Dynamite" Payson, and alongside it is, "The Making of Tom Cat," by William Garden. Which of these boats I'll build (or build first) I don't yet know, but the Wooden Boat School was a great introduction to the world of wooden boat building.

Described by some – myself included – as a, "summer camp for adults," there was certainly that feel to the WBS, but without any of the negative aspects. Aside from a few rules intended to keep everyone safe (e.g., getting the boats back before sunset), it was a relaxed atmosphere. There was no requirement to attend the class you paid for – many of us took a few minutes here and there to see what the other classes were doing – but there was no reason not to. We had an interest in the subject matter, and John was an excellent instructor, patiently explaining things (sometimes several times) and sharing stories along the way.

And while I noticed some tension between the teenagers near the end of the week (perhaps just boys being boys – there were some sports rivalries being discussed), there was an easy camaraderie amongst everyone present. At lunch on Thursday, Jack, a 'mature' student from Danvers, mentioned that he, "had a dream about zombies and vampires." To which John replied, "Boat building will do that to you."

At another meal, we were talking about getting from one place to another, and Jack noted that, "This was before GPS." Half-serious, half-joking, Jasper quipped, "How old are you people?"

For me, this was the long road home – a return to the places where I grew up, and the beginning of another adventure. From a catboat perspective, the WBS has a lot to offer. "The Catboat" class is five days of daysailing everything from Beetle cats to a 21-foot Crosby. There are also opportunities to learn about a great many subjects that – while not specific to catboats – do apply to our craft. Obviously, there are boatbuilding classes, but the seamanship, marlinespike, diesel engine,

and canvas work courses are applicable to all types of boats, wooden or fiberglass, catboats or otherwise.

The Wooden Boat School is highly recommended.



Over the Bar – Jon Agne



Steve Flesner Commodore CCBA



Jon Agne.

Brunswick, ME: On May 21, 2017, Jon R. Agne passed over the bar after a long battle with cancer. John was a patriot, father, Naval aviator, Delta Airline pilot, loving husband and Master of *Surprise*, a 1972 wooden 25 ft. catboat built by Newbert and Wallace of Thomaston, ME. CBA members from Maine to the Chesapeake attended his memorial service held in Brunswick on July 8. The Delta Airline contingent was decked out in full uniform and the CBA folks wore Hawaiian shirts in Jon's honor and memory.

I served with Jon on the Awards Committee for four years. We shared many laughs and were honored to select CBA members to receive recognition for their efforts. At the 2017 Annual meeting, much to his surprise, Jon also received recognition and was presented with the JKM Award for his service to CBA and the preservation of the tradition of sailing and maintaining wooden catboats. He served on the Steering Committee for a number of years and was always a voice to be heard.

Jon's taste in dining ranged from small out-of-the-way restaurants throughout Europe, where the owners came out to greet him personally; to Norm's, a diner in Groton near the shipyard, where they sling hash and you get it their way! Jon sailed *Surprise* from Brunswick to the CBA 50th in Mystic and back making many stops to include Martha's Vineyard and the Marshall event in Padanaram.

Marc Cruder summed it up when he said, "He was the best. You have two choices in life, run away or step up. He was a guy who always stepped up."

Farewell friend and fellow catboat sailor...you will be remembered and missed.





Pandora.

Catboat *Pandora* is a Winner

Mark Alan Lovewell

Amid the waters of Southeastern New England there is a formidable, fast 20-foot catboat known by sight to all the region's racers as *Pandora*. She is a great looking composite wood sailboat and she is always a winner or a contender in every catboat race.

Last summer Burt and Drew Staniar, brothers and her owners, received accolades of praise for her at the annual Mystic Seaport 25th annual Wooden Boat Show, held at the end of June 2016. They trucked the vessel down to Mystic to participate. She won Best-in-Show, Sail, Professionally Maintained. That is giant praise in a world-famous boat show which attracts some of the big bright and speedy, super pretty boats.

One-hundred classic wood boats attend the three-day festival, one of the largest of its kind. You walk along the dock and see them all tied up close together. The venue also attracts some of the most knowledgeable boat builders and owners around, and a few of them are judges.

The win is no surprise to those who know *Pandora*, her owners and those who assist in caring for her at Arey's Pond Boat Yard, at the far eastern end of Cape Cod. *Pandora* is an impressive sailboat in every detail.

There are a few categories for Best-in-Show participants. Best-in-Show Sail is one of 3 categories. The other two are Power and Self-Propelled. Professionally maintained is one of 5 divisions

which includes: Professionally Built, Owner-Built, Professionally Restored, Professionally Maintained, and Owner Maintained.

To her credit, she wears her age well. She is 25 years old. She was designed and built by Bernie Huddleston in 1991-1992 in Maryland. Catboat Association members will love to know the fact that Huddleston won the much-coveted Broad Axe award from the association for this effort.

An especially fun fact that arose during the judging was that the judges thought she was much younger.



Best in Show.



Her captain Drew Staniar.



Drew Staniar and his catboat at the 2017 Bass River Rendezvous.

Photos courtesy Mark Alan Lovewell



Boat Building and Maintenance

Jaws vs. Saddles

Tony Davis

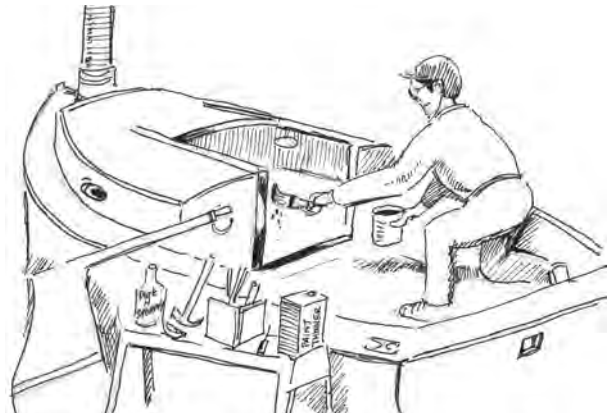
This article is for the Gaffers of the sailing world. When was the last time you looked up at your gaff jaws, saw an annoying wrinkle and thought to yourself, I wish I had a gaff saddle? Or, when was the last time you looked up at your saddle, saw an annoying wrinkle and thought to yourself, I wish I had gaff jaws?

It's a slippery slope when you begin asking yourself what works best to create a good looking, speed efficient, gaff-rigged sail. First, no matter how frustrating it can be to get a perfectly set wrinkle-free sail, there is in my opinion, no better rig for a traditional small sailing craft. Overall, the gaff rig allows for a safer experience underway. When you find yourself in gusty conditions, needing to trim the sail or moving toward the bow to drop anchor, the low center of effort provides you with more control. And by scandalizing the sail, easing the peak and not disrupting the throat halyard, one can instantly depower the boat as you make an approach or begin reefing due to high winds.

At Arey's Pond Boat Yard, we have been building small catboats since 1973. All the boats we built through the 1990's have wooden gaff jaws. After repairing and replacing countless jaws, we started to take a closer look at the option of using gaff saddles for our bigger boats. In 1992, we were asked by the owner of *Pandora*, a Bernie Huddleston 20' cold-molded catboat, to maintain her and keep her race-ready. The gaff saddle that Bernie built for the high peaked *Pandora* caught my eye. It was built of laminated plywood, fit the mast beautifully, and left no wear marks on the beautifully varnished mast.

When we designed and built our first 22' cold-molded catboat with a high peak, we wanted a saddle, so we modified Bernie's creation. We decreased the overall height as we felt this detail was critical to getting it right. We figured, the tighter we could get the throat, the better the sail would set.

As years went along, and *Pandora* became more and more competitive in New England catboat racing, the owner became fussier and fussier. On a port tack at any point beyond a close reach, the saddle would twist into an awkward position and create a small wrinkle in the sail. After a lot of studying, we



figured out what the problem was: a combination of the saddle being too long and the force of the gaff on the saddle itself. The force would twist the saddle and, as the sail was let out, the saddle would be halted by the taught peak and throat halyards leading to the deck.

So, we made a new saddle by vacuum bagging a plywood laminate. But, even though the design was shorter, we found we still had the same problem—though not quite as bad. There was talk of leathered gaff jaws, but knowing how hard the boat would be sailed we decided that if we switched to jaws we could potentially cause even more problems, such as breakage in the middle of a race. Also, the curve of the jaws to match the peak angle would be extremely difficult to laminate. And if the halyards got caught between the jaws and mast they could jam, a real problem in a quick-reefing situation. Plus, any wrinkle from the twist of the jaws may not be controllable from the halyard leads. We weighed the options and thought, if we could perfect it, a saddle would be the best option.

In 2010, we built a 20' custom high-peaked catboat for cruising and when it came to the rig design, again I wanted a saddle—especially since we were going with a carbon-fiber mast. I had lost some confidence in my own saddle designs so I searched the web for others; which is how I found Classic Marine in Suffolk, England. Who better than the true gaffers of the world to have some helpful answers on saddle design? I gave them a call.

I talked in detail with a fellow named Moray MacPhail (found him on the web) about gaff angle. I had given this a lot of thought during our attempts. I thought having a lead coming off the saddle running 15 inches to the throat block would eliminate possible jams when peaking for windward work. Moray said

that was right, but I likely did not make the flange that receives the gaff long enough. The higher the peak, the longer the flange—this prevents the gaff from twisting and lifting. I asked whether the longer flange would increase the chance of stress and strain on the cold molded fitting, which is why I decided to go all metal. Classic Marine makes their saddles in stainless steel and bronze.

We talked about the saddle working itself into the throat and peak halyards on a port tack. He explained that they don't make a long saddle, as the one they have rides fine with less material to get caught up. So, we ordered one and although it was heavier than our version, it did work better. So, we ordered one that fit the peak angle of *Pandora*, which is similar to a Marshall 18. After one season we solved the problem with one minor correction: if the throat halyard is really tight and the sheet is let out on a broad reach/run, you have to ease the throat halyard just a nudge to get the sail flat.

Since 2011, we have ordered all of our custom boats rigged with saddles made to fit our peak angle and mast diameter. No scarring, no wrinkles, and just a little bit more muscle when hoisting. When it comes time to let the sails down, the weight of the saddle allows the gaff to come down with ease.

In 2016, at the Newport International Boat Show, we introduced an entry level APBY 14' cat. The goal for this design was to get the costs down so the boat could be more affordable, maintenance free, and have potential to be considered for fleet racing. In order to meet these goals, the rig had to have a 15 degree high peak gaff angle, carbon-fiber mast, and aluminum boom and gaff. There's no wood involved, except the teak trim on the centerboard cap. This meant removing the wooden hoops and the wooden gaff jaws. From what we learned from Classic Marine, we designed and now make our own stainless steel gaff saddles with throat halyard extensions and Dyneema grommets for mast hoops.

In conclusion, it's all about peak angle - the tighter the gaff angle, the more strain on the jaws. If the curve is not exactly right, the pearl beads will pick up the strain and snap the jaw. Getting a true J-shaped curve for your wooden gaff is difficult. When faced with this dilemma, go with a saddle. A traditional 30 to 35 degree peak angle makes traditionally varnished jaws very practical. Next we can discuss sail design, high peak vs low peak advantages and disadvantages.

. . . *Sail on Gaffers*

The Last Cat

An interview with Bill Sayle

Bill McKay



Photo courtesy of Bill McKay.

Nantucket, August 2017 - Every one of us wonders about our catboats. Will she have any problems this year? What does she need this coming winter? Will she last as long as I want or at least as long as I do? What shall I name her; shall I ask my spouse? After owning seven catboats and rebuilding four, Bill Sayle, made another move last fall to another complete rebuild and has sailed her 30 times this summer, 2017.

McKay: Bill, you owned two big cats, an Atlantic City back in the 80s and *Pinkletink* from 1990 to 2013. Also, in those years were a Marshall Sanderling and a Sandpiper, right? After rebuilding a Beetle, two Bigelow Wenaumet Kittens and *Snapper*, a Nantucket Butler cat, what possessed you to do another?

Sayle: Actually I have owned 15 cats in my life. In order they were: a 16 ft. wood, Atlantic City 24; Beetlecat; *Pinkletink*, a 1932 Crosby 22 ft.; a Bigelow *Kitten*; a Marshall 18 (now *Cleo*); *Katama* 19 ft., a Marshall 15, a Butler Cat *Snapper*, another Beetlecat; 3 more Bigelows (to rebuild and sail), and the present Marshall 18 (1979) - the rebuild.

McKay: I had no idea you have done so many; how about the move from smaller cats to the present 18 ft., *The Last Cat*?

Sayle: It was the size and comfort; you are always wet in a small cat. Often, sitting on the floor, with lower freeboard, exposed to the cooler weather

in the months of May, June, Sept. and Oct. can be tough in New England. After a few years of sailing smaller cats, I missed the big sail, the heavier hull; the way a 18 to 22 ft. cat feels when you are sailing her. So I found a beaten-up 1979 Marshall Sanderling on the Cape, towed her back with my scallop boat from Mashpee to Nantucket and made her my part time winter project.

McKay: What were your first steps?

Sayle: Before she went into the garage, I sailed her 20 or so times through the fall and thought about what she needed. I love working with wood, so my decision was to totally gut her inside the rails and replace everything with woods, similar to what I did with *Pinkletink* in the 90s. With some of the old 70s Sanderlings, there is an issue of water getting into the cockpit supports and stringers and creating some rot. Perhaps fiberglass seepage or the location of the scuppers was responsible for this; so it was an easy decision to cut everything out and start fresh. The hull I had bought was mostly intact and dry in the plywood underneath the cockpit floor. But the stringers were weak and done for, so the floor was compromised.



Before: Fiberglass repairs on seats and underneath the floor.



McKay: What did you use for the demolition?

Sayle: I started with a sawzall along the rails but it was slow going; it vibrated too much. Then I tried a smaller saber saw with a carbide blade and it went much faster and smoother. I soon had the cockpit, the rails, the deck and the cabin off and on their way to the Nantucket landfill. The hull looked very good at that point. There were plenty of places to anchor the new structure. I also planned on changing the top half of the stem to give the cat a more traditional look. I wanted it to curve back somewhat like the Crosby cats. But time has its way of going too quickly and I scrapped that idea and put away the saw.



Clean hull; ready for new stringers. Photo courtesy of Judy Sayle.

McKay: Why did you start with the cockpit?

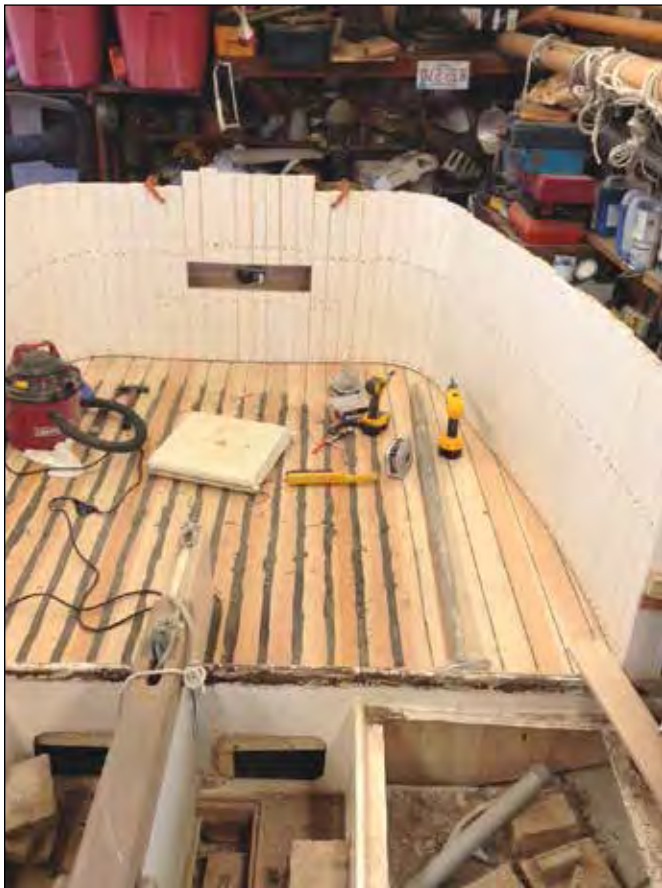
Sayle: Well, you have to start somewhere. Like *Pinkletink's* restoration, I decided to ignore the cabin interior until another time and concentrate on the "sailing" part of the project. Getting a hull into the water and sailing is the reward that makes you finish the interior in another year or so. I did the bulkhead between the cabin and cockpit and then installed the new stringers of PT yellow pine, encapsulated with epoxy. This was the support for the new floor.

McKay: In your photos I see that the deck beams were next. It always amazes me that there can be such strength in these supports, given that they are hanging out there. What supports them?

Sayle: Actually it is the cabin and the coamings that hold it all together. And of course, when I put on the mahogany strips, they firm it all up. The beams were of PT Yellow Pine for no special reason. When you live on an island, you sometimes just use what they have at the suppliers. Next, I did the floor. I ripped 1 by 12 Australian Pine into 1 by 3's. After fastening them with stainless screws, I beveled them for caulking. It was a nice look.



Deck beams and new floor.



From there I could do the inside of the cockpit and thus the coaming using T&G bead-board, which I manufactured. I did it much like they did in the old Crosby cats. Right away, the curve suggested the beauty of another catboat. After that, I put in the floor of 1 by 4 fir boards. That has to be caulked very carefully and thoroughly so I used Life-Caulk. The scuppers are not in the same place. I felt that they would drain better if they were out near the hull rather than in the center near the trunk. We shall see.



