

# Catboat Association Bulletin



No. 176



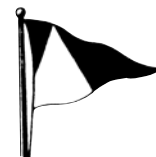
Spring 2018

# ON THE COVER

“A catboat Interior” by Frank S. Lovewell

# Catboat Association

www.catboats.org



**BULLETIN NO. 176**

**Spring 2018**

## *IN THIS ISSUE...*

**Lead Editor:** Skip Stanley

- 3 **From the Editor**
- 4 **Now Hear This**
- 7 **Over the Bar**
- 8 **2018 Annual Meeting**
- 23 **Boat Building and Maintenance** – Eric Peterson, Editor
  - Lazyman's modifications to My Marshall Sandpiper Catling – Dr. Peter Pool
  - Cockpit Floor Rails – Brent V. W. Putnam
  - Saga of the SWAS – Bob Horne
  - Prepping Remedy – Jim Grenier
- 32 **Catboat Association 2018 Race/Rendezvous Schedule** – Steve Flesner
- 35 **Navigation** – Skip Stanley, Editor
  - Time, Rate, and Distance
- 36 **Centerspread photo gallery**
- 38 **Cruising** – Steve Flesner, Editor
  - Down on Dee Bay Hon – Steve Flesner
  - Sailing with My Dad, Jerry Whitney – Susan Whitney
  - Cruising, Technology and Whale Watching
- 45 **Rendezvous and Racing** – Steve Flesner, Editor
  - 2017 Cats and Gaffers Regatta, Essex CT – Rick Batchelder
  - 2017 Elf Classic Yacht Race – David Morrow
  - Classic Boat Rally 2017– David Morrow
  - Sandpiper Around Worlds Regatta 2018 – Jim Doherty
  - 60th Duck Island Rendezvous and Race, Old Saybrook, CT – Craig Eliot
- 51 **Sailing Techniques and Seamanship** – Butler Smythe, Editor
  - Safety on the Water – Butler Smythe
  - That Sinking Feeling – Butler Smythe
  - In a Fog – Peter Knowlton
  - About Buoys – Skip Stanley
  - Sea Rover's Bad Day – Jim Ledger
- 57 **Book Review**
  - The Arctic Schooner Bowdoin: A Biography – Ned Hitchcock
- 59 **Keeper of the Light** – Jay Webster
- 60 **Stray Cats**
  - The Story of Calico and the McKays – Ned Hitchcock
- 63 **Catfood**
  - "Happy Skipper, Happy Life" – Paula Daddio
  - The Captain Bill Hoover One-Eyed Egyptian – Steve Flesner
- 65 **New Members** – Dave Calder
- 66 **Cats for Sale** – Spencer Day, Editor
- 70 **CBA Membership Application**
- 71 **CBA Merchandise** – Mary Crain
- 72 **CBA Publications** – Mary Crain

### **THE CATBOAT ASSOCIATION BULLETIN**

**Editorial Board:** Mark Alan Lovell, Butler Smythe, Skip Stanley, and Dan McFadden.

**Proofreaders:** Butler Smythe, Skip Stanley, Dan McFadden, Steve Flesner, Matt Hill, Eric Peterson, Blair Gillette, and Marc Perry.

**Contributing Editors:** Spencer Day, Steve Flesner, Eric Peterson, Ned Hitchcock, Skip Stanley, Jay Webster and Butler Smythe.

**Line drawings:** Unless noted, contributed by: Rex Stewart, Dave Park, Charles Chapin, Frank Lovell and John Kurgan.

**Printer:** Diverse Graphic Services, 15 Hitch Street, Fairhaven, MA 02719.

Published three times annually by the Catboat Association, Inc., 262 Forest Street, Needham, MA 02492-1326. Entered as pre-sorted, third class mail at main post office, Providence, RI: February 15, May 15, and November 15 - Copyright 2018, all rights reserved.

## *Where To Send... Editorial Copy*

- *boat building and maintenance:*  
Eric Peterson  
112 Wading Place Road, Mashpee, MA 02649  
(781) 856-8873 eric.peterson@catboats.org
- *book reviews:*  
Ned Hitchcock  
P.O. Box 316, S. Wellfleet, MA 02663-0316  
(508) 349-1229 ned.hitchcock@catboats.org
- *cruising:*  
Steve Flesner  
2037 Indian Circle, St. Leonard, MD 20685-2400  
(410) 586-8179 steve.flesner@catboats.org
- *history:*  
Judy Lund  
7 Middle Street, So. Dartmouth, MA 02748-3413  
(508) 996-4864 judy.lund@catboats.org
- *navigation:*  
Skip Stanley  
94 Clarendon Street  
South Weymouth, MA 02190  
781-331-9234 skip.stanley@catboats.org
- *sailing techniques and seamanship:*  
Butler Smythe  
P.O. Box 104  
Blue Hill, ME 04614  
(207) 374-3838  
butler.smythe@catboats.org
- *social media coordinator:*  
Carol Thorsten-Stein  
52 Flash Road, Nahant, MA 01908-1153,  
(978) 764-1536 carol.thorsten-stein@catboats.org
- *keeper of the light:*  
Jay Webster  
25 Reservoir Road, Apt. B3  
Pembroke, MA 02359-2847  
(781) 826-7748 jwebster@catboats.org
- *editorial board:*  
Mark Alan Lovewell  
P.O. Box 2034, Vineyard Haven, MA 02568  
(508) 696-4655 mark.lovewell@catboats.org  
  
Dan McFadden  
39 Boulder Ave.  
Stonington, CT 06378-3004  
(860) 333-7155 dan.mcfadden@catboats.org

Butler Smythe  
P.O. Box 104  
Blue Hill, ME 04614  
(207) 374-3838 butler.smythe@catboats.org

Skip Stanley  
94 Clarendon Street  
South Weymouth, MA 02190-1351  
(617) 755-7269 skip.stanley@catboats.org

## *Directory for CBA*

- *policy, guidance, & general information:* **Tim Lund**  
262 Forest Street, Needham, MA 02492-1326  
(781) 444-9695 tim.lund@catboats.org
- *awards nominations:* **Butler Smythe**, chairman  
P.O. Box 104, Blue Hill, ME 04614  
(207) 374-3838 butler.smythe@catboats.org
- *invoices, donations, etc.:* **Tim Fallon**, treasurer  
16 Maple Road, Warren, RI 02885  
(401) 252-1672 tim.fallon@catboats.org
- *memberships & updates:* **Dave Calder**, membership sec.  
P.O. Box 775, Sudbury, MA 01776-0775  
(978) 443-8432 dave.calder@catboats.org
- *computer webmaster:* **Neil Titcomb**  
38 Brookwood Dr, Branford, CT 06405-2325  
203-488-3088 neil.titcomb@catboats.org and or  
Spencer Day contact info listed below
- *cats for sale:* **Spencer Day**  
7 Cottage Place, Milton, MA 02186-4504  
(617) 696-1067 spencer.day@catboats.org
- *CBA merchandise, bulletin back issues and publications:*  
**Mary Crain**  
17 Ocean View Avenue, Mattapoisett, MA 02739  
(508) 758-8081 mary.crain@catboats.org
- *annual meeting coordinators:*  
**Eric and Dawn Peterson**  
112 Wading Place Road, Mashpee, MA 02649  
(781) 856-8873 eric.peterson@catboats.org



## *WHAT TO DO ...*

### *WHEN YOU CHANGE YOUR ADDRESS:*

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



# From the Editor

---

As I write this, we in New England are cleaning up from the fourth winter storm in three weeks. Our boats are on their trailers or up on blocks, their rigging and sails still stowed in boxes and bags in sheds and basements.

But as you read this, the snow has long melted and you're likely getting your boat ready for the season. You're sanding and painting and varnishing. For those of you with boats on trailers, your driveways have become mini-boatyards.