Mahogany deck.

McKay: And when did you start on the mahogany?

Sayle: On top of the deck beams, I installed the new deck. I cut mahogany into 3/4 in. strips with a bevel to fill with cotton and caulking. If I had it to do again, I would use 5/4 in. as the screws came through the bottoms in places. It took a lot of time for me to do this deck, but the finished project is really special.

McKay: And now, on to the cabin. Is it the same size as the Sanderling's?

Sayle: It is a bit different. Of course, you notice the portholes right away. I wanted them to be unique and more like a real cat's eyes. I looked at photos of old Nantucket cats and got some good ideas. I like the effect. The sides and top of the cabin are laminated plywood, bent along the 4 ft. sides. Then it was covered with epoxy and fiberglass cloth. Dynel finished it up with a traditional (canvas) look, which is very strong.



Cabin frame.

Photo courtesy Judy Sayle



Cabin roof.



Cabin frame and roof and hatch. Anyone want to venture a guess at how many bungs are on the hull?



McKay: The cabin, companionway door and the bright work certainly make *The Last Cat* stand out. The finish is beautiful; the red varnished mahogany should be in a museum.

Sayle: Once I did the rails and the mast step, it was time to varnish. It took eight coats, but the results are perfect. I used Interlux Polyurethane paints on the hull and it covered the fiberglass pretty well; needs another coat or so next year.



Photos courtesy Judy Sayle

Varnished mahogany.

McKay: I notice you manufactured gaff jaws?

Sayle: That was the result of my intent to end up with as traditional looking a cat as possible. Of course, all the blocks and lines on the rig also had to have that look. They were expensive but worth every penny.

McKay: The boom looks a bit longer than the one on the original Sanderling?

Sayle: Yes, I added weight to the boat with all the wood, so I decided to fit a slightly larger sail on her. I added 15 in. to the bottom of the sail for the increased length of the boom. I thus added the same to the mast. I think that evens out her performance compared to other Marshall 18's. Squeteague Sailmakers also added the logo to the sail. Judy wanted to know from a distance which boat was ours. So we used the logo from the back page of the CBA yearbook and they put it on the sail.

McKay: Any other inventions to tell us about?

Sayle: Yes. On the stern, the slot through which the tiller passes is a problem spot for fresh water seepage. Using lead, I installed a rain slot that carries away the moisture of each storm. As you can see in this photo, it angles back towards and through the stern. It keeps everything dry down along the stern to the floor.

Since launch she has been excellent to sail and through August 31, I've sailed her 36 times. She performs well; sometimes not pointing up as well as one of my old cats. I am still experimenting with the sail and of course, the number and weight of crew makes a big difference. Marine growth on the hull is important to pay attention to as well as the layers of bottom paint. When I figure it all out, she will be a fast catboat. I will keep this one, for sure.

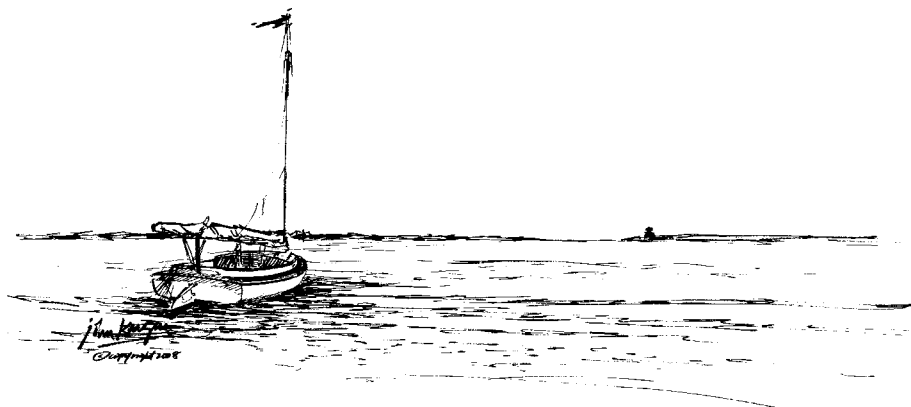


Finally outside the barn for the rig.



Sailing in Nantucket Harbor.

During one of these sails a few weeks ago, I got the perfect question from the captain of a beautiful John Alden designed Nantucket Indian sloop: "Hi. Great looking boat! What kind of wood catboat is she?"



A Multi-Function Mast Bracket

Brent V.W. Putnam

It seems that most catboats – including our Marshall 22, *Cranberry* – have a small cheek block at the top of the mast. And like many cats, we use ours for a pig stick and burgee. Some boats have separate wind indicators, but we use our burgee for that purpose. When passage making – especially after dark – we often use the halyard to haul up a radar reflector instead of the stick. Over the years, we've encountered two significant problems with this arrangement:

1) We had to choose between a wind indicator (i.e., the burgee on the pig stick) or the radar reflector. When the reflector took priority (such as in foggy weather), the absence of the burgee sometimes made it difficult to determine the wind direction.

2) No matter how tightly we tied down the halyard, the radar reflector would slap against the mast, chipping away at the paint and, in rough conditions, damaging the reflector. As a result, we went through several reflectors over the years.

When we refurbished *Cranberry* in 2012, one of the enhancements we made was the addition of a custom bracket mounted at the truck. This serves two purposes: it replaced our old antenna bracket and provided a place to mount a block for a halyard that's well clear of the mast.

I made the bracket by having two pieces of stainless steel stock welded together, although bolting them together may have worked just as well. The mounting holes were determined by measuring the spacing of the existing eye bolts on the mast. These were used to secure the bracket. If you duplicate this design, be sure to check the spacing to be sure of the fit.

The 2-inch width of the bracket was chosen to support a gumdrop antenna mount (more on this later). In addition to the mounting holes, there's a 5/8-inch hole for a PL-259, the connector used on marine VHF antennas. The second hole is for the eyebolt, to which the halyard block is attached.

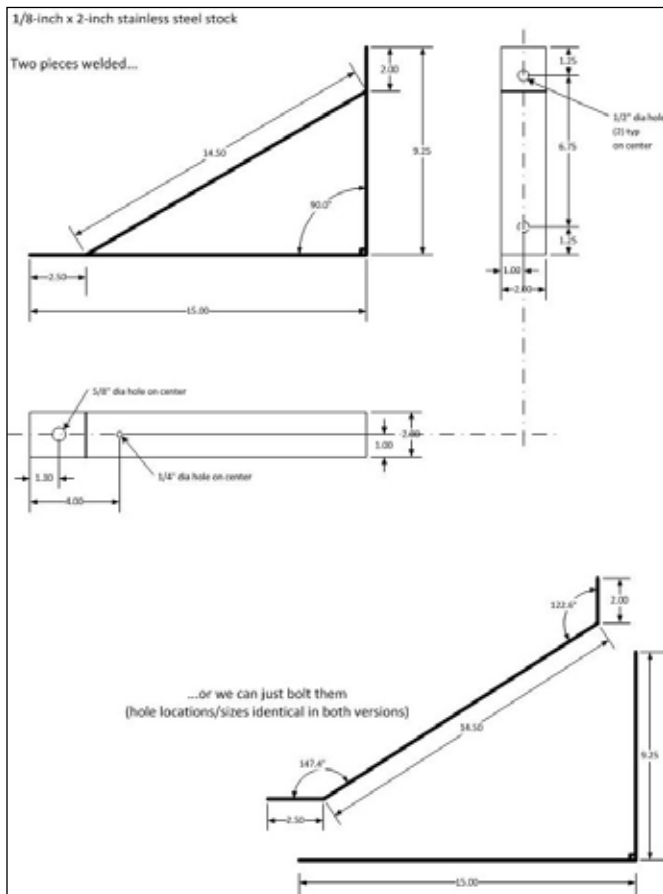


Fig 1 – Bracket Engineering Drawing.

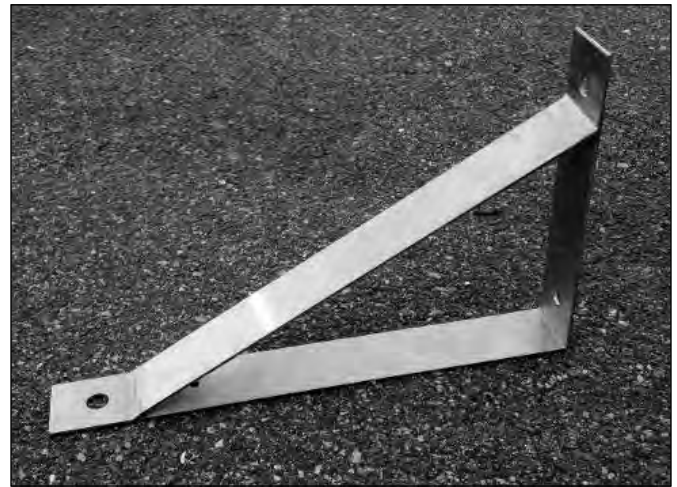


Fig 2 – The Completed Bracket.

Although the goal was to provide a way of mounting the radar reflector away from the mast, we also wanted to eliminate the use of the antenna bracket and masthead as a cormorant perch. Originally, we mounted the bracket angle side up (see Fig 3) thinking that the cormorants would simply slide off. Unfortunately, that idea failed miserably – either the angle wasn't steep enough, or the cormorants were still able to get a good grip on it.

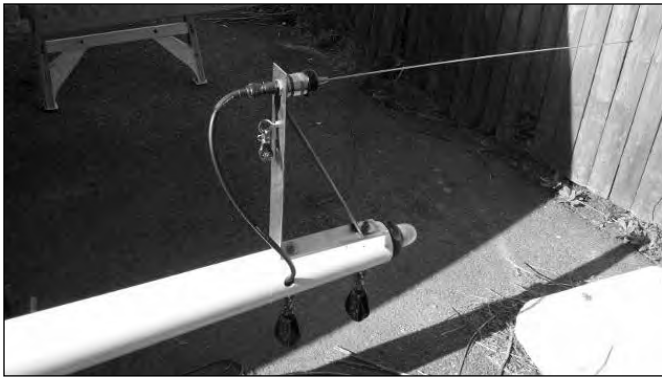
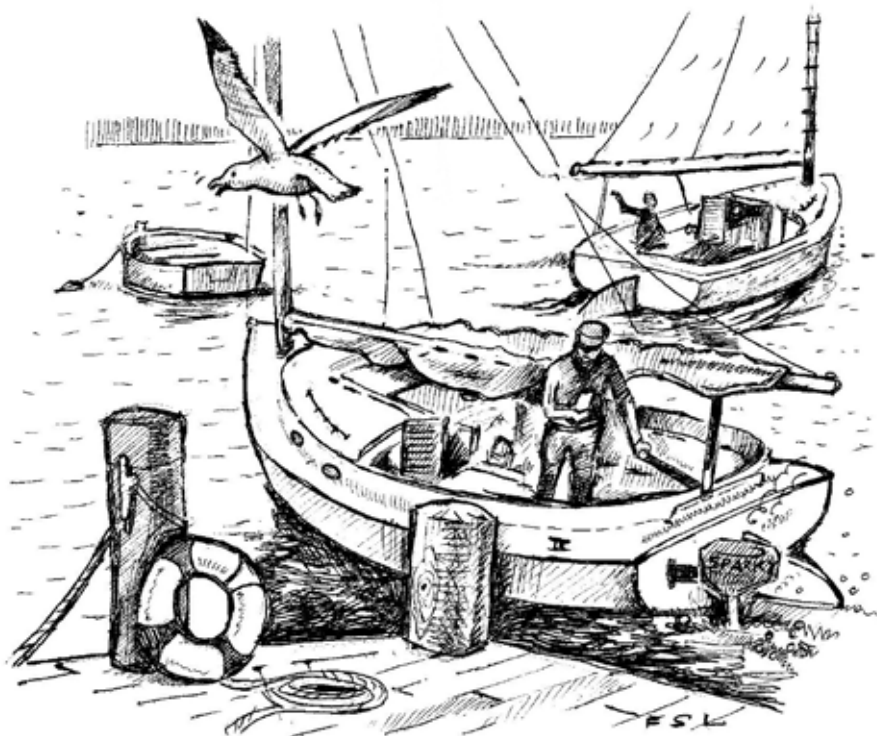


Fig 3 – Bracket Mounted Angle Up.

A few years later, I built a new, dual band antenna for marine VHF and ham radios using a gumdrop mount and some aluminum strapping. At the same time, we flipped the bracket and installed some Bird-B-Gone anti-bird spikes. That did the trick. After three seasons in use, we've not had another cormorant. The bracket has served its purpose well, keeping the radar reflector off the mast and reducing the damage done to both. The new antenna works for both marine VHF and the 2 meter amateur radio band, and in good weather, we use the halyard for flags or to haul up other ham radio antennas.



Fig 4 – Bracket Mounted Flat Side Up.



Cruising

Steve Flesner, Editor

2017 Prospect Bay P2P

Butch Miller

The Prospect Bay Point to Point event was held on June 10, 2017. Although called the Prospect Bay Race, based on a “command decision,” it was held a few miles southwest of Prospect Bay at the entrance of Cox Creek and Crab Alley Creek off Eastern Bay.

Lark and *Patriot* sailed in Friday night for the advertised raft-up in Shipping Creek adjacent to the ramp. Saturday morning brought *Anna* and *Bubbly* by trailer and *Casco Cat* by water, meeting up at #2CC mark for the start at 11:00. The skipper’s meeting was held via radio. An important point therein was the confirmation that since no committee boat was present (the host wanted to race), each boat was to keep its own time or report by radio to *Lark* as they crossed the finish mark. This worked fine except for the croaky starting horn and the fact that *Bubbly* brought his dog instead of a radio....OK...two barks and a howl for the start!

The course had only two marks, the start/finish at #2CC on Cox Creek and #1 in Crab Alley Creek with the requirement to round Bodkin Island lying between. One could run the course either clockwise or counterclockwise, the decision of which would depend on the skipper’s strategy on passing through the shallows between the island and Turkey Point.

The wind was fine and out of the west at the start for a downwind first leg but quickly dropped to 5 kn. or so. All boats made their way clockwise around the course following *Anna* for the entire race as was usual. The high tide took the shallows out of play, which kept things much simpler than the host had hoped for, so it was an easy sail with all boats



Separated by mere inches!



chasing an ever-advancing *Anna* once she made the turn upwind.

Since the challenge of the shallows was averted, we arrived early for our table reservation at Kentmorr Restaurant and Crab House. Fortunately, there were open seats at the bar, so a round of Dark & Stormys began the celebration. Later at the table, crews were joined by shore support for the award presentation and an excellent lunch.



1st, 2nd & 3rd ... the round is on us!

A few of us oldsters even checked out Dirty Dick’s Tiki Beach Bar but that scene was too hot for us!

All in all, it was an easy fun day for everyone.

Place	Boat	Skipper
1	<i>Patriot</i> M-18	Phil “Ironman” Livingston
2	<i>Anna</i> M-18	David & Kim Morrow
3	<i>Casco Cat</i> H-17	Frank Newton



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*.*

Discussion Group Assistance Request

C. Henry Depew

The Discussion Group column in 2013 "Bulletin" No. 160 resulted in a kindly e-mail from Mr. Bill Hickman noting some word choice problems. Reviewing the column, I found he was right. I e-mailed him back and asked if he would assist by reviewing the draft material and noting what should be reworded or changed to be more accurate. He agreed to help and until his passing in 2017, I had his excellent comments to help make the column more accurate.



Since the column is not a one-man show (my wife reads it for clarity and grammar), I am looking for a member to provide a technical review of the draft material before it goes to the *Bulletin* editor for printing. The only "payment" is the thank you note in the disclaimer at the end of the article.



Rendezvous and Race Results

Gayle Cornish, Editor

The Great Whitehall Bay Regatta 2017

David Morrow

Labor Day weekend marked the 27th sailing of the Great Whitehall Bay Regatta. The weekend long event was started by Chesapeake catboat sailing legend Captain William “Bill” Hoover, sailing *Gull*, his custom (344 SF rig) Mystic 20. Participants usually arrive at the Providence community marina on Saturday, race on Sunday, competing for the coveted Capt. Bill Hoover Perpetual Trophy, and then meet at the community club house for food, drink, awards and stories (some even true!) after the race. Everyone then heads home Monday.

The weekend started with small craft warnings and buckets of rain on Saturday forcing two participants to stay at their docks instead of trekking to Whitehall Bay. In years past we have experienced the full spectrum of sailing conditions from “millpond-like” wind-free days to full on screamers. So, Saturday’s deluge was not a big surprise!!

Luckily, Sunday’s weather really cooperated! The skipper’s meeting, complete with the Hoover tradition of doughnuts and coffee, was held at 10:00 under crystal clear skies and a building Westerly breeze. Lacking a race committee and RC boat, we set an inflatable mark off of a government buoy as square to the wind as we could get. Using a five-minute starting sequence and sailing the Hoover course around the government marks we were off with a good clean start. Conditions were fickle approaching the windward mark, and the water was a bit skinny, forcing a course change after everyone battled around the first buoy. The wind continued to build so that we all had a very nice sail, with no one complaining about the usual Whitehall windless holes!

We were all so excited by the conditions that we agreed to an informal “race back to the barn” -- one long weather leg back to the Mill Creek channel entrance.

All sailors and non-sailors retired to the Providence Club House for great food, drink and some fine stories. A toast was raised to honor Bill Hoover and we were delighted to have Bill’s wife Carolyn and sons John and Howard join us for the festivities.

Race results:

Place	Boat	Skipper
1	<i>Anna</i> Marshall 18	David Morrow
2	<i>Patriot</i> Marshall 18	Phil “Ironman” Livingston
3	<i>Bubbly</i> Marshall 18	Paul & Dominic Cammaroto
4	<i>Mystic Wind</i> Mystic 20	Craig Ligibel
5	<i>Lark</i> Americat 22	Butch Miller

Some lessons learned from the race: It’s very difficult to simultaneously run the starting sequence and be on the line at the starting gun. AND, those little air horns are only good for one sequence.

After the race trophies were given out, the annual Washington Irving Tuttle Memorial Trophy was presented. The award is based on participation at the CCBA races...in other word, how many did you attend, plus race placement. Commodore Flesner presented the award to Butch Miller followed by a dark and stormy!!

All in all, it was another very successful Whitehall weekend. We are all grateful to Bill Hoover for his initiative 27 years ago to get this event started!



Vineyard Haven Catboat Rendezvous

Drew Staniar

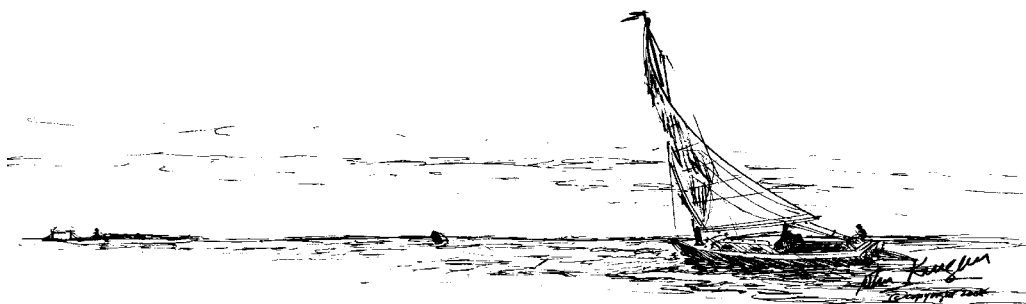
Race Committees are unsung heroes.

July 15, 2017: It does not matter what sailboat race you are in; it is reassuring to have a racing sailor on the race committee. They see and do everything; they set the course, the starting line, determine wind direction and strength, all from a racer's point-of-view. This enhances the racing experience for all participants. For the past few years, the Vineyard Haven Catboat Rendezvous has been fortunate to have Eric Peterson as the RC Chairman. This year, Eric single-handedly performed all RC duties both professionally and creatively. The original course was a 6.6 nm course that in a normal breeze, Eric estimated would take about two hours. The first leg was 1.4 miles from the starting line on the western shore of Vineyard Haven, out to C "23A" off of East Chop. However, no one made it. The wind died halfway up the leg. What little wind existed swirled from every direction. At the after-party, one skipper said, "I have never before sailed a straight-line course where the wind came from all 360 degrees."

The adverse flood did not help the situation. The fleet would get enough wind/speed to offset the tide only to start slipping backward again. "We have passed that same dock three damn times!" announced my crew. Along with other boats, we anchored for a while just to hold our position. After about 90 minutes of watching the fleet drift slowly away from the finish line, Eric came up with the novel idea that if the fleet could not make it to the finish line, he would move the finish line to the fleet. Eric swung his lobster boat, *Mary Gray*, around and scored us as he passed. I have never seen this unique approach before, but given our frustrating predicament, it made perfect sense and got us back to shore in time for evening festivities.

As always, Mark Allen Lovewell was the perfect host for both Friday and Saturday evenings. Fire & Ice, with great stories and memories, shared.

	Name	Boat	Type	Comments
1	Drew Staniar	<i>Pandora</i>	H 20'	Received the perpetual Hermon E. Howes Memorial Award
2	Skip Richheimer	<i>Zena</i>	M 18'	First Vineyard Boat, receiving the Ray Ellis perpetual painting. Skip accomplished this for the 3 rd straight year!
3	Richard Washington	<i>Chocolate Chip</i>	M_22'	
4	Woody Bowman	<i>Julia Lee</i>	S 21'	First Wooden Boat, receiving the perpetual Manuel Swartz Roberts Trophy
5	Jay Webster	<i>Ishmael</i>	M 22'	
DNF	Mike Labrie	<i>Bugsy</i>	M 18'	
DNF	Paul Cook	<i>Thunder</i>	W 21'	



2018 USEPPA Catboat Rendezvous/Sandpiper 'Worlds' Entry Form

SKIPPER'S NAME: _____

CELL PHONE #: _____

ADDRESS: _____

EMAIL: _____

CREW _____

BOAT NAME: _____

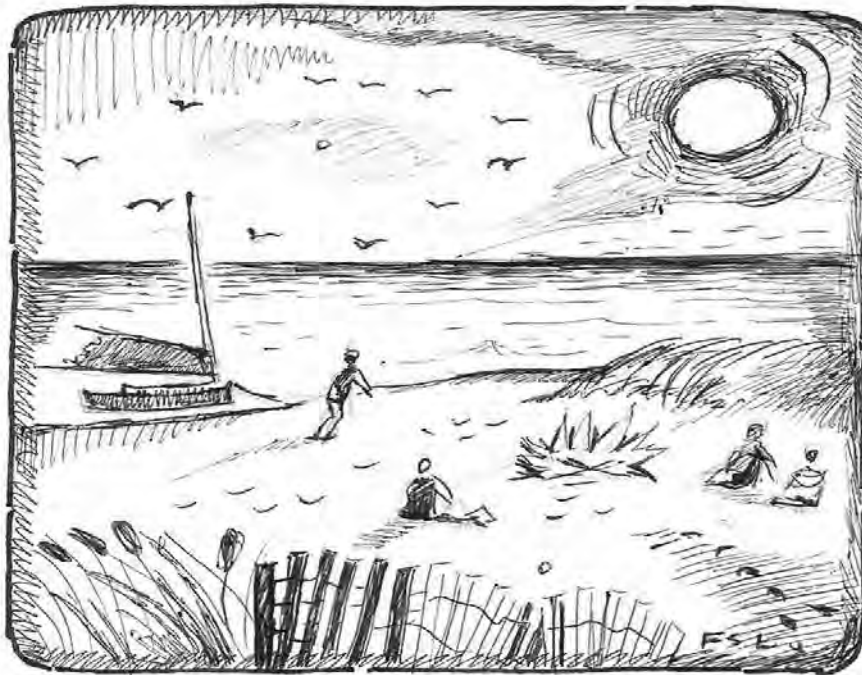
BOAT MODEL AND LENGTH: _____

Sign us up for the Bocce Tournament _____

AMOUNT ENCLOSED \$ _____

The cost of the event is \$165.00 per person, including non-sailors. Please enclose a check with this completed form to confirm your reservation. We must limit the event to the first 100 people. **REGISTRATION AND CHECKS MUST BE RECEIVED BY February 7, 2018.**

Please make checks payable to: Michael Albert
PO Box 640
Bokeelia, FL 33922



New Members

Dave Calder, Membership Secretary

WELCOME ABOARD to our new members since August 1, 2017

Arsenault, Vince & Marianne (Beaverton, Canada)

Audette, Steve & Karen (Concord, MA)

Beck, Philip & Bridget (Pilton, England)

Boynton, Walter (Prince Frederick, MD)

Bullerjahn, Erik & Caroline (Weston, MA)

Creighton, Jack & Lisa (Cohasset, MA)

Dow, Larry & Lynn Dennis (York, ME)

Fagelman, Donald & Karen (Sands Point, NY)

Farr, Chris & Brynley (Chapin, SC)

Hainlein, Michael (Sayville, NY)

Haskins, Skip & Jeanie (Chester, CT)

Kaufman, Ned & Terry Schaff (Cranston, RI)

Keith, Reginald (Houston, TX)

Kenny, Rick (Pine Beach, NJ)

McCarthy, Donna & Mike Britt (Evergreen, CO)

Parisi, John & Patricia Far Hills, NJ)

Roddewig, Robbin (Leesburg, VA)

Saas, Fred & Carol (Elberta, AL)

Smiley, Chesley & Sandy (Heath, TX)

Stuart, Robert (Riverview, FL)

Umpa, Skip & Christine (Amityville, NY)



Photo by Mark Alan Lovewell

Jane Chase of South Harwich, a celebrated catboater and CBA member since 1981, was spotted having a good time on the family catboat *Zephyr* at the Bass River Rendezvous in August.





★ SARAH ★



The catboat *Sarah* was one of many participating in the Townie Hornor Round the Island rendezvous last August at Osterville. Captain Chris Galazzi and his mate Bruce Colvin made the best out of light air. Galazzi is the executive director of the Cape Cod Maritime Museum, in Hyannis. Colvin is the museum's boatwright.

Sailing Techniques and Seamanship

Butler Smythe, Editor

***Editor's Note:** This issue comes at the end of a wonderful sailing summer with too much to write about and not enough space ☺. The following articles will hopefully interest some, add ideas and/or be thought provoking. If you have any questions about anything submitted please contact the writer – we are all members of the CBA. Please note too that I generally submit what is written, other than to address basic editorial requirements, with the contents that of the writer. In some cases we're revisiting past subjects (i.e. reefing), but I've kept that thread going, as each entry is different.*

Please enjoy and reef right!

To Flake or to Roll

Butler Smythe

It's the end of the day, or a short stop for a swim or something to eat. What to do with your sail? There are options and there are opinions. Having a shipshape boat is everything from clean woodwork, well kept lines, a neat and safe cockpit and cabin, and sails that are secure and ready to go. Taking care of what you have is paramount and in the case of a sail, replacing one for a catboat can cost anywhere from \$1,000 – \$2,500 and is something you want to delay as long as possible.

In the case of a sail (IMHO) neatness counts, at least when you consider that a change in the wind or a passing boater that captures your boat on "Kodachrome" may capture you when you least expect it. At the very least, having a chunk of sail flopped and unsecured places the material at risk to snags and the wind and blocks one's view when motoring. The options are:

To Flake: Flaking is the art of placing your sail on top of the boom in fairly even sections, securing it between the gaff and boom so that a sail cover will completely cover all. The end result should be "neat" with some technique. On a catboat, the aft boom section of sail material is generally flaked,

and secured with a sail tie first - before moving on to the larger section of the sail. It will not drop off the boom if secured properly.

My basic technique: With sail ties in my teeth, pocket or around my neck):

1. With the sail down and the body of the sail shifted to starboard (my preference – I'm a lefty), I pull the leech towards the end of the boom from the aft edge of the cockpit, trying to get all creases out of the sail from the luff (mast) to the leech. I don't worry about the folds at the mast hoops but you can....

2. I then fold sections of the sail over the boom alternating on each side so the sail material, when secured, does not hang much below the bottom of the boom. Each fold is pulled tight to get rid of creases and reduce bulk.

3. I secure the material on the boom relatively tightly, but with enough slack that when the sail cover is on I can trim the peak and throat halyards tight and the gaff is not tight to the boom/compressing the sail, adding sail ties as I move forward on the boom. I used five (5) on my Menger 23's 25' boom. On the Marshall 15, I use the bungee provided on the port side of the boom, but then use three (3) sail ties to formally secure it and release the bungee so it does not stretch over time. If windy and I'm not using the sail cover, I'll use four (4) sail ties if leaving the boat for any period of time. I generally cover it, as it's fast, easy and better for the sail.

4. When done correctly most of the sail material will be contained between the boom and gaff. I always secure the aft section of the sail extending beyond the gaff, with an independent sail tie. I also cover the sail with a cover to protect the main from UV rays, but ensure it is clean and dry (no salt if you can), before covering for longer periods.

To Roll: Rolling a sail is the art of placing your sail on top of the boom by pulling and rolling the sail into a relatively tight roll that is secured between the gaff and boom. The sail cover will cover all completely and there are fewer creases made in the sail. The end product will actually look "neater" than flaking. On a catboat, the aft boom section of sail material is generally flaked, and secured with a sail

tie FIRST, around the boom - before moving on to the larger section of the sail. It can be rolled at the end or just left flaked.

My basic technique: Same sail ties in my teeth, pocket or around my neck)...

1. Same as above.

2. I then pull and roll the sail by the leech using my hands to alternatively roll the body of the entire sail into a pocket so it is all off the cockpit sole. I then move to the middle of the bulk holding the leech out with my left hand and pull the sail up and over from the bottom into the roll. I do this until there is no more material to pull up and over into the roll. This ensures that all sail material gets in the roll rather than potentially hanging off the port side of the boom. I do this until there is no more material and the roll before me is sufficiently contained and I can smoothly roll the sail over itself and secure it tightly between the gaff and boom. This will reduce creases and reduce bulk.

3. Same as above. The roll itself helps to prevent sail material from coming loose should one sail tie fail and the wind catch it.

4. Same as above.

Note(s):

1) Lazy jacks can get in the way sometimes so can be loosened to accommodate your technique, but it certainly helps to have them when trying to flake or roll a sail. A well-flaked sail's body will be held above of the boom and prevent excess creases, trapped water, and not look like (expletive) - covered or uncovered. The sail cover will fit well and the sail's bulk will not be obvious.

2) My sail ties are actually the same line I use for a flag hoist (thin nylon line cut and then tied with a loop at one end - long enough to wrap around the boom and gaff 2 times.

Anchors

Butler Smythe

Everyone has a favorite anchor. It's what they grew up with, inherited with the boat, is the most "anchorly", (I made that up – I think), or seamanlike, or it was on their favorite cruise ship.... There have been several studies on anchors – many of which can be found on the Internet such as:

1. <https://www.boatus.org/study-guide/navigation/anchoring/>

2. <http://www.ussailing.org/wp-content/uploads/DARoot/Offshore/SAS%20Studies/anchor%20study.pdf>

And my sources for current information...

3. <http://www.petersmith.net.nz/boat-anchors/>

4. <https://static1.squarespace.com/static/5677c3c19cadb68edf5284f5/t/58c5378686e6c02103d72392/1489319853474/JHK+PBO+article.pdf>

Why an anchor? After the sail, motor/engine and maybe a paddle on the smallest of catboats, the most important thing on the boat to control your movement is your anchor.

I've been prone to insurance shopping for good reason and good anchors are the best of insurance, and when properly chosen and used, are indispensable.

My Menger 23's primary anchor was a Fortress FX-11. (Not to be confused with a Danforth, which in my humble opinion (IMHO) belongs best as a lawn ornament. They are different. My new anchor of choice as a primary... a Rocna (seen in the spring issue.)!

"Know your bottom and pick your hook."

No Motor...No Problem

Skip Stanley

I'd gotten myself into a bit of a bind. As is often the case, it wasn't just one thing that caused it, but a bunch of little things that all added up. With unjustified optimism, I'd tried to stretch the season to mid-October and now it was cold and windy; the mooring field, once filled, was now empty; the town float was gone. The engine, which had become harder to start over the course of the season, was now inoperative. And the weather was starting to turn. The season was winding down and time was not on my side. All this meant I had to get the boat out *under sail*.

On that particular day, to make matters more interesting, the wind was blowing *onshore* at about seven kn. There is also a long pier on the far side of the boat ramp meaning there was not a lot of room to maneuver beyond it. What to do? What would you do? I thought this situation over as I rowed out to *Sandy Toes*. I really didn't like the look of things, but I'd let myself get backed into this corner...

I had come down ahead of my wife Teri who would meet me there. I climbed aboard, and as I

made preparations of get underway, came up with a plan. I'd see if I could drop an anchor upwind and drift the boat down to the trailer using the anchor and rode to control the motion. From there we should be able to get *Sandy Toes* onto the trailer. If things didn't go according to plan I figured I'd just have to figure something else out. I got the anchor ready, took the sail cover off, cleared the tiller, put the centerboard down, raised the sail, and casted off. I made my way ever so slowly toward the ramp and the pier, towing the dinghy. To keep from gaining too much speed I generously luffed the sail. At the same time I had to make sure I had enough way to be able to maneuver and not end up running, or drifting, into the pier.

Slowly, I made my way toward a spot about 30-40 yards offshore and lined up with the boat ramp downwind. I headed up into the wind, let go the anchor, and drifted toward the ramp stern to. I lowered the sail, put the boom in the crutch, and wrapped up the sail with gaskets. So far so good. I got into the dinghy and rowed ashore.

Teri had arrived by then and I filled her in on the plan. When I got the boat to the trailer, she would have to use the cable to winch the boat onto it. I backed the trailer down the ramp into the water. Because the trailer cable wouldn't be long enough to reach much beyond the trailer itself, we tied an additional length of line (a messenger) onto it. Then I rowed back out to the boat.

Back onboard; I shifted the anchor rode to the starboard quarter. This allowed the bow to swing toward the shore. I paid the rode out and drifted slowly toward the trailer. When I was within range, Teri tossed the messenger to me and, between the paying out the rode and taking up on the messenger, managed to keep the boat from drifting into the pier. When the boat was close enough to the trailer I clipped the cable to the bow pad eye. As her boots filled with water, Teri started cranking in while I maneuvered the stern to line the boat up. Onto the trailer she went. I let go of the anchor line, which because it was polypropylene, floated free. I untied the dinghy and took it to the beach. Then we pulled the trailered *Sandy Toes* up the ramp. I then climbed back into the dinghy and rowed out to retrieve the anchor.