I hope you made it to the Annual Meeting in Mystic this past January. If you did, you heard Jim Ledger's delightful presentation on the complete rebuild of the unique catboat *Sea Rover*. If you didn't, fear not; in this issue you will find a recap of his talk as well as a behind the scenes look and how it came to be.

This year's seminars were outstanding as well and are also recapped in this issue. Along with the always popular "Catboating for Beginners", highlights included a presentation on the design and construction of gaff-rigged sails by Mark Daniels and Julie Doyle Kingsbury of Squeteague Sailmakers; a panel discussion on "Buying a Used Catboat" led by Spencer Day; and presentation on Automated Information Systems (AIS) by Frank Cassidy. For those of you with kids and grandkids, check out John Conway's "Cats and Kids".

In this issue you'll also find a funny and touching remembrance by Susie Whitney of sailing with her father Jerry. And in Boatbuilding and Maintenance is a fun story about building a ferro-cement catboat, which may lead you to remember a time when you did something similar.

Also in this issue debuts a new column on navigation written by yours truly. My goal is to discuss ways of navigating before electronics took over. Starting with time, rate, and distance, which is at the heart of all navigation, we'll look at skills which are not only good to know but, like catboats themselves, serve as reminders of a simpler, less complicated world.

On another note, we bid a fond farewell to the CBA Discussion column which Henry Depew so dutifully assembled for 20 years; it first appeared in issue 116, in the spring of 1998. The Discussion

Forum on the CBA web site will continue, however. Thank you Henry from all of us for your efforts and may you always have fair winds and following seas.

As you continue your preps and your boat goes back in the water, CBA board wishes you a great sailing season, full of fun times and wonderful memories. If you're so inclined, drop us a note or, better yet, send us a story of whatever adventures big or small you've had. We'd love to hear from you.

- Skip Stanley (skip.stanley@catboats.org)  
Lead Editor, Bulletin 176



Sketch by Frank S. Lovewell.



# Now Hear This:

---

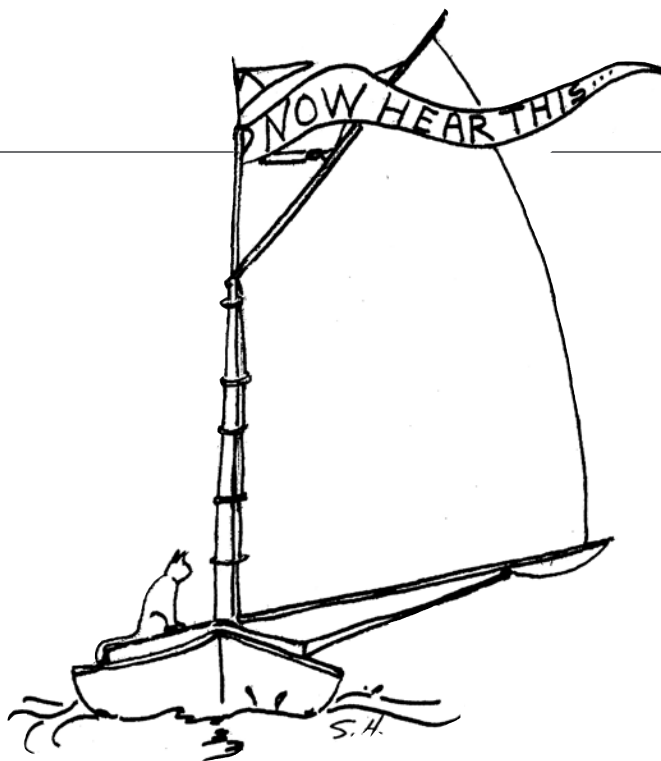
## Catboat Fails and Successes or Bloopers and Heroes

**Calling All Catboat Kids:** We need you to use your phone, you know that “flat thing” you carry around for selfies and stuff, on the family catboat in summer. We need photos and short descriptions of your captains and mates doing their best or their worst during those daysails or cruises of whatever for which you have been conscripted as gopher (as in “go-for this” and “go-for that”). There are times your parent (at the helm) shows total confidence but is unaware of the breaker behind the boat about to fill the cockpit. There are times when the boom races across the cockpit and certain “unpublishable” words are exchanged. There are moments at launching ramps (check them out on YouTube... “Launch Ramp Fails”) which are memorialized forever. Occasionally in a race, your captain will express endearing comments about another sailor or catboat??? Sometimes the food from the galley is awesome... other times, not so good. Very occasionally, your captain will do something perfect: a landing, an anchoring, a raft up, a terrific meal... You might catch a few of these events (if you actually give up your hunger protest in the cabin, come outside and look for the moment). So, as a favor for the CBA, big people are asking you to use your phones, pay attention to the mishaps or successes of this summer and Text / Email / carrier pigeon them to the Lead Editor of the Bulletin or [steve.flesner@catboats.org](mailto:steve.flesner@catboats.org), 410-610-8859. If something you submit is published in the Bulletin, you will get a \$30 credit at the CBA Store!

**Catboat Parents:** Please see that your kids have an opportunity to read this and remember, throughout the summer, what those “flat things” can capture!!

## The CBA Awards Committee Needs Your Nominations!

You might think it's early in the season for CBA award considerations, but really – it's not. Now is the time to think about the awards, what they represent, and who you know - or have heard about - then look, listen, and make note or two about them throughout the season.



We want to recognize a fellow catboaters for their endeavors – many times just another thing they do and enjoy – that set them apart.

We'd love hear about things anytime during the year, to help to make an award come together, before those mid-summer feelings are only memories.

The following awards are presented at our annual meeting – descriptions with more detail are found in the back of the Annual Directory.

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.

**DUE DATE:** We've established 1 October 2018 as the due date for award submissions.

Please email or call if you have any questions. Send nominations to the Awards Chairman:

Butler Smythe  
PO Box 104, Blue Hill, ME 04614  
Home: 1-207-374-3838  
E-mail: [Butler.smythe@catboats.org](mailto:Butler.smythe@catboats.org)

Other members of the Awards Committee:

Philip Livingston (next in line)  
phil.livingston@catboats.org

Skip Stanley (new guy)  
skip.stanley@catboats.org

## CBA Website

By the way, have you checked out the CBA website lately? Did you realize ALL the previous Bulletins are available online. Yep, they're all there, from the very first three-pager to the current issue - 176 and counting. As you might imagine, scanning the archive copies was a tremendous effort; the Bulletin began well before the advent of computers and digital media. But, my goodness, what a treasure trove of information. Look under the Member Resources tab. You can view the past issues online or download them if you want. They're only available to registered members. So, if you haven't registered - do so.

## Writing for the Bulletin

Have a story to tell or information to share? Why not write an article? Take a look at the topics in the Bulletin and write it up! We use Microsoft Word. Include pictures too. Indicate where you think they should go in the body of your article (the printers will take care of actually putting them there). Email your article and photos as separate files, content (.doc) and photos (.jpegs), to the appropriate contributing editor. Stories for the Fall Bulletin should be submitted by Labor Day.

## Bylaws Amendment

Over the past couple of years, the Steering Committee has gone through the process of amending the Catboat Association's corporate bylaws. We have made some minor updates that reflect changes over 30+ years of the organization as well as clarifying a few other items. As announced in January at the 57th Annual Meeting, we will be voting on the updates at the 58th Annual Meeting. The new bylaws have been published on our website, with updates highlighted. They can be reviewed at the following URL: [www.catboats.org/ByLaws2018.pdf](http://www.catboats.org/ByLaws2018.pdf). If you would like a paper copy mailed to you, please send a self-addressed stamped envelope to the following address:

Tim Lund  
CBA Bylaws Request  
262 Forest Street  
Needham, MA 02492-1326

## Encouraging Membership

Know any catboaters who are not in the CBA? Invite them to join. Know any members whose membership has lapsed? Remind them to re-up. The CBA offers the opportunity to read about and share experiences via the bulletin, join regattas and rendezvous', access the CBA web site, and to attend the Annual Meeting. We'd love to have them back in the fold.