Back on land, while we were de-rigging, a couple guys stopped by and said they'd watched the whole scene unfold from the pier above and wondered what we were doing. Then they figured it out and thought it rather impressive. And I have to admit that maybe it was a slightly unusual bit of seamanship, but I didn't

think it all that extraordinary; more like I'd jumped a shark. I shouldn't have gotten into that situation in the first place. It was, however, an interesting end to the season and something to reflect on as we made our home for the winter.

Reefing Whisper from the Cockpit

Bob Campbell

Whisper is a Marshall 22 my wife and I bought last fall. At the time I had never sailed a catboat. As new owners, we decided to attend The Catboat Association's annual meeting in January. During the beginner's lecture, we newbies were impressed with the power of the big sail and told repeatedly to reef early and reef often, lest the boat become totally uncontrollable.

On my first cruise, this past May, I decided to tie a double reef into the 388-square foot mainsail before I dared to venture out into six-foot seas and an easterly wind that was predicted to gust to more than 20 kn. This was the right thing to do because *Whisper*'s reefing lines were run to cleats on the boom.

After my first experience sailing *Whisper* in that weather I began to appreciate the way the Marshall yard builds their catboats. I also came to conclude that reefing by standing up on a heaving deck in those conditions, while wrestling with the halyards and lines on the boom, was not a feat to be taken lightly. Being able to reef from the safety of the cockpit was highly desirable.

There are several ways to reef a sail. A single line system sometimes referred to as "jiffy reefing" or "slab reefing" is frequently used because of its simplicity. A single line begins at an eye strap at the back of the boom, rises up to the reefing cringle (eye) on the clew of the sail and runs down to the turning block on the boom that sends it forward to another turning block. There it turns up to the reefing cringle (eye) on the luff of the sail and then down again to a cleat on the boom or in the cockpit. When one line is pulled, both ends of the sail come down at once.

A single-line has a 4-part block and tackle effect so that should make it easier than a two-line system. But a one-line system has to move both reefing eyes at opposite ends of the boom at the same time. The single-line also has more friction because it passes through two reefing eyes.

A double line system employs one line for the reefing eye at the back of the sail and a different line for the reefing eye at the front of the sail. That's two

lines to pull in when one line can do the job. So why use it?

In a double-line system, the tack comes down faster because the tack reefing line is shorter. Then the throat halyard can be hauled back up to tighten the luff. Now the line controlling the reefing eye at the back of the sail can be pulled tight. Frequently this raises the boom in the process. Then the gaff halyard is hauled up and the peak halyard cleated. Finally, the topping lift is adjusted for the new boom height.

The effect of both reefing line systems is the same until it becomes desirable to control the luff and foot of the sail independently. In a double-line system, the reefing eye at the tack acts like a cunningham. It enables the adjustment of the tension on the luff of the sail along the mast. The reefing line through the eye at the back of the sail functions as the leach an outhaul to adjust tension on the foot of the sail. Skippers looking for performance will adjust their sail as wind velocity and the boat's point of sail change.



Rope Bridle.

Reefing *Whisper* from the cockpit as opposed to using the existing lines and cleats on the boom became very important for me. I decided to begin by making a rope bridle from about three feet of 3-strand rope, eye-spliced to a pair of double swivel blocks big enough to accept 3/8" line. On a Marshall 22 with a 12" diameter mast the overall length after splicing should be about 27 inches from the end of one block to the end of the other block.

The rope bridle and blocks are placed around the mast so that they ride inside the halyards and above the halyard turning blocks. A short piece of line is used to lash the ends of the bridle together just below the gooseneck to prevent the swivel blocks from

riding up. The bridle must be able to slide around the mast so that the blocks can follow the boom when the mainsheet is eased out.

Each double block will accommodate the tack reefing line and a leach reefing line in a double-line reefing system. One set of reef lines can be led back to the port side of the cabin top and a second set of reef lines can be led to the starboard side of the cabin top. I used different colors of braided 3/8-inch Sampson LST Yacht Braid for the tack and clew because color-coding lines makes it easier to see which reef line needs to be pulled in first. Braided line also grips better in Spinlock rope clutches.

When reefing, first tighten up on the topping lift so the boom will be supported when the sail is lowered. Then ease the throat and peak halyards until the tack reefing eye drops to the gooseneck on the boom.



Fore Deck & Reef Lines.

Now tighten the tack reef line seen here with red flecks (line on the left). As soon as the tack reefing line is tightened, the bridle slides around the mast and the double block lines up with the angle of the boom. At the same time the double swivel block twists to give the red reefing line a fair lead to the deadeye

lashed to the peak halyard's fairlead fitting on the deck. As the tack reef line comes in, the Spinlock rope clutch automatically grips it, preventing the tack cringle from rising up the mast.



Cabin Top & Reef Lines.

The clew reef line, seen here with green flecks (on the right of the left most line), begins at the back of the boom where it is tied to an eye strap. Then it goes up to the reefing eye on the leach of the sail and down to a turning block on the other side of the boom.

The image shows the starboard clew line running along outside of the foot of the reefed sail. However, after the picture was taken I pulled the sail out of the way and used the clew line as a guide for installing eye straps to keep it from dropping into the cockpit. The same was done on the port side of the boom. I also allowed enough distance between the forward eye straps on the boom and the double blocks at the mast to accommodate changes in the height of the double blocks.

Two double Spinlock rope clutches and a winch are used on the starboard side of the companionway for two reef lines and the halyards. A triple rope

clutch and winch are used on the port side of the companionway to adjust the topping lift and control the second set of reefing lines.

The Spinlock rope clutches are not essential, but they do make rope handling faster and eliminate the chance of slippage when the reef lines are wrapped around traditional horn cleats. The bronze #8 Lewmar winches are not essential either. However, when you need to flatten the reefed mainsail in a strong breeze, a little extra mechanical advantage makes depowering the big sail easier.

All of the lines needed for the first and second reefs are led to the cockpit. Even when the boom is out over the water a reef can be taken without leaning over the side of the boat. When the wind is over 20 kn. the Spinlocks and winch make it easy to put a snug reef in the sail without the need for a lot of muscle power. This is an elegant reefing solution because no holes need to be drilled in the mast and the rope bridle moves with the boom. It also keeps the crew safely in the cockpit. My wife likes that most of all.

Essential Parts:

1. Two (2) turning blocks (cheek blocks) for the boom that fit and are able to take 3/8-inch rope.
2. Four (4) eye straps to dead end the four (4) reefing lines. Additional eye straps to guide the clew reef lines and keep them from hanging down into the cockpit.
3. Two (2) Ronstan Series 40 double swivel blocks spliced onto a 3/8-inch bridle. Any brand of double swivel blocks will work.

4. Antal 10 mm diameter loop handles for 3/8" line with a 70-mm leash. Any deadeye will work. It attaches to the existing deck fairlead or a pad eye.

Optional Parts:

5. Double Spinlock Power Clutch XTS for 8mm to 14mm line (5/16" to 9/16")

Two were used on the starboard side of the companionway and a triple Spinlock Power Clutch for 8mm to 14mm line was used on the port side. Conventional horn cleats can also be used.

6. Lewmar #8 Standard Size Ocean Winch. Two were used. The bronze #8 model has a bronze stem. The bronze #6 and #7 Lewmar winches use glass fiber reinforced composite plastic stems.

7. Lewmar 8" One Touch winch handle. I used the 8" handle instead of the 10" handle because on a Marshall 22 catboat it is short enough to crank in the space between the companionway hatch and the frame of the dodger (If installed).

Additional Thoughts:

If you choose to use a winch, place it on the cabin house and crank the winch handle to make sure you have clearance to swing the handle 360 degrees before you bolt the winch down.

Move the Spinlock rope clutches so their levers can be opened fully forward without hitting the front of the dodger (If installed).

Also pay attention to the way their lines feed to the winch. The lines must lead to the right side of the winch drum and the lead angles must be small. Another advantage of using a rope clutch is that one winch can be used on several different lines.

No matter who made your catboat, or how big it is, or whether you choose a single line or double line reefing arrangement, the bridle system described here can be adapted to your mast. Then add reefing lines. The kind of cleats you choose is up to you.

When Cats Fly

Bob Campbell
May 25, 2017

It was 8 o'clock in the morning, but it looked like six. Stratus clouds darkened the sky for as far as the eye could see. In the distance nimbostratus clouds tickled the surface of the water with streamers of rain. The wind blew from the east at over 20 kn., herding four to six foot waves from Buzzard's Bay into Block Island Sound. The tide was coming in.

Whisper, a Marshall 22 catboat, was sailing out into Block Island Sound with a double reef firmly cinched into her large gaff rigged sail. Sugar Reef and Watch Hill Reef were on the port side to windward, blocking the waves that rolled in from the east. Wicopeset Island and its accompanying rock were on the starboard side to leeward, where Fisher Island loomed in the distance, more felt than seen in the grayness.

A paper chart in a plastic case lay on the cockpit seat for quick reference. It was easy to lay the heel of my hand on the page and slide it over to the compass rose for a quick magnetic bearing that would guide *Whisper* safely out into deeper, reef free waters. South South East we sailed protected from the worst of the waves.

With the centerboard almost full down to prevent side slipping into the rocks and the boom just off the starboard quarter *Whisper* steered a course between Can "7" and Nun "2L" leading to the red

and white mid channel marker RW "L" that marked the entrance to Lords Passage.

RW "L" passed to port and *Whisper* was free of the rocks that could have torn a hole in her bottom had she strayed off course. Geoff dropped the board all the way and I trimmed the main until the boom was on the outside starboard quarter of the boat. *Whisper* pointed up on a course that would take her to Block Island.

The waves began to grow and the wind picked up, gusting to 25 kn. at times. A gust and a wave came down at the same time and *Whisper* headed up and heeled more than 30 degrees as I struggled to steer her back down to her proper course.

I was concerned. I had always sailed keelboats with two tons of ballast hanging below the hull. When they heeled over, they came back up as soon as the wind was dumped out of the sail. *Whisper* had only about 900 pounds of lead under the floorboards alongside her centerboard trunk. If she were to be knocked over too far I didn't know if she would right herself. I hoped I wouldn't find out.

Then it happened again. The wave and the gust arrived and *Whisper* heeled more than 35 degrees as she rounded up. Geoff, my crew, shouted in a wild voice, "Get control of the boat!" I shouted back, "The wheel is hard over against the stops. I don't have control!"

Going back through the minefield we had threaded our way through was something I didn't want to attempt. Running down Long Island Sound looking for a safe harbor was iffy at best and would take us away from our course for home. Could *Whisper* sail through these conditions and survive? I didn't know and my crew was beginning to panic. What now?

September, 2016

My wife, Pat, and I decided we would buy a catboat. We never owned a catboat, never sailed a catboat, and Pat had only sailed once before in her life. Pat is not adventurous. She does not cross the street in the middle of the block, and never buys used cars or anything else second hand, period.

We read the listings on the Catboat Association website, called people we didn't know, and drove from state to state in quest of a catboat in which we would risk life and limb while sailing in water over our heads.

All of this led us to Marshall Marine and Charlie Adams. Their yard had a selection of boats and we

began to form an idea of what we were looking for in a catboat. I asked Charlie boaty style questions and Pat noticed accessories and color schemes. I heard what she did not. She saw what I saw not. And Charlie was patient with both of us. Later we would piece together a mosaic of our recollections of each boat.

On a day in late September when it was too stormy to sail we sat on a Marshall 22 named *Rum Tum*. Pat was comfortable with the boat and I was satisfied that her owners, Mike and Marty Power, had taken good care of her. Without taking a demo sail, without hearing the engine run, without peeling back the sail cover; we made an offer. Within a few days we were boat owners.

October, 2016

We live in New York. *Rum Tum* was at the Marshall yard in South Dartmouth. There were things we wanted to do to make the boat our own and *Rum Tum* was in the best place we could imagine to make that happen.

The Marshall yard added a new dedicated starter battery circuit and electric panel because when I hit the starter button the last thing I want to hear is silence. Sinking is always a possibility in a boat and electric bilge pumps only work when there is electricity. I wanted a manual bilge pump near the wheel so I could pump and steer if the electric gadgets all decided to take a nap at the same time. You know what they say about "belt and suspenders."

An autopilot was important because I wanted to sail solo. Paper charts have a way of getting wet and blowing around in the wind. Electronic charts are quickly becoming the standard and we wanted a chart plotter.

A catboat has a large sail that needs to be reefed. A wind speed instrument would help us to know when a reef was required. A depth finder would warn us before we plowed a furrow in the bottom. All of these improvements would make our new catboat safer and more enjoyable to sail. The Marshall yard had plenty of experience installing this equipment in their boats and Charlie was able to advise us on the best way to go about what we wanted to do.

May, 2017

Spring arrived quickly and *Rum Tum* became *Whisper*. She swam again in May with a new name and a new bottom. I went to South Dartmouth with a friend to help me sail her home to Long Island. We thought we'd leave on Monday, but the head wasn't

working and the macerator pump had seized. Parts had to be ordered and installed.

May 23, 2017

We left on Tuesday. The first stop was the New Bedford Yacht Club where we bought a block of ice and topped off our fuel and water tanks. Then we raised the sail and slipped down to Buzzards Bay on a light wind. It wasn't long before we realized *Whisper* would never reach Newport before dark without an assist from the diesel engine living beneath the cockpit sole. It fired up immediately and we engaged the autopilot on heading hold. Then we sat back and watched the little triangle move across the electronic chart at 4 ½ kn. in the direction of Newport.

I went below to make lunch while Geoff kept a look out for boat traffic. On the Marshall 22 the companionway step next to the sink is higher than the step on the other side of the centerboard trunk. I didn't know why. It seemed odd until I tried to make sandwiches. Then I realized the step was made higher to serve as a seat. A board alongside the centerboard trunk lifts out to make a work surface for making sandwiches and the icebox with the mayonnaise is within easy reach under the cockpit seat next to the companionway. The galley on a catboat is unorthodox, but someone put a lot of thought into making this one functional.

In the afternoon the southwest wind began to build. By the time Fort Adams came into sight. *Whisper* was sailing at 5 kn. The engine noise was gone and we could hear the water sliding along the hull. After hours of motoring we were having our first real sail. It was beautiful. Eventually we turned into Newport Harbor and called the harbormaster for a mooring assignment. After slipping in behind Goat Island the sail came down and we picked up our mooring. Dinner that night was ashore at the Marina Café. The codfish was fresh and the beer cold. It was a fitting end to our first day.

May 24, 2017

Wednesday morning dawned cloudy and still. The harbormaster showed up at 8 a.m. and collected his \$40. I asked him what it cost per foot and he told me the price was \$1 per foot with a minimum of 40 feet. I told him the next time I'd bring a bigger boat. Breakfast finished, we motored out of Newport Harbor on our way to Watch Hill.

The air was still so we relied on the iron topsail, AKA Yanmar. The day passed without incident and ended when we threaded our way through a narrow

channel to Watch Hill Cove where we would meet friends and dine at a restaurant called The Bridge. Our table was on the east side of the Pawcatuck River in Rhode Island. Curiously, Connecticut was the distance of an apple throw away on the opposite bank. Small world indeed!

May 25, 2017

Thursday dawned cloudy and windy. It seemed as if all the wind we missed on the last two days was arriving this morning in one big package. The lazy, hazy days were over. Now we were going to find out how a catboat really sails.

I made ham and cheese sandwiches for breakfast. Not the breakfast of champions, but dirty weather was coming and we wanted to get a jump on it. We finished quickly, washed the dishes and stowed everything in places where the stuff wouldn't fly around the cabin. Geoff unlaced the lines for the first reef and used them to tie in the second reef. The extra sailcloth along the boom was tightly rolled and the buntlines were passed under the foot of the sail and square knotted to secure the loose flap of canvas. We had no idea how *Whisper* would sail in 18 kn. of wind and we wanted to be on the safe side.

When we were satisfied with our preparations we retraced our course following the "bread crumbs" on the screen of the GPS from the day before. Back out the narrow channel and into Little Narraganset Bay we chugged. Conditions weren't bad as we made a left turn at Stonington and tucked in behind the breakwater to raise the sail. With the double-reefed sail up I shut down the engine and for the second time on the trip *Whisper* was a sailboat again. We didn't know how *Whisper* would sail, but figured we would be more knowledgeable catboat sailors by the time we crossed Block Island Sound.

I double checked the course through Lords Passage on the paper chart and brought up the triangle avatar on the GPS screen that would pinpoint *Whisper's* position as she threaded her way between the rocks. We saw two identical larger keelboats crewed by men wearing the same color foul weather gear and figured they were part of some college's match racing team. The weather didn't bother them as they beat to windward, so we figured we'd be OK in our 22-foot catboat.

Crossing Block Island Sound

Geoff, my crew, shouted in a wild voice, "Get control of the boat!" I shouted back, "The wheel is hard over against the stops. I don't have control!"

"Let the sail out," he yelled. I wedged the wheel with my knee and grabbed a spoke with one hand while I unbent the sheet from the horn cleat with the other. *Whisper* leveled out.

"Haul up the board," I shouted. Geoff tugged at the centerboard pendant until the board began to lift. He stopped it in the half way position. *Whisper* began to sideslip, but she stopped tripping over the centerboard and the rudder was now straight. Our calculated hull speed is 6 kn., but the GPS recorded our speed as never less than 7-8 kn. as we reached in a new direction toward Lake Montauk.