Caracal Sisters. Photo by Tony Davis.





# Catboat Postcard Collection Winner

---

## Where am I?

Catboats have been on postcards for longer than any one of us has been on this earth. They were once plentiful, but now all but impossible to find. Judith Lund found three. They were published in the Winter Bulletin where we'd asked if any readers could identify their location(s) and dates. Here they are again – and the two winners.



Point Chautauqua, NY, circa 1900



Edgartown Harbor, circa 1940



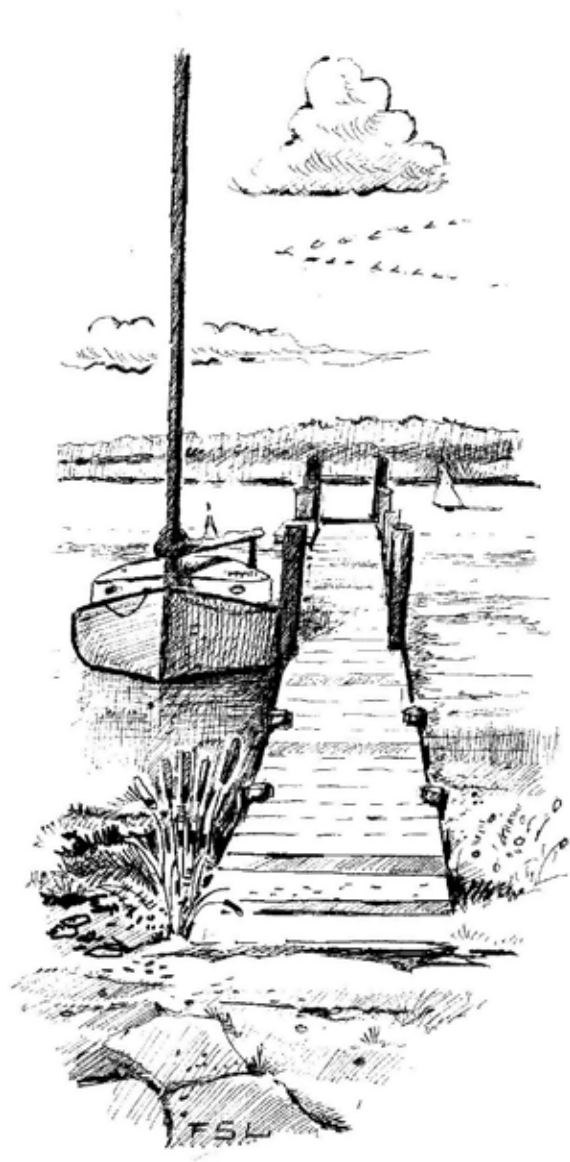
Atlantic City, circa 1930

And the winners of the contest are:

1<sup>st</sup> is Bob Luckraft: For the most comprehensive and accurate guess. He correctly identified the last two card locations and even came close on their dates.

2<sup>nd</sup> is Peter McCormick. For the quickest response and the most detailed description of Edgartown Harbor.

Remember, you have to play to win! Each winner receives internal satisfaction, bragging rights, and CBA burgee.





# Over the Bar

---



Dr. Jerry Whitney

Dr. Jeremy B. Whitney, age 89, passed away February 13, 2018. Jerry was the skipper of the 1970 Marshall 18, *Kittywake*, a member of the Catboat Association from 1977-2017, and the author of “Gunkholing in Buzzards Bay” published in the Bulletin 120, Fall 1999 (pp. 15-28). In this issue is a hilarious and instructive tale of one of his gunkholing cruises which perfectly captures Jerry’s calm and patient personality as skipper of the *Kittywake*. “Everything will always work out” was his mantra, and never was it more true than on the waters of Buzzard’s Bay. It was written by one of his three daughters, Susie, for his memorial service in Padanaram, February 24, 2018.



# Catboat Association 56th Annual Meeting

*Editor's Note: The 56th annual meeting of the Catboat Association was held January 26 to 28 at the Marriot Mystic, Mystic Connecticut. Per usual, there were vendors and presentations and, best of all, a chance to get together with our fellow catboaters, chat, and catch up with those we see far too seldom. As always, it offered opportunities, to learn a few things, pick up a book or two, tell a story or two, share a beer or two, and to see old friends. The highlight of this year was undoubtedly the luncheon presentation on the complete rebuild of Sea Rover, a most unusual catboat, over a twenty-year period. My thanks to the contributors for the summaries of all the presentations made at the meeting.*

## Catboating for Beginners

Skip Stanley

Eric and Kurt Peterson once again deftly explained the intricacies of handling a large, single, gaff-rigged sails found on catboats. Using their homemade model, the brothers addressed the role of halyards (peak and throat), and topping lift in raising and lowering sail, the use of lazy jacks, as well as reefing and trimming sail. Always a popular presentation, the brothers answered the myriad questions of those new to catboats.



Eric Donald Peterson and the catboat demonstration model.

## Design Elements and Construction of Gaff-rigged Sails

Peter Knowlton

Mark Daniels, proprietor, and Julie Doyle Kingsbury, chief designer, of Squeteague Sailmakers presented a talk on the history of the company and on the progression of the art and science of sail making over the past 42 years.

Mark started working as a sailmaker for International Sailmakers in Catuamet, MA; however, shortly after he started, the company was absorbed by a larger firm. Having gained sufficient knowledge at age 20, in March of 1976, he opened Squeteague Sailmakers, and has spent the last 42 years mastering his trade and building the company.

When he started making sails, it was primarily hand work. Design sketches or drawings were provided or made, then laid out full-scale on the loft floor, the panels hand cut, machine sewn, and hand finished. By 1989 a floppy disc controlled Dell 286 computer was being used to develop the layout drawings for lofting. In 1992, a used computer numeric controlled (CNC) plotter was in use to layout the full-sized panels for hand cutting and assembly and, in 2000, he acquired the present CNC plotter/cutter (with a 40-foot by 6-foot table) to layout the computer designed panels and cut the cloth.

Mark has kept his “hand” in the making of sails – twice, recently. First, he prepared a sample of a hand stitched, roped, and finished canvas sail for a demonstration at the New Bedford Whaling Museum. Second, he recently replaced a panel previously removed from a catboat sail. The hand work, roping, and finishing took the better part of a week, and the results may be viewed in the photo of the *Sarah* in CBA Bulletin #174, pg. 30.



Julia joined the firm as a designer/sailmaker in 1993, and she discussed how a modern sail is designed on the computer, laid-out and cut on the CNC machine, and some of the options available for a gaff-rigged catboat sail.

All of the materials presented for catboat sails were polyester (dacron fiber) and are recommended for their strength, durability, and UV resistance. They ranged from a “Tall Ship” cloth - very soft but stretchy, to a high resin impregnated and coated cloth which provides a stable shape but is subject to cracking when folded. For general use she recommended a “balance cloth” with the stronger fibers oriented in the transverse direction and modest resin content.

For a custom-designed sail (not a strictly controlled one-design racing sail) she said a customer questionnaire/interview is important prior to entering parameters into the computer. Sailing conditions, such as wind range, pointing, racing vs. cruising, and ease of handling all affect the final shape, which can be controlled to the fraction of an inch in all three dimensions. Once the design is complete, the computer is used to layout the panels on the cloth for the most economic use, and the data set to the CNC for layout and cutting. The computer program allows her to design attachments, graphics, sail covers, etc., all of which can be cut using the CNC machine.

In response to an audience question, she indicated they have found that for general use a battened sail performs as well as a battened one, and that they could upon request provide a fully-battened one.

So if you have an ocean-going catboat, order a Squeteague main, and invite the sailmaker aboard – it may certainly help!



The sailmakers: Mark Daniels and Julie Doyle Kingsbury.

## GPS + VHF = AIS (Automated Identification System)

Peter Knowlton

Frank Cassidy, past President of the CBA, made an excellent presentation on the current status of AIS, what it is, how it works, and its possible benefit to the small craft operator (catboater).

For the small boater, Class-B AIS is of the most interest, and with proper receiving equipment, can show you the identification of vessels in your area, their course, speed, and possible intercept. The AIS signal is transmitted and received via VHF radio (over some of the old marine operator channels) and is therefore a line-of-sight system. On-board systems are near real-time, generally with 30-seconds to 3-minute refresh rates.

In order to have a functioning system you need to have a current model VHF radio set up for digital selective calling (DSC), a valid vessel Mobil Maritime Service Identification (MMSI) number, and a geographic positioning system (GPS) input/output. The GPS signal may be from a unit built into the VHF radio, a stand-alone GPS, or chartplotter linked to the VHF radio. To transmit your location, you need to install a small transceiver, which Frank indicated is approximately a \$550.00 add-on for a basic unit. He recommended using a signal “splitter” to be able to use your existing VHF antenna for both the radio and AIS systems.

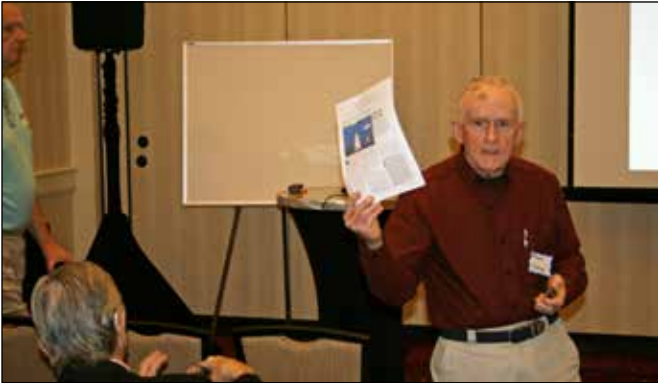
Data may be presented on a properly equipped VHF radio or linked to a chartplotter or radar display. The display and controls should be within reach of the helmsperson.

Another option is a mobile application for a cellular phone or tablet. These are not real-time and most applications indicate they are not for navigation or collision avoidance. Generally coverage is world-wide, since AIS data is collected and then distributed over the internet. You, of course, need to have an available Wi-Fi or cellular signal, and the running applications use a lot of battery power. Through some applications you may transmit your location (though only to internet devices, not on-board AIS receivers) to do that you will need either a valid MMSI number or a registration number.

Frank ended with two interesting anecdotes: Despite all of the modern technology, it was the exponential compounding of human errors that resulted in the collision of the USS JOHN S. McCain



with a tanker entering Singapore harbor. And in 1980, he and Neil Titcomb (also a CBA member) developed a portable LORAN/VHF-based system for ship pilots operating in the Suez Canal Zone.



Frank Cassidy discusses AIS.

## How to Buy a New or Used Sailboat - Panel Discussion

Panel: Spencer Day, Geoff Marshall, Terry Gips (organizer), and Ned Hitchcock

There was a packed seminar room on Saturday morning awaiting the panel participants who were markedly low-tech in their approach. No projectors or computers needed for us! Well, the handful of handouts was not sufficient for the crowd, but both the attendees and the panelists made the best of it. The level of interest in the crowd was intense, with many questions and answers flying in both directions!

Geoff Marshall needed no real introduction and was the first to speak at the podium. His handwritten notes were sufficient to make his points, largely considerations to be taken by the parties looking to buy a boat (really any kind), some of which were:

- Where do you plan to go boating? Will you want to trailer your boat?
- Consider the boat size you are comfortable with and the planned method for moving and launching.
- Where the boat will be stored, moored, or tied up in a slip.
- Will you single-hand or have crew?
- Preference for new or used? Price limits?
- Specific cockpit or cabin plan requirements and any passenger capacity requirements?
- Inboard engine type preferences, or planning to use an outboard motor?

- Will you need a mast that can be easily taken down and re-stepped on demand?
- Above all, consider commissioning a marine survey to evaluate a used boat for suitability - you will be surprised to find how many things the survey will cover, and possibly reveal.

As the conversations unfolded among the attendees and the panelists continued, it became evident that there was already a fairly high degree of knowledge among the participants. Several people spoke about marine surveying resources and experiences, clearly in agreement that surveyor services are valuable. There was much discussion of ways to find a certified marine surveyor and what to expect or demand from them - levels of professionalism and methods.

Spencer Day spoke to the crowd about his observations over several years of serving as the CBA Cats for Sale Contributing Editor. His angle of discussion departed somewhat from other speakers, because the perspective of Cats for Sale is to SELL rather than BUY boats. Nevertheless, it is all part of the continuum of boat exchanges and so he shared what he's noticed over the years. Of particular interest was to consider the emotional ties to a boat that existing or former owners exhibit, and to consider ways for a buyer to be both respectful of these emotions and able to negotiate with the owner more effectively as a result. Spencer also urged boat buyers and sellers to be wary of online trolls and criminal scammers. The CBA website has links under the Cats for Sale menu to explain scams and how best to avoid them. He remarked that CBA Cats for Sale is helping to "make a market" for catboats, in the sense that it lists "asking prices" but usually the final sale prices are considerably different and usually much less. The prospective buyer will notice a wide range in asking prices for similar boats and should do this type of "window shopping" to assess a target range of prices and options before making any firm offer. And of course, always look for survey results first where possible!

Ned Hitchcock then provided an outline of boat buyer considerations from marine surveyor Capt. Paul Haley, NAMS-CMS who was on the original panel, but unfortunately for us (but fortunate for him), Paul was called to perform a marine survey on a very large craft at the last moment and therefore had to bow out. Paul is a marine surveyor for G.W. Full and Associates (see information in Resource List following).

Synopsis – Capt. Haley suggests that a boat inspection, or Pre-Purchase Survey, is like a home inspection and makes the following recommendations:



1. The prospective buyer should attend the survey, if at all possible.

2. The buyer (surveyor) looks for the vessel's maintenance record and history (ideally with photos), the boat's papers: title, documentation, etc. The buyer looks for signs of a neat and orderly vessel.

3. The buyer (surveyor) is concerned about: possible problems with this specific boat or its class of boats. The surveyor therefore looks for signs of leaks, engine condition, mildew, rot, condition of frames, and other structural elements.

4. The Surveyor afterward prepares and presents the Survey Report to the prospective buyer. The report should include a detailed description of construction and specifications, an inventory of equipment on board, problems needing repair (including how to perform the repair and probable costs, and valuation (both current market value and replacement value). The last bit is crucial because of the frequent disparity between the values.

Terry Gips was our Panel organizer and spoke to the assembled group about how to use her wonderful resource list which we attempted to share on paper with participants. But the numbers of folks required that we distribute the list via email (attendees signed up near the end of the presentations). The following was emailed out afterward, and readers of this article can use the two shortened URLs below to retrieve both the List (with active links) and also Spencer's presentation deck. We all learned something from one another at this session!

**Resource List:** Download the following list (PDF with links) at <https://goo.gl/1eBxHv> PDF of Spencer Day's presentation "Finding 'Cats4Sale' on the CBA website" can be downloaded by clicking this link: <https://goo.gl/VPV55r>

Lochhaas, Tom. **How to Buy a Sailboat: Consider These Factors to Choose the Right Sailboat for You.** Updated May 29, 2017. <https://www.thoughtco.com/how-to-buy-a-sailboat-2915571>

Haley, Paul. **Surviving a Survey.** *WoodenBoat*, Vol. 173, July-August 2003. [www.woodenboat.com](http://www.woodenboat.com)

Canfield, Susan. **Buying Right: A Surveyor's Perspective.**

DIY Boat Owner Magazine, 2002 Issue2, pp. 36-41 has the Canfield article:

<https://www.whitsundaydiscountmarine.com.au/assets/files/DIY%20Boating%20>

[Magazine/2002/DIY%20Boating%20Magazine%20Issue%202%202002.pdf](https://www.whitsundaydiscountmarine.com.au/assets/files/DIY%20Boating%20Magazine%20Issue%202%202002.pdf) ; also reprinted in *Boat U.S. Magazine*, May 2007.