The rudder has a hole at the back that can be used to rig a rope should the steering system break. The rudder was more or less straight, but required a two handed grip to stay on course. A standing wave had climbed up the leeward side of the rudder blade. This forced a jet of water to squirt to windward from the rudder's emergency steering hole. It reminded me of a fire hose and demonstrated why it took two hands to hold the wheel.

The waves increased to 6-8 feet because the tide had turned against the wind. From time to time rainsqualls swept over us and twice the tops of waves splashed in our faces. And still the boat rounded up on the larger waves and the wind gusts were now hitting 28 Kn.

There was only one thing left to do. As the larger waves approached I eased the main and turned *Whisper* away from them to prevent her from healing over and overpowering the rudder as she tried to round up. This caused her to rise up and surf off the leading edge of the wave. Speeds of 9-10 kn. became more common, sometimes we saw 12 kn. Under these conditions *Whisper's* wide, flat bottom was making her behave more like a Sunfish than a catboat displacing almost 3 tons.

She climbed up out of the water and the pressure on the rudder lessened. I trimmed the main sheet in a little bit to get the most drive out of her sail as she accelerated. Then she would settle back into the water and I would guide her back up to a close reach. She responded beautifully to this technique. The weather helm was always present, but it could be controlled with a double-handed grip. The surfing action was exhilarating. Her Garmin GPS 1242xsv, which had recorded her speed under power as 4½ kn. for the last two days, was now recording speeds that were two times faster.

We arrived off Lake Montauk before 11 in the morning after having sailed a zigzag course across Block Island Sound. The harbor jetty was almost a

mile to windward of us and I started the little diesel engine. We dropped the sail into the lazy jacks and motored at 3 kn. against the waves and strong winds in order to seek refuge in the lagoon. After we moored I looked at the GPS data page. *Whisper* had recorded a maximum speed under sail of 15.4 kn.



Garmin from *Whisper* Log.

We were drenched from head to toe by the rainsqualls and waves that came into the cockpit. Dry clothes and two cans of hot beef stew took away the chill. Geoff and I talked about the sail and I made the log entry. Then we settled down to sleep and read until the small craft advisory was lifted two days later.

May 27, 2017

2:30 a.m. found us motoring out of Lake Montauk in the dark with a favorable current. We steered clear of Shagwong Reef and rounded Montauk Point with the fishing fleet. The wind was gone, but the higher than normal easterly swells remained. I programed the GPS for the RW “SH” mid-channel buoy off Shinnecock Inlet and let *Whisper* find her own way while Geoff stood lookout and I made lunch.

The wind was very light and the sky cloudless as we lined up *Whisper* to run the waves in Shinnecock Inlet. The best time to run an inlet is at slack water or on an incoming tide. By the time we made Shinnecock the current was running out strongly into the ocean at a speed of 3 kn. The incoming swells were building over the outgoing current, making steep sets of waves in the inlet. *Whisper’s* 2GM20

Yanmar diesel could barely make headway at 3,000 r.p.m. We kept looking at the same guy on the jetty trying to catch a fish. He wasn’t making any progress and neither were we.

The waves would lift *Whisper* and she seemed in danger of broaching as we slid down into the pit after they passed. I maxed the throttle to 3,600 r.p.m. and we began to make a little more than a knot of headway against the current. The big waves still lifted us high over the troughs, but there was enough prop wash over the large rudder to improve steerageway. We also stayed on top of the waves longer before they rolled past. *Whisper* was manageable now and no longer in danger of broaching.

We made it through the inlet, past the docked fishing fleet and under the Tiana Bay Bridge. Through the Quogue Canal, under the bridges, and into Moriches Bay we chugged. The channels in Moriches Bay are narrow and ever shifting near the Moriches Inlet. I kept hearing the words of the bay constable so many years before who warned, “Keep north of the red buoys.” Everybody learns the expression “RED, RIGHT, RETURN,” but with so many inlets it’s hard to tell if you’re coming or going. We clear up the confusion in Moriches Bay by steering north of the red buoys no matter whether we’re sailing east or west.

Fishermen who know the bay often fish in the narrow channel. There is no water anywhere else. You can’t get past them without talking about the weather. And each one of them will tell you about their bait or what’s running. By the time you leave Moriches Bay you can’t help but think about fish for dinner.

When we reached the Smithpoint Bridge the bridge tender informed us that an ambulance was coming and he couldn’t let us through until it came and left. We waited. Eventually we passed under and motored through the narrow channel with John Boyle Island to port and a shipwreck to starboard. Bellport Reach was a relief. We were almost home. Geoff made some phone calls from his cell phone and a small group of friends drove down to Great South Bay to see us go by.

When we arrived at Greenes Creek - Geoff was all smiles. There were helping hands to get the Zodiac out of the water and rig new docking lines to the pilings. After *Whisper* was snug in her slip we all went to Crickets in downtown Sayville for dinner. All those cold sandwiches became a distant memory.



Arrival Greenes Creek.

Working with the Wind and Current

Brent V.W. Putnam

There are three kinds of sailing: Racing, daysailing, and passage making. Most modern catboats are equipped with an auxiliary engine, so passage making is often less about sailing than motoring, especially when time is a constraint.

The need to get from point A to point B, say, from a rendezvous, home, often dictates the use of the engine. When there is no wind, or the wind is right on the nose, the auxiliary becomes a necessity. Or does it? Perhaps yes for the former, but what about the latter?

One of the distinguishing characteristics of a sailboat versus a motorboat is that in their purest form, sailboats must work with the wind and current to get from point A to point B. When we start the "iron wind," our sailboats become motorboats. Instead of working with the elements, we are now fighting them, charging into the wind and plowing through a head sea.

Although there is a certain degree of seamanship required to operate a powerboat, it is the sailor's ability to work with wind and water, which distinguishes him from the turnkey operator. It's easy enough to navigate in a straight line; seamanship reveals itself when a less direct route is required.

It was the Sunday after Padanaram. The prediction was for a 5-10 kn. east wind. Home was east toward Waquoit Bay via Woods Hole. *Cranberry* currently carries three, 3-gallon external tanks that are plumbed into the fuel system for her Palmer M-60. Because I had motor-sailed most of the way to Padanaram on Friday, I was down to less than one tank of gas. My plan was to gas up at the New Bedford Yacht Club and motor or motorsail straight to Woods Hole. I was originally going to pass through the Padanaram Bridge at 1 p.m., through Woods Hole around 4 p.m., and get to the mooring at about 6 p.m..

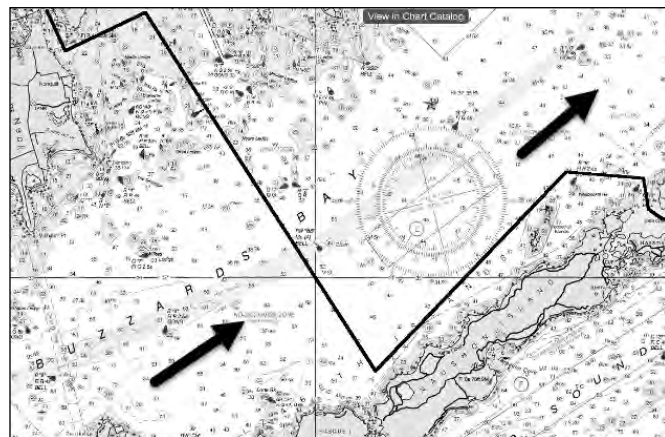


Fig 1 – Direct route across Buzzards Bay to Woods Hole. My route on all of the charts here is from left to right – west to east.

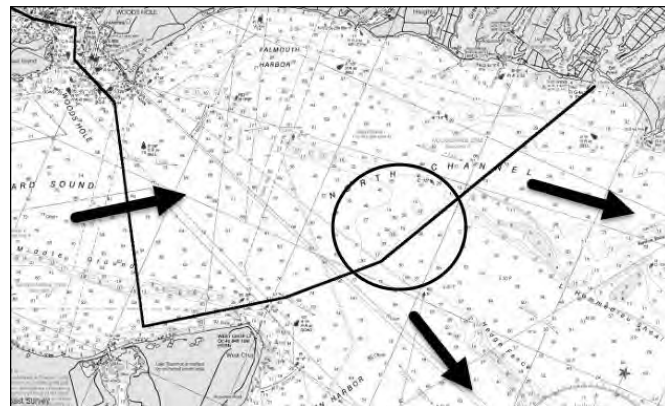


Fig 2 – Direct route from Woods Hole to Waquoit.

Plans can and do change. Everyone else was leaving before noon, and I had nothing better to do, so I decided to leave a little earlier. If nothing else, it would be a leisurely trip.

We (*Cranberry* and I) passed through the Padanaram Bridge at 11 a.m., filled the tanks at the New Bedford Yacht Club, and departed the dock at 11:30 a.m..

As I traveled down the outer harbor, I realized that it was a good 10 kn. wind, and so I reformulated my plans. Perhaps I could sail all the way home.

For the new plan, I consulted Eldridge. The “Eldridge Tide and Pilot Book” has been published annually since 1875. Its claim to fame is the tables of high and low water and currents at various points along the eastern seaboard of the United States. There is a wealth of other information in here, but its value on this day were the predicted times of the current changes in Buzzards Bay, Woods Hole and Vineyard Sound.

While there was ample wind, getting home under sail would require some thought because of its direction. I could sail up Buzzards Bay and then over to Woods Hole, but the flood current – light though it is in the Bay – would carry me further north and then be opposing my turn home.

I could cross the Bay to Quick’s or Robinson’s Hole, but the current wasn’t going turn northeast in Vineyard Sound until about 4:30 p.m..

Better to cross the Bay first and run with it up the west side of the Elizabeth Islands. This would put me at Woods Hole about two hours after the flood current started at Pollock Rip, which is when it would turn northeast in Vineyard Sound, giving me a favorable ride home.

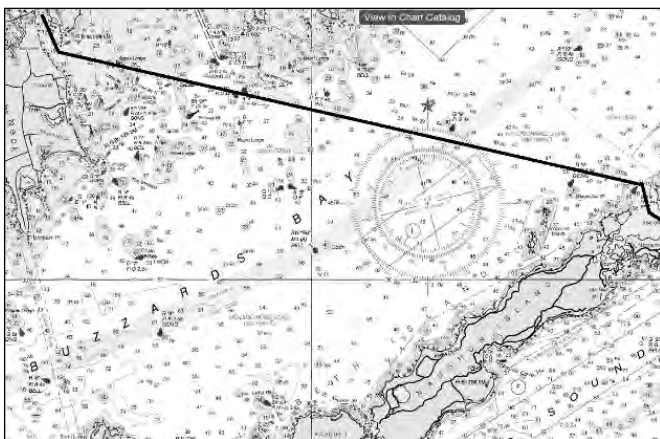


Fig 3 – Route taken across Buzzards Bay to Woods Hole

Outside the breakwater, I raised sail and turned east to Clarks Point and Fort Rodham. Excitement ensued as a boat called mayday on channel 16 – they were taking on water. Four boats – at least two of which were with TowBoat US – buzzed by from New Bedford. A blue sloop had hit a rock off Padanaram. They got in the harbor safely, but it was probably going to be an expensive repair job.

I turned *Cranberry* onto a port tack south to Phinney Rock, roughly aiming for the southwest corner of Naushon Island. The wind was a little shifty, so our course varied between 150 and 180 degrees (all directions provided herein are magnetic, not true). Since the objective at this time was not a specific point but rather to simply cross the bay, I followed the breeze to maintain a steady 4-4.5 kn..

Although the wind direction wasn’t consistent, we were able to maintain a more direct course by taking advantage of the flood tide, which was bringing a light current northeast into the bay. This helped counter our slip to starboard.

Upon reaching Naushon, the current again assisted our movement – this time by boosting our speed over ground. Turning to about 60 degrees to follow the island’s western shoreline to Woods Hole, we were now doing 4.5-4.7 kn., with an occasional five registering on the GPS.

Good seamanship includes knowing when to employ the tools at your disposal in order to achieve a safe passage. It is not heresy to use an engine, and there are certainly places where it is required or advisable to do so. Woods Hole is one such place. Although there was a favorable southeast flood current, it clashed with the east wind. The only way through at this hour under these conditions would be with a little assistance from the iron wind.

Although we made it through The Straight without issue, if I could claim to have made any mistakes on this journey, the first would be after clearing Juniper Point. Instead of continuing south from The Straight and turning southeast at the red “2” buoy, I made the mistake of going north of Great Ledge toward Nobska Point. Here the wind was right on the nose, generating a steep chop against the flood current flowing out of Woods Hole. It would’ve taken a little longer, but going south (dotted line on the chart) would’ve avoided this and made for a more comfortable ride.

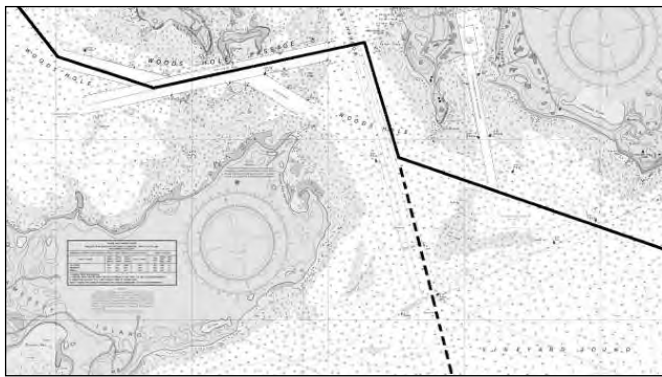


Fig 4 – Route taken through Woods Hole (solid line) versus the route I should've taken (dotted line)

Past Nobska Light, there was a decision to be made. With the typical southwest wind and a favorable current, it would've been an easy run to Waquoit. However, today's easterly was on the nose, and it was generating a bit of a chop against the flood current. A tack southeast to the Vineyard would be the best strategy, as I could then ride the flood northeast toward Waquoit Bay on a starboard tack.

At 4:50 p.m. I was in Vineyard Sound and headed toward Martha's Vineyard on a heading of about 175-180 degrees. We were doing about 5.5 kn. on a close reach.

As we approached Martha's Vineyard, we crossed the Middle Ground, a shallow bar that runs between the Elizabeth Islands and the Vineyard. The depth finder bottomed out at about 8-feet. Behind us, a large red sloop that trailed us out of Woods Hole tacked to the northeast; clearly they couldn't cross the bar.

On the Vineyard Sound side of Woods Hole, the flood current exceeds 2 kn. at certain times and places. Between the Middle Ground and the Vineyard, the water was far calmer than it was near Woods Hole. Approaching the shore northeast of Lake Tashmoo, I turned *Cranberry* to about 60 degrees and as expected gained about two kn., now traveling at 7.5 kn. over ground.

As we passed the north end of the Middle Ground and formally entered Nantucket Sound, the red sloop crossed my path, heading southeast toward Holmes Hole. They were close enough to wave; a large Swiss flag was flying from their stern. Strange how a landlocked nation like Switzerland seems to have so many avid sailors, even competing several times in the America's Cup.

We cleared the West Chop doing 6.5 kn.. Ahead I saw a patch of rough seas. Clearly there was a bar, but I didn't recall anything like this here. L'Hommedieu Shoal runs roughly east-west from Nobska between Falmouth and Martha's Vineyard. There is one exception to this, north of the West Chop, where there's a north-south branch of the shoal that almost intersects with the Hedge Fence, another shoal south of L'Hommedieu. On this day, the flood current was being opposed by a now 15 kn. east wind, and I was about to sail right into it.

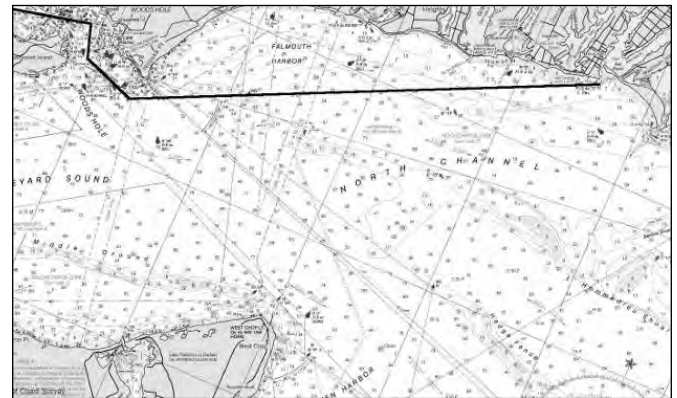


Fig 5 – Route taken from Woods Hole to Waquoit. Arrows indicate the direction of the current. The circle shows the north-south branch of L'Hommedieu Shoal.

Cranberry rolled as she was hit broadside by several short, steep waves. I got soaked by a wave that slammed the starboard side, with more than a few gallons making their way up and over the coaming. A few minutes of this and we were through. While it was exhilarating, this – failing to read the chart and recognize the potential issue – could be counted as my second mistake.

Along the edge of the shoal, the depth changes quickly from 55 to 15 feet. A closer look at the chart might have kept me a little drier. Lesson learned.

Crossing Nantucket Sound, we were still maintaining a good 5.5-6 kn. on a close starboard reach. I found myself slowly adjusting our heading from 60-degrees to 45-degrees to 30-degrees to accommodate the current. This was the third mistake.

Today, with an east wind, it didn't matter so much. Although the current was driving me east, the east wind made it easy to adjust my heading to the west as I went; there was little danger of overshooting my destination.

The same could not be said if it had been a southwest wind. Under those circumstances, the combination of “favorable” wind and current would’ve given me little time to adjust on the fly, and I could’ve found myself in the awkward position of having to double back against wind and current.

At 6:25 p.m., we passed through the Menauhant channel. Home.