**DIY Boat Owner Magazine** - most issues can be found here: <https://www.whitsundaydiscountmarine.com.au/buying/better-boating-guides/diy-boat-owner-magazine-the-complete-marine-mainte/>

**Buying a Used Boat? Some Thoughts on Hiring a Good Marine Surveyor.**

BoatUS Seaworthy, pages 8-9, April 2008 - <http://www.boatus.com/seaworthy/magazine/SeaApr08.pdf>

Society of Accredited Marine Surveyors® (SAMS®), <http://www.marinesurveyor.org/>

The Association of Certified Marine Surveyors (ACMS) [www.acms-usa.com/](http://www.acms-usa.com/)

Capt. G.W. Full & Associates <http://www.gwfull.com/about.html>

Casey, Don. **Inspecting the Aging Sailboat.** 1997, 2005

Mate, Ferenc. **Shiphape: The Art of Sailboat Maintenance.** 1985

Casey, Don. **Don Casey's Complete Illustrated Sailboat Maintenance Manual,** 2005.

#### **Listings of used boats:**

*Catboat Association*

[www.catboats.org/](http://www.catboats.org/)

Chesapeake Catboat Association

<http://www.chesapeakecatboats.org>

*Arey's Pond Boatyard*

<http://areyspondboatyard.com>

*Beetle Boat Shop*

<http://beetlecat.com>

*Marshall Marine*

<http://www.marshallcat.com>

Stur-Dee Boat Co.

<http://stur-deeboat.com> - marconi rigged catboat

Thompson Boatworks

<http://www.thompsonboatworks.com>

SailBoat Listings

<http://www.sailboatlistings.com>

Craigs List, (by state, region, etc.)

[www.craigslist.org](http://www.craigslist.org)

Points East Magazine, print, and online:

<https://www.pointseast.com>

# 2018 Catboat Association Awards

---

Butler Smythe

One of the highlights of the CBA's Annual Meeting luncheon is the presentation of awards. This year was no different. Ed Meaney (from MA), the outgoing Chair for the committee, was supported on stage by Butler Smythe (from ME), the incoming chair, as well as Phil Livingston (from MD), who joined the committee this past year. In the audience was Skip Stanley (from MA), the new member on the committee for 2018. It's clear that next year they need someone new - without an "M" in their state name☺.

The CBA Awards Committee, a group of three, relies on CBA members for their insights and inputs, as well as available historical documentation in their efforts to determine suitable awardees - and they were clear that they needed the help of CBA members.

Ed Meaney presented "Keeper" awards to those present as winners of the 2018 awards. Jane Walsh, the winner of the Dolphin Award in 2018 for her support of the CBA, was the only awardee physically present. Dave Park, the winner of the Broad Axe for his herculean restoration efforts of many catboats that needed saving, was unable to attend. Jon Agne, the winner of the John Killiam Murphy Award, sadly crossed over the bar in May 2017 and was specifically recognized in the Fall Issue the Bulletin.



Ed Meaney presenting the Dolphin Award to Jane Walsh

Three awards were presented this year and included the Broad Axe, the Dolphin and the John Killiam Murphy awards. The Henry E. Plummer was not awarded. A summary of the awards follow - using the award presentations as the basis of the summaries.

## John Killiam Murphy Award

---

Presented by Butler Smythe

The **John Killiam Murphy** (JKM) award is presented to the individual or individuals who support the advancement of the principles and perpetuation of the traditions of sail as exemplified by the Catboat Association (CBA).

Awardees have been selected because of their building, sailing, racing, cruising and design contributions, maybe even some making the best Dark 'n' Stormy known to man and other worthy endeavors.

This year's awardee owns and sails a catboat with his spouse, sails with others, and puts up with weather events that confound us - but that assist the awardee in his task. This year's award is not because of any one of the things mentioned previously, but because of the his ability to capture every one of those things in perpetuity.

Some people's talents use the mediums of wood, plastic, paint, cotton, dacron, polyester, metals, and even water. Some include paper and ink, or use mediums we can't really see - until we fill them with stuff.

This year's awardee has filled that stuff, and the CBA Bulletin, his home and the homes of others with their own treasures - their boats and those of other's.

This year's awardee's photography documents catboats in their environment, as they really are - not always perfect - but as we use and see them. His black & white (B&W) images in particular take us back to a different time - something that was then and still is now.

This year's awardee is Jim O'Connor, whose photography we have all come to know and enjoy, most often in his annual calendar.

Jim O'Connor was not present to receive the award, as he and Kim were traveling in the West - via their custom camper van - at the time of the award ceremony.

# Dolphin Award

---

Presented by Phil Livingston

The Dolphin Award was first presented at the 1975 Annual Meeting of the Catboat Association to recognize exceptional service to the Association.

This year's recipient has been a positive force among the membership as a member since 1991. The awardee's low-key approach and sometimes-unappreciated efforts both on and off the water go unrecognized, as a leader's often do. Things just happen. This year's awardee defines the Dolphin Award.

This individual has been an integral member of the CBA, and his local organization as well, for many years. He quietly leads by example doing tasks that all organizations need but are seldom sought after, such as organizing committees, managing races and the race organizers, to ensuring things come off without a hitch, as well as herding the cats on well planned and fun cruises. He makes them much-anticipated events, though behind the scenes, his attention to detail in planning phase makes it all relaxed and easy. He has been heard to say, "Leading catboaters is like herding cats. You just go and hope they follow." That's a fact.

Two summers ago he took a longtime friend and shipmate on what was to be his last Chesapeake Catboat Association (CCBA) cruise. With John Brown on *Wanderer* it was ops-normal, wearing PJ's as the correct attire for any weather and canned food as a fine meal. It was nothing special, other than that John is now blind. Knowing John and his dry Bay sense of humor, you would realize this was right up his alley. He herded and enjoyed, and I'm sure laughed more each day than the rest of us combined.

This awardee knows all about staff meetings. They're the best when accomplished with plenty of Dark n' Stormies. This year's awardee has served as the CCBA Commodore and cruise director. He has been a presenter at this very meeting and, along with his two kids who grew up on catboats, has defined why kids need to sail too. Through his leadership and seamanship, along with his catboat spirit, Marc Cruder has provided exceptional service to the Catboat Association and its members, and is fully deserving of this year's award.

Marc was unable to attend the meeting; his son Matt – a "catboat kid" no longer – accepted the award on his behalf.



Phil Livingston presenting the Dolphin Award to Matt Cruder who accepted on behalf of his father Marc.



Phil Livingston and "The Vest".

# The Broad Axe Award

---

Presented by Ed Meaney

The Broad Axe award was established in the fall of 1975 to "recognize significant achievement in catboat construction. Construction is broadly construed to include restoration of an old cat or finishing a pre-fab catboat as well as building a new one."

The original Broad Axe was retired in 2012 and replaced by a smaller replica crafted and donated to the CBA by a prior recipient, Chris Sawyer.



## CBA Editor's Choice Award

---

Butler Smythe

A separate award from those presented by the CBA Award's Committee is the CBA Editor's Choice Award. It recognizes an individual who helps to support the mission of the CBA Bulletin; either as an editor or staff member or contributes time and energy into making it a success. This year's awardee has been a long time contributor – providing annual stories that document annual cruises of the Chesapeake Catboat Association (CCBA) as well as other notable inputs as you may have read in the Winter Issue. The week-long cruises in particular are documented in his log like descriptive narrative that keeps things short, direct, and very readable – making the reader ask for more and feel like they are there too. Giving the cruisers and followers likeable reference names makes it a fun read and his efforts have been known to make a few readers anxious.

This year's awardee was Marc Cruder.

The award itself is a Boston ship strike clock and barometer mounted on a wooden plaque that Bill McKay donated following his wife's advice that the clock had stopped working... it's striker apparently secured. After talking with the awardee's son Matt, it is now assumed that the clock will chime again in Marc's well "clocked" home office – a place that will now have an additional noise to welcome the homeowners - every 30 minutes.

Marc Cruder was unable to attend the meeting but his son Matt accepted the award on his behalf, and this one was a surprise!

Building a boat from the keel up can be mind-blowing when considering all the facets of planning, designing as well as the joys of setbacks and toil of actually of actually building the boat. This year's recipient has displayed the true meaning of renaissance builder. His little craft has its roots in those Una's of New York and New Jersey in the mid 1800's. His dream was that of Captain Bob Fish, a member of the New York Yacht Club and boatyard builder in NYC. In 1854, Captain Fish made the introduction of many Una catboats in England, labeled a "skimming dish." Very fast, sporting, and demanding a tender touch at the tiller.

Our Broad Axe winner, Mr Garry Sherman, spent no less than three months on scale and design. Admittedly not a man of mathematical abilities, he did possess broad artistic talents of design. His profession is that of an artist in ceramics and creating statues. A talent requiring great skills of judging space to proper portion. Countless hours were spent in his newly built man cave adjacent to his home Dedham, Mass. He made the keel and ribs from white oak, finished the hull in cypress and used cedar on the floorboards. The rudder is built of white oak and ash. All of the hull planks were bent by hand and clamped without steaming. The deck was finished in Douglas fir purchased with a lovely vertical grain from Home Depot.

*Una* is 16 feet long with an 18 foot boom. She carries 240 square feet of sail and 276 pounds of lead shot in netted bags for ballast. *Una* will be moored at West Haven Cove in Fairhaven, MA.



Ed Meany presents the Broad Axe Award 2017 to Garry Sherman.



Butler Smythe presenting the Editor's Choice Award to Matt Cruder who accepted on behalf of his father Marc.



## Catboat Resource Show

---

Butler Smythe

Anne Smith did it again, helping to gather and coordinate a diverse group of exhibitors at the All Catboat Resource Show for the 2018 CBA Annual Meeting. Despite the seemingly low participation at the venue – which makes it tough to gather repeat participants... - it was a success.

Exhibitors included:

Arey's Pond Boat Yard \*

Beetle, Inc. \*

Brewer Banner Design \*

Cats & Gaffers Regatta

M.A. Cooper Designs \*

Marshall Marine \*

Pert Lowell, Co. – masthoops and wooden hardware \*

Sea Fever Books \*

Squeteague Sailmakers \*

T& L Tools – “un-screwums” tool \*

The Beveled Edge Tools – Nautical Antiques and Tools \*

US Sportswear \*

Paul Krantz, Author - Riding the Wild Ocean \*

Connecticut River Books – Nautical Charts and Books \*

Nicole St. Pierre Textiles – Boiled Wool Hats \*

LBI Fiberglass

Garry Sherman–BroadAxeAwardee, Una Catboat  
Butler Smythe

Paul White – Carved Wood Signs \*

And even one CBA member - Butler Smythe

And of course, our very own CBA swag shop operated by the one and only Mary Cassidy Crain.

A special thanks to our wonderful array of catboat exhibitors and vendors, with an added shout out to those who contributed door prizes awarded during the luncheon (marked with an asterisk, above.) We love having you with us!

Butler was there to sell some of his excess boat stuff, show videos (including drone stuff) and photos, as well as display an Air Head© composting toilet, which he has going into his “new” 1966 Luders 33. He purchased his first Air Head© for Caerulean III, his 2003 Menger 23 in 2001 (first year of their business). He even displayed his Marshall Sandpiper *Piscin*, which sold at the show!

## Sunday Mayflower II Presentation

---

Butler Smythe

Sunday morning came early – mornings sometimes do – and with a long drive back to Maine, with a stop on the way to IKEA (Maine is lacking!), and coordination to complete as well, I stopped at the Mayflower II presentation, just after the 0830 start.

The Mayflower and Plimouth Plantation has significance to my life; not only because they were referenced in my first “report” on the subject; albeit in 3rd grade and with a lot of help from my mother – long before computers. She even saved it for me to review it just now! But more importantly, I’m descended from six of the passengers on the original Mayflower, so its importance to the family is not insignificant.

My first impression of the Mayflower II presentation, and more specifically of Dylan Perry and his “presentation,” was one of regret - that I could not stay for the whole thing! Serious – first impressions are everything.

Dylan’s professional and well-presented talk explained the origination of the Mayflower II and all of the efforts that went into its original building and American experience, as well as the efforts underway for its current revitalization. I never knew.

2020 and the 400th Anniversary of Plimoth Plantation are the goal and there was so much more that I missed and a bit sorry that I had. Though I’ll catch up. It is 2018 and I have Internet – barely. I live in Maine now.



The Band. *Left to right*: CBA members, performing Jack’s Catboat, a new version of an old sea chantey: Leonard Sinowitz, on Anglo concertina; Mark Alan Lovewell, on guitar; Eric Peterson, on bass guitar.

# Catboating with Kids (... and Grandkids)

John Conway

This interactive session on the who's, what's, when's, where's, why's and how's of safe, fun adventuring with children and grandchildren was presented in three segments: the things you should do before, during, and after a catboat adventure.

## BEFORE

Most agreed that it is essential to involve the kids in a number of pre-trip activities. These typically focus on overall trip planning, safety, and provisioning.

**Trip Planning:** Trip planning involves selecting a theme for the excursion, plotting the course (one or more legs) on photocopies of the appropriate nautical charts and then developing a checklist of items needed to support the itinerary. One group of kids, Emma, Jake, Connor, and Grace Perron of Portland, Maine, selected a Pirates of the Caribbean theme and then made their own pirate garb for the trip out of old rags, newspapers, spray paint, string, and feathers. Ideally the plan is simple yet challenging. Everyone agreed that (if possible) “keeping the trips short and the fun high” almost always leads to wonderful experiences for children and parents alike.

Figure 1 shows the “imaginary trip”. It runs from a mid-Friday afternoon through mid-Sunday afternoon and covers a total of about 5 miles. Each leg is designed to last just long enough to enchant the little rascals without causing them to ask the dreaded “Are we there yet?”

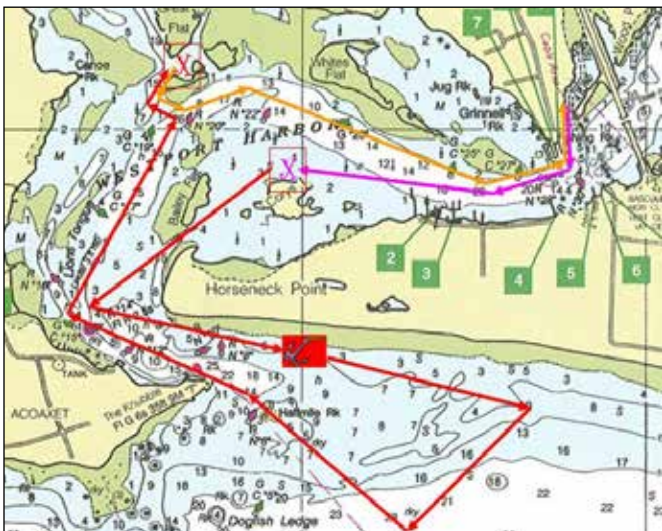


Figure 1. Three-day, Three-Legged Kids Adventure.