The trip was just shy of 32 nautical miles. Mooring to mooring it took about eight hours. The direct route is typically about 20 NM and five hours, so this took about 50-percent longer in distance and time. However, the longer route was undoubtedly more comfortable, and saved fuel and engine hours.

My “mistakes” were the best kind. While occasionally uncomfortable, they resulted in no loss of life or property, so each was a learning experience. Indeed, all could be traced to a single issue – my failure to plan the trip ahead of time. All along the way, I made seat-of-the-pants decisions; to leave earlier; to sail to Naushon instead of motoring directly to Woods Hole; to go east around Juniper Point instead of south; to cross Vineyard Sound instead of sailing direct to Waquoit Bay.

Instead of just powering through the elements, I changed the route on the fly to work with the wind and current to get home. That, my friends, is an example of seamanship. Certainly not the finest kind, but a pretty decent effort – if I do say so myself.

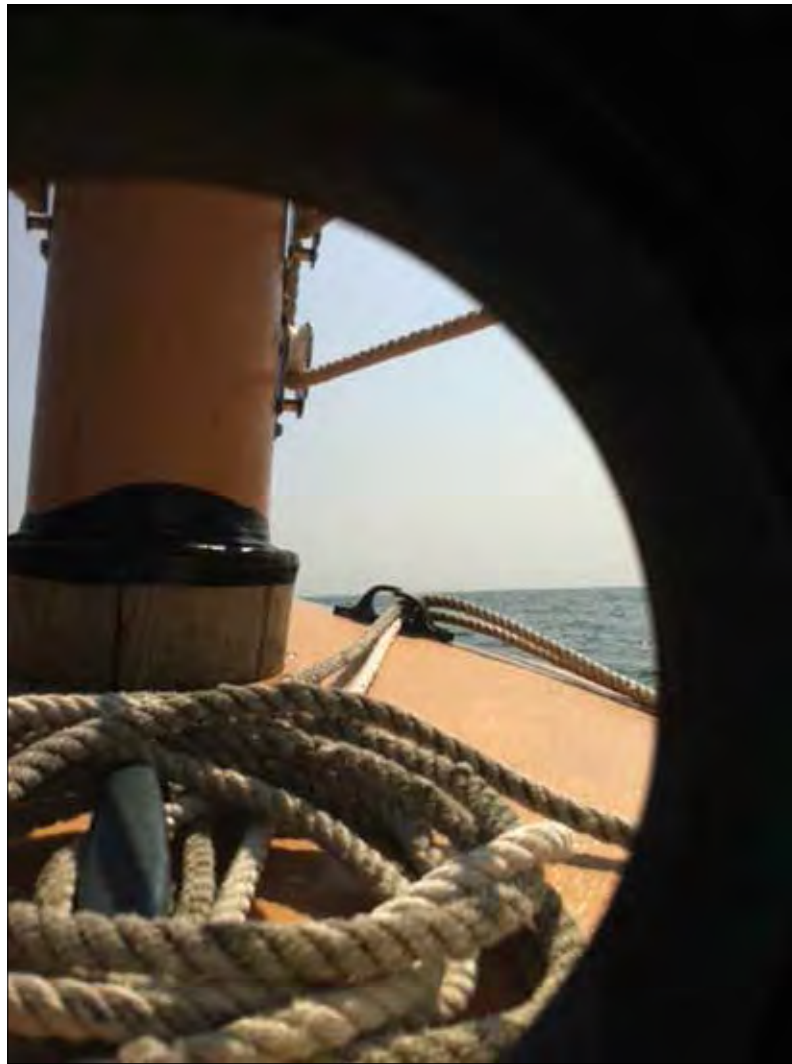


Photo by Michael Lang

On August 3, Michael Lang and Collie Harris were out sailing in their catboat *Toccata*, out of Black Rock Harbor. The picture was taken through a porthole.



Barndoor Postings

In the News



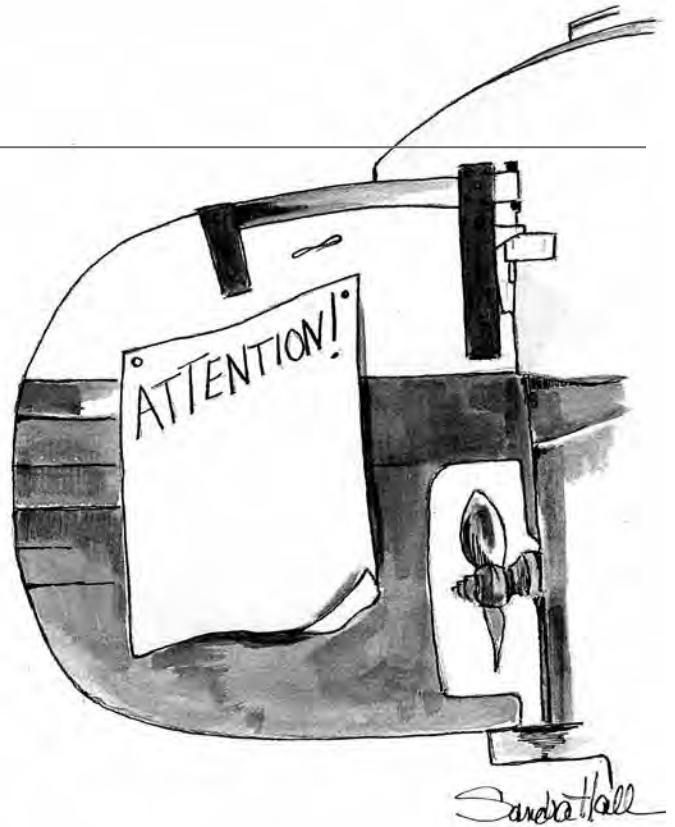
Gracie Ann, a 22-foot catboat built by Tony Davis at Arey's Pond Boat Yard in South Orleans, MA, for Winslow Maxwell and family, is the subject of a full-fledged feature story in the October issue of "Messing About in Boats" (Vol. 35, No. 6). The lengthy article with a cover photograph was written by Tony Davis, who tells the amazing story of the coming together of this craft and her sail down the coast. The cold-molded catboat took a year to build and was completed more than a year ago.

Barnegat Bay Sailing Hall of Fame Elects CBA Members

Roy Wilkins

Catboat Association members Paul Smith of Pt. Pleasant, NJ, and Gretchen and John Coyle of Beach Haven, NJ, were inducted into the Barnegat Bay Sailing Hall of Fame at a ceremony in October, 2016. Both the Coyles and Smith joined the CBA in 1988.

Paul Smith has been a boat builder at Beaton's Boat Works in Mantoloking, NJ, for 50 years. He learned the boat building trade from various craftsmen of one design boats. He not only is a successful boat builder, but understands each owner's specific needs. He has re-built two of the A Class Fleet and gone on to build four more new ones: *Wasp*, *Ghost*, *Raven*, and *Lightning*. Without a doubt, Paul Smith is one of the most respected and well-liked boat builders in New Jersey.



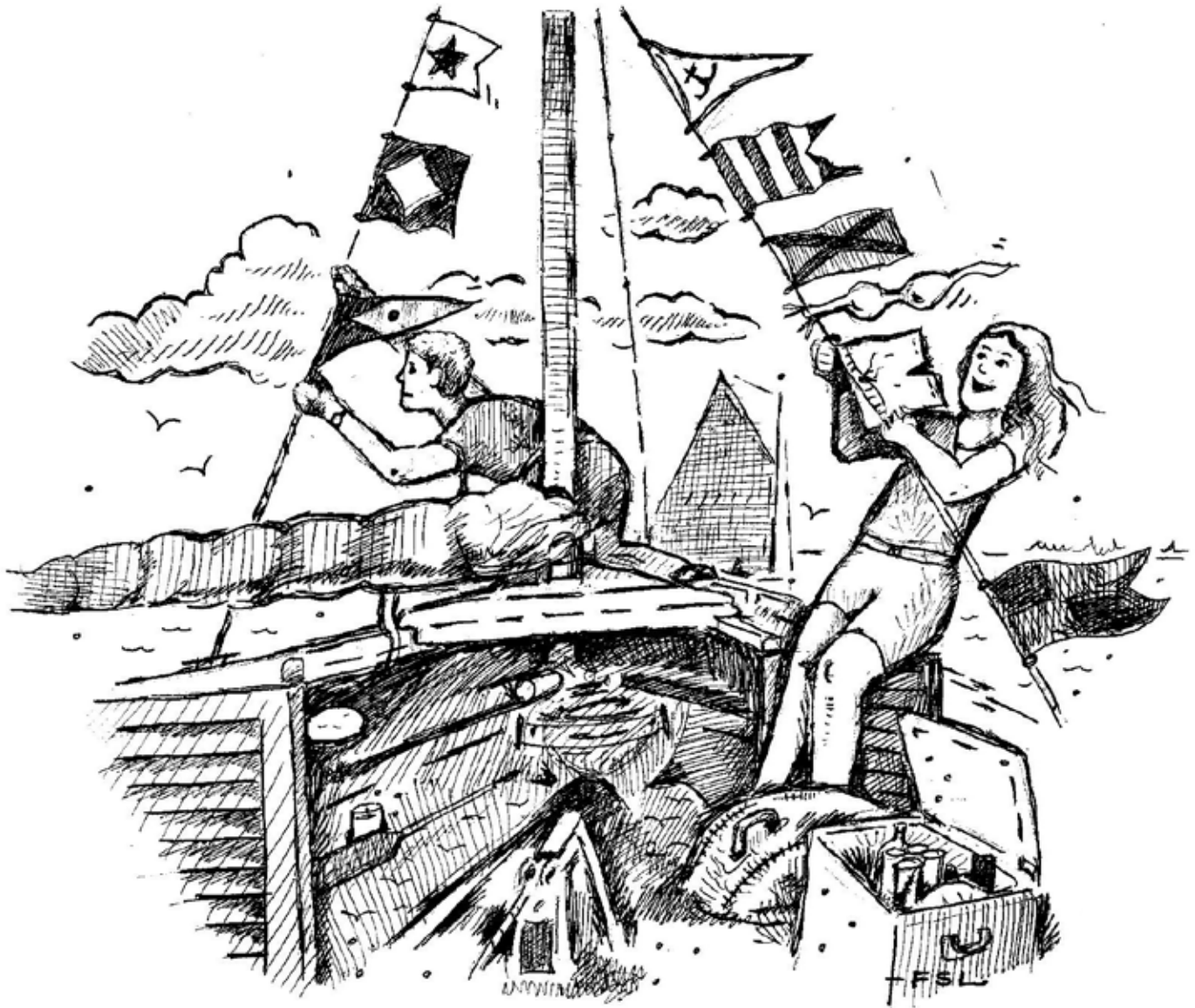
Watching Paul at his craft is a pleasure no one forgets. He knows more about painting, rigging, spar making and fabrication of fittings than most builders in the country. He considers his 20 years of A Cat construction and restoration the apex of his distinguished career.

Gretchen and John Coyle are true sailing ambassadors, working as a team and enthusiastically sharing their love of sailing in many ways. John founded the Long Beach Island Historical Association and Gretchen was a two-term president. She was also president of the Board of Trustees of the Tuckerton Seaport. They purchased the old Barnegat Bay sloop *White Cap* in Florida, had her completely restored at De Rouville's Boat Yard, and donated her to the Tuckerton Seaport on Gretchen's retirement from the board. They were also responsible for the restoration of naval architect and builder John Trumpy's historic cutter *Rip Tide*, which they later returned to her home in Camden on the Delaware River.

The Coyles raced E Scows, and started the Useppa Island, Florida, rendezvous for Catboats 25 years ago, gradually turning it into the largest Sandpiper rendezvous and worlds. John has been Commodore of the Little Egg Harbor Yacht Club and chaired the National E Scow Regatta that won US Sailing's St. Petersburg Yacht Club Trophy in 1990. In his retirement he manages two A Cats, owned by

the New Jersey Maritime Museum in Beach Haven, that are used for hosting combat-wounded veterans, racing, education and historical sails. Gretchen began sailing a Sneakbox in 1950, founded and taught Sea L'Eggs for ladies at Little Egg, and now writes about maritime history. Her most popular book "Inferno at Sea," was honored at the 2015 Havana International Book Fair. She and co-author Deb Whitcraft are the only Americans to have received this distinction.

Barnegat Bay, New Jersey's largest bay, has a strong sailing and maritime heritage that spans hundreds of years. The Bay has produced avid and successful sailors of all ages and hosts national and international regattas. The Barnegat Bay Sailing Hall of Fame promotes and preserves this unique area's past and future sailing heritage. To this end, the BBSHF recognizes those who have contributed to, or continue to further this heritage.



Book Review

Ned Hitchcock, Editor

A Man for All Oceans

By Stan Grayson

Tilbury House Publishers
Thomaston, ME 04861
New Bedford Whaling Museum
New Bedford, MA 02740
2017, hardbound, 397 pages

Stan Grayson has written a remarkable biography and commentary on Joshua Slocum. It focuses on Slocum's solo voyage around the world, which I assume is known to most readers, as well as many details of his long and complex life and history. The book is very well researched and Grayson's efforts extended over many years. He observes that while "Charming and outwardly welcoming to his admiring public Joshua Slocum was never an open book. His inner man would remain hidden where Slocum wanted him – in his painful and tumultuous past that none would ever glimpse in its entirety. His personal life was largely unknown even to his children." (Introduction, p.x) Grayson is able through careful research in all sorts of documents to fill in many of the blanks – not so much personal information but in the details of his public life.

In "Sailing Alone Around the World," Slocum recounts his early years in Nova Scotia in two pages; Grayson uses fifteen well-written and informative pages to cover the same territory. The same proportions are true throughout the book. Thinking about "A Man for All Oceans" makes clear what a complex and challenging life Slocum had as he rose from being an ordinary seaman on his first ocean trip to being captain of several substantial commercial vessels during his early adulthood. The ins and outs of his various adventures lead to fascinating reading including shipwrecks, mutinies, lawsuits, as well as many successful commercial voyages.

Slocum married his first wife, Virginia, at the end of January 1871 in Sydney, Australia. She was to be the love of his life and sailed with him frequently until her death in 1884. They had four children, who also sailed with them. Virginia's death was a watershed for Slocum. Grayson makes clear how much the relationship had meant to both and how her

death shadowed the rest of Slocum's life and career. His life, in spite of a second marriage, seemed to go slowly downhill until he attempted to give up the sailing life and become a farmer. That did not go well and he tried half-heartedly to find work in various maritime trades from fishing to boat-building. There was no market for skilled captains of deep-sea sailing ships. He ended in Fairhaven, MA where a friend, Eben Pierce, offered him a "ship" if he wanted to rebuild and fit it out. It was the *Spray*.

He rebuild *Spray* and attempted briefly to make a living fishing with her. In the meantime he'd written several books relating to his sea-going experiences. These experienced some success and he combined his writing with lectures relating to his voyages. In spite of this relative success, he grew increasingly isolated and a former neighbor wrote, "Although he was a good mixer, he seemed like an extreme introvert and as I recall either from his conversation or in his book he identified a good deal with Robinson Crusoe." (p. 184.)

Grayson's version of the actual voyage of the *Spray* is 69 pages long and is crammed with interesting detail. Throughout the book there are useful maps and photographs. On his return, Slocum turned to writing a narrative of the voyage and published the first edition in 1900. With the publication and subsequent revisions, Slocum's writing became more and more sophisticated and thoughtful. In spite of the success of his book Slocum grew increasingly isolated, usually living alone and spending winters in the Caribbean. Both he and *Spray* were less carefully attended to and both deteriorated. Joshua Slocum disappeared at sea in 1909. Grayson's chapter on the disappearance and possible explanations is speculative but convincing.

"A Man for All Oceans" is thorough, marvelously readable, and, all in all, an excellent blend of smooth narrative and thorough scholarship. It makes quite clear why "Sailing Alone Around the World" is the classic touchstone for writers of cruising narratives.

As a postscript, it's worth noting that the New Bedford Whaling Museum has a small room devoted to Slocum, the *Spray*, and Stan Grayson's marvelous book. It's well worth a visit when you're in the area.



Keeper of the Light

Jay Webster

While “messaging about” in past bulletins, I came across two of the finest stories I recall reading in our great bulletins. The first article is entitled Eulogy on a Forgotten Treasure: Homer’s “Sailing the Catboat” by J. C. Polster. The second is Winslow Homer’s Four Catboats by Pete Brewer. These articles appear in Bulletin No. 119, Spring 1999.

Polster is an artist who does water colors and a catboater. He writes about how a small inexpensive print of Winslow Homer’s “Breezing Up,” painted in 1876, which hung at his bedside, had a subtle yet profound interest upon his life. I remember a print of “Breezing Up” hanging in my house having a similar effect upon my many years of enjoyment of catboat sailing.

Pete Brewer, a writer for The Boston Globe and the Associated Press, follows with the story of how Homer actually painted four catboats. Homer’s first rendition of the painting “Sailing the Catboat” was painted during his early watercolor years, around 1873. Homer then painted different versions of the same painting and its rigging, slightly changing the



colors, the background, and the number of boys sailing in the catboat.