**Provisioning:** Trip provisioning includes a visit to the supermarket for the appropriate groceries as well as the selection of equipment and other supplies. From member correspondence (and my own experience) an eclectic list of “essential items” was presented. These included:

**Safety:** Kid-friendly life jackets, selected by the kids themselves; sunblock SPF 45 or higher; a child-sized safety harness that clips onto the forestay-mounted cleat and allows kids to ride on the bow or bowsprit.

**Food:** A number of members suggested giving each child a budget to buy their own breakfast and/or lunch food in advance of the trip. The catch was that the child had to live with whatever he or she ultimately selected. Jiffy Pop popcorn; Aunt Jemima Complete pancake mix (just add water); pancake syrup; pretzel rods; string cheese; Ball Park Franks; marshmallows; bacon; powdered sugar donuts; soda pop, mini-carrots, and Juicy-Juice juice boxes topped the list. Certain frozen foods were also mentioned, in particular, frozen French toast sticks. For those catboats with iceboxes, frozen food served as both a foodstuff *and* a refrigerant...i.e., by the time the food thawed out in the ice box, it was ready to cook. In the case of the French toast sticks, they could be stuck on a wooden shish-kebob skewer and toasted over the open flame on the boat's stove. Pam non-stick spray was also mentioned as essential (the only way to make kid-flippable pancakes.) Adults did buy a more healthy selection of items to round out dinner...there should be at least one, nutritious meal per day.

**Cooking:** Many members suggested the inclusion of a 12", Teflon-coated griddle with raised edges. The raised edges prevent the food from rolling out of the pan unexpectedly. It was also suggested that low-cost butane or propane stoves are handy for cooking meals and for toasting such things as unfrozen French toast sticks either in the cockpit or on the beach. Firewood (shrink-wrapped bundles available at supermarkets) for campfires was also suggested.

**Bedding and Clothing:** Polar fleece (or equivalent) blankets are popular with kids and fairly indestructible. The Polar Fleece Sleeping Blanket/Bag: Coleman Fleece was mentioned several times as a good buy because it comes with its own waterproof storage bag. Speaking of which...many suggested giving each child their own, large waterproof storage bag to use as their clothes and gear locker for the duration of the cruise. Several suggested the nylon-mesh-reinforced Coleman bag (available from Target) as a durable, low-cost option. Each kid would keep

those items never intended for salt or fresh water (e.g., good clothes, books, toys, stuffed animals, etc.) in this bag. All of the wet stuff would be stored on deck or in the “wet locker.” Beyond these items, all agreed that the amount of clothes should be kept to the minimum necessary. Finally, the Red Ledge Rainwear rain/spray jacket was recommended. Available from Campmore this rain jacket has elastic sleeves and vents that prevent perspiration build-up.

**Hygiene/Cleaning:** Baby wipes were also a common item on many Kids ‘N Cats lists. Available in any grocery store, they can be used to clean-up and disinfect all sorts of messes from infants to teens.

**First Aid:** Most agreed that it was best for the parents to assemble their own first aid kit from supplies readily available at any pharmacy and then store these aboard in a watertight tackle or “ammo” box.

**Miscellany:** Simple musical instruments were also mentioned as favorites with children. The Horner, plastic and brass “Marine Band” harmonica is a good, non-corroding, instrument. Others included plastic recorders, plastic or ceramic ocarinas (aka sweet potatoes), and slide whistles. I mentioned that a favorite aboard *Buckrammer* is a low-cost, plastic and brass accordion available from the *Lark in the Morning* music shop in San Francisco (Multi-Button Accordion from LITM #ACC018 – \$50). This instrument sounds like an expensive, classic marine concertina but costs a lot less and is VERY easy to play. On *Buckrammer* we also keep a three-ring binder with a collection of the lyrics of songs and shanties easy enough to play on the simple instruments (or to sing with or without instruments).

Most also agreed that a dinghy or tender was a must have when it came to boating with kids. It allows safe (and dry) access to islands, beaches, and other cool places frequented by catboats and the kids can use it all by their little selves!

**Themes:** As mentioned, many members wrote in urging that all kid trips involve the creating and following a theme. Themes can include exploring, deep sea diving, shell collecting, star gazing, fishing, pirates, and so on. In advance of the adventure, the children (and parents) are encouraged to read up on the subject and make sure they are outfitted appropriately...preferably by making their own accessories. As previously mentioned (and shown in Figure 2) the kids fabricated their own pirate costumes and torture instruments. These were used throughout the trip and were especially useful in finding the buried treasure (more on this later).



Figure 2. Pirates Commandeer *Buckrammer*.

## DURING

The recurring concept of “keep the trip short and the fun high” surfaced once again. Many catboat parents explained that they had learned the painful lesson of trying to do WAY too much in an attempt to maximize the use of their catboat. With kids, more is definitely less, especially with children new to boating and sailing. So hold off on those 100 mile weekend cruises until the tykes have their sea legs and an inclination and desire to “stay the course.” Recommended activities in the DURING phase of the trip included:

- Taking the helm of the “ship” and sailing (or learning how to sail the beast). You’d be surprised how many catboat captains do NOT think of this. A corollary to this, of course, is helping with the sailing.
- Anchoring off of an isolated beach for a morning or afternoon of sandy fun.
- Exploring small, uninhabited islands behind the barrier beaches along the coast, collecting shells. Poking into abandoned duck blinds, etc.
- Jumping off of the stern of the boat while under sail (less than 1 knot or so) then grabbing onto a line trailing behind (put a lobster buoy on the end of the line to mark its end). Make sure there’s an easy way to climb back on board; many catboats have bronze steps permanently mounted on the barndoor rudder for this purpose.
- Building a nighttime campfire on an exposed



sandbar (if the local town permits this) and toasting marshmallows or popping corn.

- Anchoring off a sheltered beach for a morning of swimming, sandcastle building, or sunbathing.
- Fishing or kite flying off the stern of the boat while underway or at anchor.
- Towing almost anything on a rope or string from the stern. One couple suggested building a towable “crayon board.” You make this in advance of the trip by taking a 1 x 4 pine board, sawing two 45 degree cuts on one end (to form a point) and drilling a hole near the apex of the point. In use, the kids crayon designs all over the board. They then tie a line through the hole and toss it over. As the line nears its end, another line is tied on and this process continues until the board is WAY, WAY behind the boat. Cool!
- Filling a plastic bucket or tub with seawater while underway and then letting the kids splish and splash in the water in the cockpit. Refill as needed.
- Snorkeling, especially in tidal flats and marshes.
- Walking the plank (or bow) as previously mentioned by harnessing a child to a forestay-mounted cleat near the bow or bowsprit so that they can play “King of the World” safely while underway. (Figure 3)



Figure 3. “Walking the plank” (bow riding)... with a harness.

- The dusk or after-dark telling of ghost stories, tall tales and jokes.
- Sing-along’s using the musical instruments and lyrics sheets.
- Locating and swimming in harbor holes. Harbor holes? Almost every tidal marshland/river estuary has locations where the currents carve out small deep pools adjacent to a sandbar or mud flat. A quick scan of a chart will usually reveal these natural wonders. Figure 4 shows such a “hole” in Westport (MA) Harbor. In this case the hole is 19 feet deep at low tide. Aboard *Buckrammer* we call the adjacent sandbars “jumping sandbars” because they provide a wonderful place to run and jump into the water. Better still, if you are lucky enough to swim in a hole on an outgoing tide... especially an afternoon outgoing tide...the water temperature in the hole may top 90 degrees...a spa by any other name. In Figure 5, the kid crew of *Buckrammer* launches themselves into the void.



FIGURE 4. A harbor hole in Westport Harbor.



Figure 5. Jumping into a Harbor Hole.