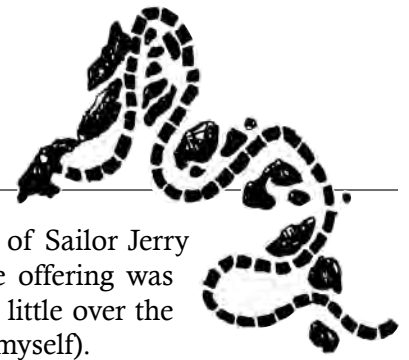
Homer then painted “The Flirt” which depicted much more detail in the boat itself. A color print of his latest painting of “Sailing the Cat” was included as an insert in the above mentioned bulletin.

Homer eventually painted “Breezing Up,” an oil on canvas, which has come to be known as the icon of American painting.

Pete Brewer concludes his story of Homer’s four catboats stating: “The watercolor “Sailing the Catboat” reaches out to the viewer as a spontaneous, optimistic, shared experience, fluid, light and quick in character, bringing together the worlds of boy and man.”



Short Tacks



The Perfect Storm

Brent V.W. Putnam

The railroad bridge was just half-a-mile away when *Cranberry's* engine quit. It could have been worse, but at the time it was hard to imagine how. The wind was on the nose, the current was dragging us toward the bridge, we were in one of the busiest shipping lanes in the northeast, and our trip to Plymouth and the North of the Cape Rendezvous was obviously over.

After what appeared to be a fuel flow problem on Thursday evening, I had replaced the primary fuel filter and fuel pump. The Palmer ran fine for about an hour Friday morning, so we headed out of Onset Harbor for the canal and points north.

We were technically in the canal when the engine died. The Army Corps of Engineers prohibits sailing here, but under the circumstances we had to be pragmatic; we turned tail and raised sail.

The sou'west wind which had propelled us up Buzzards Bay to Onset on Thursday had backed to the north and strengthened. It made for a quick – albeit wild – downwind run to Megansett, where we stopped and anchored. Home is a few minutes across town by car, so Rebecca and Victoria got a ride while I went to work on *Cranberry's* engine.

With nothing left to do to the fuel system – the carburetor had been rebuilt over the winter – I started to look elsewhere for the problem. The Palmer had been running a little hot, so I replaced the impeller. Considering an electrical problem, I installed a new coil, condenser and ballast resistor.

The weather on this particular weekend was unsettled, with rain and thunderstorms. By Saturday afternoon, there was a break in the weather, and I thought I'd fixed the engine problem. It was time to sail *Cranberry* home.

Sailors are a generally superstitious lot, and I'm no exception. When we purchased this Marshall 22 that would become our latest *Cranberry*, my then 8-year old daughter Victoria assisted me with John Vigor's Interdenominational Boat Denaming Ceremony to ensure that the prior name was expunged from the gods' records before slapping the new name on. But with all the work we had done in 2012, *Cranberry* looked different. Perhaps the gods didn't recognize her anymore? Perhaps a rechristening was

needed? I had a liter of Sailor Jerry aboard, so a suitable offering was accomplished with a little over the bow (and a swig for myself).

Earlier on Saturday, Becky told me to, "Just call for a tow," to get *Cranberry* home. But there's something truly inglorious about a sailboat getting a tow. Motorboats get tows. On a sailboat, the engine is rightly called an auxiliary, and if the auxiliary doesn't work, there's always the wind.

Well, almost always.

There would be no sailing because there was no wind. I motored out of Megansett at 6 p.m. into a very light southeast breeze and 1-2 foot seas. The throttle was low – 800 RPM – for fear of conjuring up whatever problem had plagued *Cranberry's* engine thus far, but it was still enough to move us along at about 4.5 knots.

Fog and an occasional rain squall accompanied me during the two-hour trip to Hadley Harbor, where I would lay over until the Woods Hole current went slack. Along the way, I passed another catboat headed north. I later learned it was Jay and Diane Webster in *Ishmael*, who themselves were wondering what this other catboat was doing out in this weather.

Somewhere between Old Silver Beach and West Falmouth Harbor it happened. If you sail often enough, those beautiful, perfect sailing days become so commonplace that it can be hard to distinguish one from another. It's days like today – with engine problems, weather, and the like – that stand out in the mind and remain unforgettable.

There was a break in the clouds as the sun peeked through. No blue sky could be seen – just the sparkle of the sun and its beams of light piercing through the haze and illuminating bits of the bay below like streetlights in the night. It was beautiful, but eerily reminiscent of the final scene in the movie, "The Perfect Storm." After the engine trouble we'd been having, I was now expecting the other shoe to drop – a sudden squall, a kraken erupting from the sea, or something like that.

None of that happened.

In fact, it was a remarkably uneventful trip, and the engine ran like clockwork all the way home. The Palmer was fixed, but doubts still lingered in the corners of my mind. A sailor should trust his intuition, because the engine would act up again.

But that's another story.



Stray Cats

An Ohio Catboat Makes Its Way to Mystic

By Dan McFadden

The process of purchasing a boat raises many questions in the mind of a buyer. Is the engine reliable? How blown out are the sails? What is the strange smell from that inaccessible spot in the bilge? But beyond the basics, there are also the questions about the boat's story. How was she built? Where has she sailed? One often wonders about the answers to those questions and in many cases they are lost to time. Mystic Seaport recently received the donation of a wooden catboat that comes with a bit of that story explained.

South Shore is an 18-foot cat that appears to be constructed from Alden design no. 0838 (*Tabby*), which is attributed to Fenwick Williams and dates from 1949. She is traditionally built with cedar planking on steam-bent oak frames with galvanized screw fastenings.

The boat was built by the late William A. "Bill" Ray in 1989 in Wadsworth, OH. Ray won the CBA's Broad Axe Award for the project. A letter Ray sent to the boat's owner a few years ago provides some interesting background on the construction.

"You asked for a little history of the *South Shore*. Years ago I bought the plans from John Alden's company in Boston, MA., Fenwick Williams (best known as a designer of catboats) was working for Alden then.

I acquired a white oak tree that stood in the way of improvements on private land along the shore of Wingfoot Lake in Magadore, OH. I had it rough-sawn to measurements I furnished at a small sawmill on a farm in Paris, OH. The juniper (Atlantic white cedar) for planking I bought rough-sawn from [a seller] near Columbia, NC. The fir for the cockpit and cabin bulkheading and spars I bought at a lumberyard in Pittman, OH.

Iron fittings were made at a small machine shop in Barberton, OH, and hot-dipped galvanized in Mansfield and Cleveland, OH. The cleats and fairleads were made from black locust (very hard



and desirable wood) from a tree on our property in Wadsworth."

Ray reports the boat was launched in Sandusky, OH, and spent several years on Lake Erie before being sold and ending up in the Chesapeake.

South Shore has Edson wheel steering, the typical curved cockpit with staving, and the cabin sleeps two. The mast is a 4-year old hollow Sitka spruce with a solid gaff and boom. The sail is reported in excellent shape. The boat was sailed during summer of 2017. *South Shore* comes with a galvanized trailer and a clever trailer-mounted gin-pole rig to hoist the mast with just two people. The price is \$9500 OBO.

According to Ray, *South Shore* was originally equipped with a Kermath Sea Pup engine. There is no motor in the boat at present but she does come with a shaft and prop.

Mystic Seaport accepts donations of vessels to be added to its collection, be operated as part of its waterfront, or for immediate sale. This boat falls into the last category and is an opportunity for someone looking to buy a classic wooden cat to get out on the water in 2018.



The "builder's plate" engraved in a beam in the cabin: "SOUTH SHORE; 1989; F. C. Williams, N.A.; W. A. Ray, Bldr" (Credit Mystic Seaport)



South Shore on her trailer at Mystic Seaport (Credit Mystic Seaport)

South Shore is available for inspection out of the water at the museum. Interested parties should contact Chris Gasiorek, Vice President of Watercraft Preservation and Programs at (860) 572-0711 or chris.gasiorek@mysticseaport.org. Proceeds from the sale will be used to support museum programs.



Osterville Rendezvous

Mark Alan Lovewell

The annual Townie Hornor Osterville Rendezvous on Cape Cod is a favorite among all sailors. Without a race sailors simply gather at the highly regarded Wianno Yacht Club on Bridge Street on the water for a weekend of fellowship, parade of sail, a Saturday evening cookout at the Osterville Historical Society grounds and some otherwise easy shoreside leisure time.

Catboat Bulletin editor Mark Alan Lovewell went to the rendezvous with only the intention of having a good time and keeping his “work” camera away. But even with that mission, he still pulled his camera out and walked away with a drawer full of nice pictures.

The Historical Society’s headquarters is small museum in size but filled to the gills with a mission. The museum has a dedicated room to depicting what Crosby catboat building was like in the 19th century. A bench with the details and tools of the trade is set up to commemorate and to look like the Herbert Crosby Boat Shop, his smallest shop, as it might have been.



Bob Luckraft, former president of the Catboat Association and avid catboat enthusiast, took the helm of Lovewell’s *Sea Chantey*, a vintage 1974 Marshall 22 catboat. Luckraft would normally be seen on his own, a favorite 24-foot Herbert F. Crosby cat *Genevieve*. But this past year *Genevieve* is undergoing some significant handiwork. She’ll be ready for 2018.



On Saturday morning while the catboat *Glimmer* sat at a borrowed mooring, a team of avid shellfishermen made their way through the mooring field in pursuit of succulent tasty bivalves.



Cats for Sale



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

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

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

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

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

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



174-1. LEXAN PORT LIGHTS for sale. I installed a set on our 40 year old HA18 and she looks years younger...and we can see outside! Oval measures 10"x5" and should fit any bronze frames of this size (Marshall, etc.). \$100 for 4, includes USA shipping. baxterbroker@aol.com



174-6. 1981 Marshall Sanderling, Hull# 492, Located in Charleston, SC This Sanderling is in Swell shape. She's a new addition to the Lowcountry. A fine member of the fleet, Skimmer comes with traditional tanbark sail, 4HP Yamaha four stroke outboard. and tandem axle trailer upgraded with new wheel bearings and bunks. Nice interior, original hull and deck gelcoat in very good condition. Priced to sell at \$12,500. Email Nelson at nelsonohl@icloud.com for information.



174-3. 1968 Wittholz 17' Catboat. Designed by Charles Wittholz, this 1968 17' catboat was built in Ted Hermann's boatyard on Long Island. (He later sold the design to Cape Cod Shipbuilding.) "Huckle" is a solid fiberglass boat. She has an aluminum mast, gaff, and boom; She also has a Yanmar 1GM diesel and a custom trailer. Everything is in working order. She is an old boat, but she sails well, can power against the current, and is comfortable both in the cockpit and down below.

She is currently moored in Salem, MA. Delivery is an option. Check out this link for more pictures. Please contact me at connor013@gmail.com with any questions



174-7. 1980 Atlantic City 24' Catboat. New sail. 18HP Yanmar diesel, well maintained with less than 1000 hours. Teak interior with ash overhead. 6' 2" headroom. Stand-up Head. Pressure Water in both Sinks. 2 Burner Alcohol Stove. Datamarine Knot Meter and Depth Finder. Within last few years replaced Batteries, Head, Pressure Water Pump, Fuel Tank, Bilge Pump and Sail Cover. 3 Anchors and all the usual gear included. \$18,900. Peter Boniface 508-360-7168. E-mail: Bonifacecva65@gmail.com



174-8. FOR SALE: 2011 Marshall Sanderpiper (15') PISCIN ("Pish keen" - Irish for Kitten) is in exceptional condition - very well cared for by both of her owners. She had very little use by her first owner and has been lovingly maintained and seasonally used (garage stored) by her current owner (owned 2 yrs.). PISCIN is

being replaced with a larger sailboat. Fully optioned, all gear is in excellent condition. With a mast hinge, Harken mainsheet system, cam cleats for halyards, braided running rigging and a Load Rite trailer, PISCIN needs nothing and is ready to go. • Removable Outboard Bracket • Honda 2hp 4-Stroke Outboard • Mast Hinge • Harken Mainsheet System – recently relocated to Centerboard Trunk • Braided Running Rigging • Lazy Jacks • Shock Cord Furling • Jiffy Reefing • Halyard cam cleats • Windex • Bow Floatation Bags • Manual Bilge Pump • Sail Cover ~ Linen (color) • Boom Tent ~ Linen • Cockpit Cushions ~ Linen (never used) • Garboard Drain Plug • Bow Eye • Load Rite Trailer w/guides • New Dyneema based Forestay by Colligo (custom) + original wire rigging • Two (2) reef cruising main with Hull No. (595) & Sandpiper Logo. She's a Sandpiper in like new condition without the new boat price! Replacement value, as equipped, is ~\$35k. See http://www.marshallcat.com/html/15_sandpiper.html for specs etc. Asking: \$22,000 (includes Trailer!) Located: Blue Hill, Maine (can deliver in New England) Contact: Butler Smythe caerulean@me.com or 207-374-3838



174-14. 1976 Marshall 15' Sandpiper with Cuddy cabin, in very good shape with teak hand rails, Marshall mast hinge, Marshall bow floatation kit, and good sail. Includes sail and cockpit covers. Includes outboard motor and bracket: 1998 2 HP Honda 4 stroke as well as boat Trailer. Located in Manchester-by-the-Sea, MA. Firm price at \$8000. If interested please contact Andrew Crocker: 617-678-2717 or email andrew@crockerarch.com



174-9. 1973 Nowak and Williams Herreshoff America catboat; 18'2" X 8' X 1.8' (BU) Design details at: http://sailboatdata.com/viewrecord.asp?class_id=5922 Restored 2016/17- fresh bottom paint, varnish, new rudder, new gaff jaws, rewired, 2 new

batteries (house and engine start), new Sunbrella cockpit cushions; hull compounded and polished; Yamaha 6 hp 2 stroke electric start outboard in well with 2 fuel tanks (one new); Sail in good condition; Optimist pram dinghy/tender (no rig) with new oars and Sunbrella cover; Galvanized Shoreland'r trailer with new wheels and tires; Fenders, boat hook, flag staff, two anchors, misc gear. \$9000. Located at Small Boat Exchange, Shelburne VT, Contact: John Freeman: vtsmallboat@gmail.com or (802) 985-5222



174-15. Menger Cat 23, hull #16. Felicity was purchased in 2009 and moved to Duxbury, Ma. She has been continually upgraded and features added. Always winterized, spars de-stepped, bottom painted, bright work recoated, hull polished and stored/ covered

on her custom trailer. She has 6'2" standing head room and an enclosed head. Felicity is equipped for cruising; she has a two-burner stove, s/s sink, 12v/110v refrigerator/ freezer, pressurized 55 gals cold water/ 6 gals hot water, showers in the head and cockpit, two opening ports plus hatch, solar vent, removable companionway doors. She also has an autopilot, multimedia chart plotter, depth, wind direction/speed, compass, barometer, hand-held VHF and an AM/FM/VHF satellite radio. Felicity has cabin heat via the engine or 110v shore power, a 30A battery charger and a solar panel. She has a boom gallows with a cockpit boom tent and clear side and forward curtains. Felicity has her running rigging and jiffy reefing lines fed through Harken blocks and Lewmar clutches to the cockpit. Included are a plow anchor on a bowsprit with a rope/ chain locker, a fluke anchor in the lazarette, sail and wheel covers, all cushions, dock lines, fenders, shore power cords, water hose, rudder pintle stick, plus galley utensils and much more. Asking \$38,500. or \$42,000 on her Triad trailer (designed for highway travel). Contact Dick Loring at duxbay2@comcast.net



174-10. 2013 Scamp #25 Lug-rigged 11' 11" pocket cruiser. Designed by John Welsford, built by owner. 80 sq ft of sail. Okoume / fir plywood construction. Bottom epoxied and fiberglassed. Trailer included. Asking \$4800. Located central PA. Phone Daniel at 570-326-1339.



174-13. 1981 Legnos Mystic 20, WHISPER, Hull #49, with a 252 sq. ft gaff rigged sail and the original Yanmar 1GM10 inboard diesel engine is for sale. This well cared for lovely sailing vessel which is in good condition and has had several upgrades is reluctantly placed on the market, but age of the owner and discernment indicate that it is time to go ashore. WHISPER is on a mooring in the Wareham River, MA. Asking \$15,000. Please call: 781-820-5005 or email: jfrafferty63@gmail.com for details.



174-16. FOR SALE: 22' Wilkinson Coquina Catboat This is a sweet catboat built in 1981 with great potential!! Beautiful solid fiberglass hull in awesome shape! Newly installed (used) Volvo Penta 13 hp MD7a Marine 2 cylinder diesel engine with PSS drip-

less shaft seal. Nice finishes: 4 opening ports, Taco rubrail with rope insert, tongue & groove headliner, teak interior. Swing keel with no center board trunk in cabin (flat floor). 5' 8" Headroom!!! Hanging locker. Galley space! Enclosed Head Helm steering 2 - 18 gallon pressurized water tanks 2 Berths She is sloop rigged..... Gaff rigged main with mahogany bowsprit and fore sale. She has been stored inside for the last few years! Due to a recent move out of state I unfortunately can not complete the project. The repowering is done and you can put your personal touches on her!! A great little cruiser with classic lines, easy sailing, stable and roomy! L.O.A. 21' 9" L.W.L. 20' 4" Beam 10' 3" Draft 2' 3" to 5' 6" Sail 324 sq. ft. Displ. 4000 lbs. Headroom 5' 8" Located in North Branford, CT. High and dry on stands in shop space!!! \$3900. A GREAT opportunity! Skip 203-494-0568 sueskip@comcast.net



174-17. FOR SALE: 1976 MARSHALL MARINE 18' SANDERLING. Hull #368 Kalyra. Very clean, well maintained with updates over 7 years of ownership. Located in Forked River, NJ. Has not been sailed for three years, and infrequently sailed before that, due to illness of owner. Comes with 8HP Mercury 4-stroke

outboard, purchased new in 2013, used for less than 2 hours. Also comes with 2011 Load Rite 5 Star Trailer, used only 4 times during ownership. New Thurston race sail, with new "wheat" Sunbrella sail cover, and matching Sunbrella covered custom made cockpit cushions. Lazyjacks and all rigging in very good condition. Portable toilet, anchor, 4 life jackets, solar charger for battery. New Lewmar mainsheet block moved onto centerboard trunk. Lewmar winch added to starboard topside of cabin to allow for easy hoisting of sail. New finely finished tiller and cabin boards. Wood for "eye-brow" custom cut by Marshall Marine and ready to be finished and added to boat. This beautiful boat needs to be sailed by someone who will love her as much as we have. Asking \$11,500. Call: Gayle Cornish (201)317-2225



174-20. 2002 Marshall 18' Sanderling. "Blue Skies" is a one-owner boat in excellent condition. Well cared for and maintained by the Chatham Boat Co. for her entire life. She requires almost no spring prep to launch. Thoughtfully optioned, she is

equally prepared for casual day sailing or the occasional over-night excursion. Stable and well-mannered, the Marshall Sanderling is a capable classic with room for the entire family to enjoy as well as for an evening cocktail cruise with friends. She's currently in the front yard at the Chatham Boat Co. even though she's being brokered officially by Marshall Marine in South Dartmouth. You can check out their website for info and for more photos. You can stop by the yard in Chatham any time for a look. You can't miss her on the lawn, wishing she was in the bay instead. Also included is a Johnson 6HP 2-stroke outboard in very good condition. No trailer. Marshall Marine in Dartmouth, MA has the brokerage on this boat, but we're trying to work with them to the benefit of our customer, the owner. Asking price REDUCED to \$16,900 and located on Cape Cod in Chatham, Mass. You can call the Chatham Boat Co. at 508-945-4948 or email Charley at charley@chatboat.comcastbiz.net



174-22. 1996 Menger 19 Catboat. Well maintained and in excellent condition. Boat is equipped with a Yanmar 10 hp 1GM10 diesel engine, raw water flush out, engine owner's and shop manuals along with all spare parts needed for maintenance or an emergency, electric and manual bilge pumps, deep

cycle and starting batteries with onboard charger. On deck boat has a tabernacle mast, lazy jacks, jiffy reefing, cockpit cushions, compass, bronze transom and rudder steps, running lights, sail cover, Rocna and Fortress anchors, custom storage cover. In the cabin: DSC VHF with mast mounted antenna, radio / CD player with aux. music jack and cockpit speakers, two AC power jacks, two brass lights, small slide out galley with pump sink. Porta-Potti and ice chest / companionway step, drop leaf table. Magic Tilt trailer with surge brakes, and spare tire included, Located in Westport, MA. \$19,900. Call Dan Harrington (508) 965-1250 or email dharrington@westportschools.org



174-23. 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. REDUCED. Asking \$11,500 OBO. 908-399-4044, rleschander@gmail.com



174-24. 1976 Marshall 18' Sanderling. Trailer, Nissan 5hp OB, Tabernacle Mast, Canvas Winter Cover, Cockpit Cushions, new lines and rigging. Has not been sailed in 5 years. Located in Readington NJ. May be willing to deliver as

far north as Mystic CT and as far south as Washington DC area depending on timing. Asking \$9,000. More pictures available via email or text. Please contact Chris Mele Christiangmele@yahoo.com 908-962-2289



174-26. Reduced! 21' ROSEBUD, formerly BUTTON, 1964. Winner "Best Sailboat" Salem Antique and Classic Boat Festival in 2009 and 2014. Cedar on oak. Teak decks, cockpit sole, engine box and trim. Interior w huge comfortable bunks, mosaic-top galley area. Rare octagonal bronze opening ports. Rewired stem to stern 2012. Twin marine deep cell batteries, solar panel, VHF, Garmin depth finder. Twin electric 800 gph bilge pumps, manual gusher. Mast, spars sitka spruce. 372 sq. ft. Oceanus vertical cut sail new 2012. "Posh" three-strand running rigging and sail lashings for a classic touch. Heavy bronze fittings throughout. Wood/bronze blocks. Oak mast hoops. Original Volvo MD2 rebuilt in 2011, runs exc. Spare transmission and engine parts. Several anchors including a new Fortress lunch hook, 300ft anchor rode. ROSEBUD is a wonderful cruiser. Must be seen. Owner is motivated seller. Salisbury, MA. Contact Jim 978-270-5495, or email jgrenier@renegadestudios.com \$19,500



174-27. 1985 Marshall 22. Yanmar 3GM diesel completely rebuilt in Fall 2015 by Yanmar authorized dealer. All woodwork re-finished in winter of 2017 along with all decks, sole and cabin top which were sanded, primed and finished with 2 topcoats of Epifanes Mono-urethane.

Interior painted where needed. 2 sails (one new in 2013). Custom cockpit cushions, interior cushions for bunks, dodger, stainless steel water tank, new porta-potti, built-in insulated icebox, 2 anchors, teak rudder lock bar, 2 batteries with control panel. bronze steering wheel, VHF radio, drop-leaf table on centerboard, twin Ritchie mounted compasses, bronze step on rudder and transom, solar vent, sail covers and depth sounder. For sale \$39,900. Lots of photos available. Bob at 508-255-0325. email: rlw@wilkinsonre.com



174-28. 1972 Cape Dory Handy Cat, hull #114. 14' LOA, 6'8" beam, draws 12" board up and 54" board down. Cape Dory yacht quality, heavy laid up fiberglass hull in very good condition. Lovingly sailed in fresh water for the past 7 years, now ready to move onto a larger boat. Teak coaming, cockpit seats, custom floor boards and curved laminated tiller. Varnished sitka spruce mast, boom and gaff in good condition. 150 sq.ft. original dacron sail with 1 reef point in good condition. Original teak blocks, bronze deck hardware. New cockpit cover and sail cover.

Bronze outboard bracket with 2 hp Cruise n'carry outboard. Danforth type anchor with chain/rope rode. Original cox trailer in serviceable condition. Regular maintenance of brightwork, paint and spars has kept this boat beautiful and fun to sail. Asking \$5500. cbleuher@comcast.net or Phone: (860) 824-7274



174-29. 1978 Marshall 22. "At Ease". Engine is 1996 Universal 3 cylinder (18HP). All brightwork maintained yearly with gloss cetol. New dodger and sail cover. New cushions below and for cockpit. VHF radio. 2 anchors, new porta-potti, mounted compass and AM/FM radio w/ speakers. Electric pump for fresh water faucet. Faux painted mast and spars

look like wood that can fool people ten feet away. Bought a newer M22 and my wife says "one is enough" so motivated seller for sake of marriage! Boat is currently on the hard in Chatham, MA. Price: \$21,500. Call Brian @ 781-290-6393 or email at Brian@BrianSmithBoston.com



174-30. 1989 Fenwick Williams 18' catboat. South Shore is an 18' Fenwick Williams design (c. 1931) catboat traditionally built in 1989 by William Ray, winner of Broad Axe Award CBA. She is cedar planked on steam bent oak frames, galv. screw fastened. Edson wheel steering, curved cockpit with staving, cabin sleeps two. No

engine, but prop and shaft are included with the boat. Mast is 4 year old hollow Sitka spruce, solid gaff and boom, sail is in excellent shape. Boat is in good condition, and was sailed during summer of 2017. Includes galvanized trailer and trailer mounted gin pole rig to hoist mast with two people. Price \$9500 OBO. 860-572-5302 ex. 5061 chris.gasiorek@mysticseaport.org



174-32. For Sale: 1990 Barnstable Cat Boat. Fiberglass-hulled Beetle Cat replica. 12'4" x 6' with fir spars, oak trim, bronze fittings, galvanized trailer, motor bracket, cockpit cover and more. Built by Howard Boats, hull 46. A desirable, iconic classic in great condition for \$10,750. Also available: 2hp Honda for \$650. Located in NE Ohio. Contact Eric at kretzmnn4@yahoo.com. 440-222-2477.

174-33. 2013 Marshall Sandpiper 15' catboat. OPEN-RACING-white Hull, white deck, black boot stripe, red bottom. Options include: Molded boot stripe (black), mast hinge, Racing package (Harken cams and halyard turning blocks, tapered Marlow fusion halyards and gaff bridle, flotation bags, hiking stick, Quantum racing sail - new with numbers, window, & tell-tales), Windex at mast head, Micron CSC ablative bottom paint-red), Beaton racing sail w/ numbers, window, & tell-tales (lightly used). New Beaton full boom tent (Aruba), new sail cover (Aruba). Lifting bridle and pad eyes, garboard plug, Top Gun trailer cover (Toast), Canvas winter cover, Load Rite trailer. See <http://www.marshallcat.com> for specs. Asking: \$23,500 Located: Jamestown, RI (Newport). Contact: Cathy Cipolla seabiz@cox.net



174-34. 1980 Marshall Marine 18' Sanderling. Mast hinge, sail cover, cabin and cockpit cushions, bronze steps on transom and rudder, anchor, trailer, Mariner 8 hp outboard, located in Cataumet, MA. \$10,000 Contact: burns_mg@yahoo.com



174-35. 1980 William Garden cat-rigged sloop. The H. Daniel Hayes is a moulded fiberglass cat-rigged sloop built to a good standard from a classic design by famous marine architect, Bill Garden. Built in 1980 by Boyds Boats, in Sidney, B.C.. She is 23 feet water length and 26 overall with a ten foot beam. Displacement 6,000 lbs, ballast

1,400 lbs. Centreboard is fiberglass with bronze straps. She is nicely finished with varnished red cedar deckhead, cabinside and bulkheads, and melamine finish on cabin sole. The boat is strongly built and nicely finished inside and out. The eleven hp diesel inboard Kubota engine is clean and enclosed to the port side with sound proofing, and fueled by a twelve gallon aluminum tank. Steering is by means of wheel or autopilot. She has fully battened 'marconi' mainsail, 480 sq ft., with sail cover, with two rope reefs, a storm trysail and drifter. The tapered aluminum, painted mast is 42 ft from water. The boom hangs beyond the stern and above the stainless steel and canvas canopy over large cockpit, and dinghy on a davit. She has a forepeak locker, bulkhead and large salon with settee berths port

and starboard and navigation chart and GPS station to port, drop leaf table on the centreboard trunk. The galley has both a fisherman #1 wood stove and a two burner 'alcohol' cooker, sink and pump tap above water tank. Ship to shore radio, and Danforth anchor. Current Replacement value is estimated at \$90,000. Present Recommended Insurance Value is \$30,000. Located Sidney, BC, Canada Asking Price: \$23,000. Contact Wally wallydutemple@telus.net or phone (250) 656-1767. Wally's website is here.



174-36. Menger 15 "Tomcat" for sale in Rockport Texas, some wear and tear but a good solid boat, tanbark sail with 2 reef bands, 15' loa, 7" draft with board up. Cuddy shelter, 4 hp Mercury which ran well when stored 2 years ago, custom cushions. Comes with trailer. \$7000. (361) 450-0355 jameskunc@aol.com



174-37. 1984 Marshall 22. "Bandol" has 3GM diesel Yanmar inboard. Excellent condition. Maintained by Beatons boat yard for the last 23 years and stored indoors during the winter. Teak bowsprit, dodger, interior/ exterior cushions. Replaced compass and depth sounder a few years back.

Added holding tank. Very lightly used on Barnegat Bay over the last several years as owner focused on using other family boats. \$34,900. Keith at 917-562-3262.keith.c.dolin@ustrust.com. Photos available



174-38. 1973 Marshall 18 Hull #286. Home port in Wickford, Rhode Island. Two sails, stored indoors, new 5 hp propane outboard (10) hrs., Tandem trailer. \$8000 Call for details etc. (401) 539-3445 or (401) 864-0184



174-39. 2002 Areys Pond Cabin Lynx 16: Built by Areys Pond and maintained and stored inside since she was built. Options: Teak trim Cetol finish Varnished, Sitka Spruce spars, Jiffy Reefing, Lazy Jacks, Cockpit cover and sail cover, Mainsheet system, Motor bracket, Solid braid halyards, Honda 3hp outboard motor, Louvre door and centerboard trunk in teak, Porta-pottie, Interior cushions, Bowsprit and anchor, Battery interior light and running lights, Forward opening porthole, Egyptian Dacron sail, Bottom paint, Spring line cleats, Compass bulkhead mounted, Davis Windex, Flag and Pennant halyard, Safety equipment: paddle , pump and

life jackets Build new price \$45,400. Because it is a trade in for a new build, I am offering this boat ready to roll spring 2018 with cetol finish to all wood, hull and deck waxed, bottom painted, spar varnished, engine tested and tuned, for \$18,800. And a 2 hour catboat sailing lesson for anyone who would like it. Anthony Davis 508-255-0994 ext 32 Cell 774-722-0012 APBY Sailing School and Rentals APBY Custom Boats APBY Sail and Canvas. www.areyspondboatyard.com



174-40. 1973 Herreshoff America 18' Catboat (#HA251) – Felix, Old Greenwich CT – Builder: Nowack & 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 motor drag and 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 & fenders, 2 manual pumps, 2 dock lines, 4 PFDs - Cushions for below and above decks - New-ish steel centerboard replacement - Recently replaced rudder gudgeons / pintals and tiller – Collapsible swim ladder – Icom handheld radio – Full length tarp & "tent supports" – Four winter storage boat stands & chains - Boat Dimensions: LOA 18.17', Beam 8', Disp 2300 lb – Please call or email to see the boat and discuss price: Pat Linskey -- 203 832 4536, Patrick.linskey@gmail.com



175-1. 1973 Marshall 18 with tandem trailer. New Ritchie compass, depth finder, bilge pump, new Lehr 5 HP propane outboard with 10/hrs. Extra sail, stored indoors, great boat for family fun or class racing. \$8000 Contact Sam at adamss@sbregional.org



175-2. 1981 Marshall 18' Sanderling. A common sense daysailer/weekender, offering a spacious cockpit and roomy cabin unrivaled by any boat of similar length. Easy to single hand, sail with kids, or sail across the bay with four or five friends. Paradox includes wheel steering -- a very convenient option -- and has just undergone an extensive

refit. Her bottom was stripped and redone with 5 coats of barrier epoxy; her cockpit sanded clean and repainted; her brightwork stripped and redone with Cetol.; topsides buffed and polished. She has a new Doyle sail, new sheet, halyards, reefing lines, and lazy jacks. Equipment includes: a Honda 5hp-four stroke outboard; Harken mainsheet system; single line reefing; birth and cockpit cushions; two anchors and rode; bronze step on rudder; swim ladder; four boat stands; and more. Asking \$12,900. Email tomr@trankin.com for complete listing.



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:	\$40.00
TOTAL AMOUNT ENCLOSED	\$60.00

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

Name: _____ Spouse: _____

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

Dates mail goes to 2nd address: _____

Catboat Name: _____ Year: _____

Date Purchased: _____

Home Port: _____

Former Names: _____

Former Owners: _____

Designer: _____

Builder: _____

Where Built: _____

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

Description: _____

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

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

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

Make Checks Payable to: Catboat Association, Inc.



CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

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

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

Total \$ _____

Name
Address
City, State, Zip
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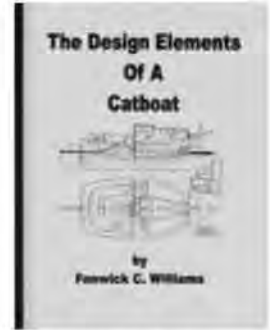
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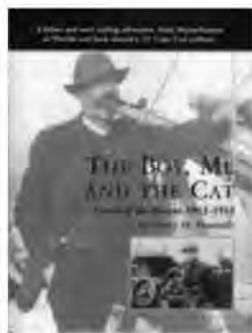
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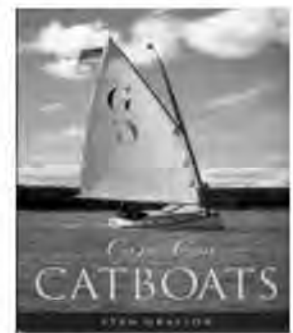
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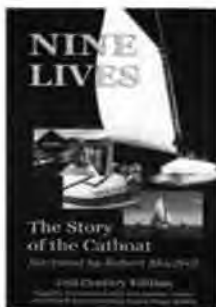
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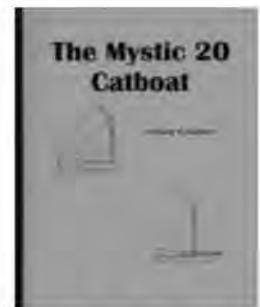
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ON THE BACK COVER

A Mystery Catboat

Judy Lund

A good antiques dealer remembers his clients, and when a dealer friend saw this photo, he knew just who would buy it. He knows nothing about the picture or where it came from. That is the question.

As best I can tell, it's an early 20th century mounted photograph. It shows a busy industrial harbor in the background. The boat's broad shape suggests a sandbagger or other cat built for racing. It certainly has a large crew of movable ballast. What are your ideas about this photo and its location? Write a letter to the editor with your suggestions.

Editor's note: If you've got an old photograph of a catboat, with or without a name or story, please share a copy of it with us. Tell us how you got it, or where you found it.