## AFTER

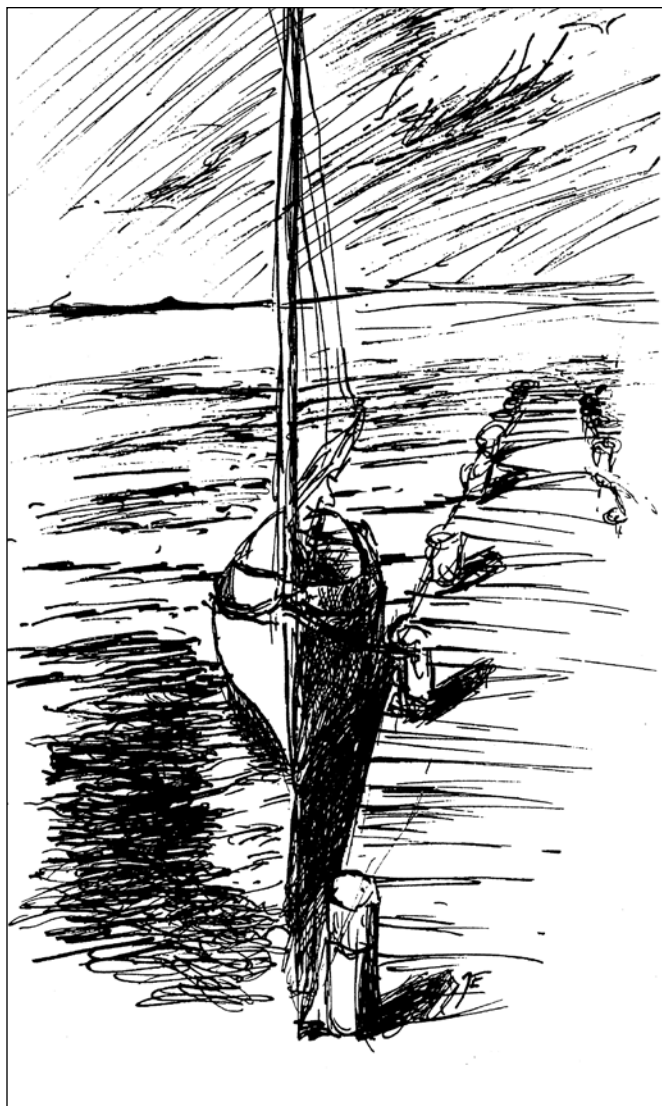
Finally, all agreed that the fun does not have to stop when the cruise ends. Post-cruise activities included:

- Editing and cataloging cruise photos (or videos) then posting them to the web or emailing them to friends and relatives.
- Reading up on various cruise-appropriate topics. Books cited included:

**Along Shore** by John Stilgoe

The **Swallows and Amazons** series  
by Arthur Ransome

**Fun Afloat** by Theresa Fort



## *Sea Rover*: A 20th Century Catboat for the 21<sup>st</sup> Century

The highlight of the 2018 Annual Meeting was a truly remarkable presentation by Jim Ledger on the complete rebuild of the unique catboat: *Sea Rover*.

In the 1970's Jim was living on Great South Bay, working as a clam tonger, when, in 1982, he came across *Sea Rover* in a yard in Blue Point, Long Island. In the '80's many wooden boats succumbed to neglect and boatyards all over Long Island were full of derelicts.



*Sea Rover* when Jim found her in the boatyard.

*Sea Rover* was twenty-six feet long with a ten foot beam; with a draft of three feet. Her unique design was enough to fire Jim's imagination. She was like something from a different age. Replacing her stem, which was clearly no longer sound, a few frames, her deck, and sheer planks, would go a long way toward restoring her structural integrity and preserve her unique character. However, when he removed a patch from the bow he found that several half-hearted attempts had been made to prolong her life including the patch itself and the addition of chain plates and shrouds to steady the mast. The oak stem itself was as soft as a ripe peach. So he went to work and made a new oak stem thinking a launch was only a few seasons away.



A closeup of the bow.

To continue working on her, he moved *Sea Rover* to his backyard. He attached a plastic-covered bowshed to his garage, which would serve as workshop. Work continued: deck removed; side frames and deck beams replaced; woodwork sanded, repaired, replaced.

However, as time went by, under cover *Sea Rover* continued to dry out, further degrading her timbers. The decision to replace the entire keel assembly altered the rebuild in a major way. The old keel would serve as a guide for a new one. In hindsight, this is where the rebuild should have begun. After that, things started to really take shape. Little by little, the whole boat would be rebuilt using the old one as a guide.



Beginning the new keel with the old one beside it.

New chines were recreated from mahogany and laminated in place. Then the side planks went on. The mast hole was cut through the kingplank; blocking was installed which would eventually help support the base of the mast. The cabin sides and cockpit

coaming were made of mahogany, tongue and groove (the originals were made of cypress). A teak deck formed the cockpit sole. Then the cabin roof went on. Port holes and port lights were cut and installed. Jim replaced the Palmer engine with a fresh-water cooled Saab that would turn an 18-inch, two blade prop. Bottom planks, rub rails, toe rails and bow sprit were put on. In the end, every part of *Sea Rover* was replaced with one exception – the companionway ladder. That would serve as a reminder of all those who had sailed her, those who had gone up and down that ladder. She was painted traditional white with a green bottom. With a splash of champagne, she was launched. She would move under power alone until the following spring when her mast and spars were installed and the 500 square foot sail bent on.



The only remaining original part companionway ladder.

Jim and Tracey had never sailed a catboat before, only sloops, but *Sea Rover* taught them well. Underway, she flew.

When the project started, Jim and Tracey had no children; by the time it was completed they would have three in high school. The bowshed would be rebuilt three times – once after collapsing under the weight of snow following a blizzard. They sailed *Sea Rover* for ten years before selling her to Eric Dobbyn of Westport, MA.

It was a truly moving story, particularly for the sheer determination and perseverance to take on and see through such a project. To see the whole thing in a sort of time lapse was a real privilege. The parallels drawn as Jim ages and his kids grow up; the boat is finished, launched and sailed; and life moves on. When Jim wrapped up, the crowd gave him a standing ovation.





Sea Rover.

## Behind the Scenes: *Sea Rover*, A 20th Century Catboat for the 22<sup>nd</sup> Century

John Conway, CBA Steering Committee

The five minute standing ovation to Jim and Tracey Ledger's presentation said it all... Those members in attendance at the 2018 Annual Meeting had just witnessed one of the most remarkable catboat restoration tales ever... a tale literally 20+ years (!) in the making.

With a hull profile suitable for the 22<sup>nd</sup> Century, *Sea Rover* not only broke every design rule for catboats built when launched in 1916 but her story, from her one-of-a-kind hull design to her many lives under several owners, truly made her a unique specimen of a catboat for the ages.

Almost as miraculous was the CBA's ability to bring her tale to the CBA audience and we thought you might enjoy a behind the scenes look at the process involved in doing so. To that end...

We first spied *Sea Rover* attached to her mooring in the scenic harbor of Westport, Massachusetts

during the summer of 2015. Due to her exceptional finish and hard-chined hull profile, we believed her to be a modern, fiberglass version of a classic catboat. Much to our surprise, when we inquired of the Harbormaster as to her owner, he informed us that she was registered as a wooden, auxiliary vessel built in 1916, builder unknown. There was also a rumor that she had crossed the Atlantic due to her exceptionally sea-worthy hull shape. (She did not.)

As steering Committee members we are always on the lookout for interesting catboats and from first sight thought her story to be worthy of something for the Bulletin or an Annual Meeting session. Sadly, several attempts to contact her owner went unanswered and we gave up.

It took a cover article on Westport in the Fall 2016 issue of *New England Boating* to revive our interest in the old girl. Through that we were able to contact her restorers, the Ledgers, her subsequent owner, Eric Dobbyn of Westport, MA and her newest owner, Andrei Padlowski of New York, NY.

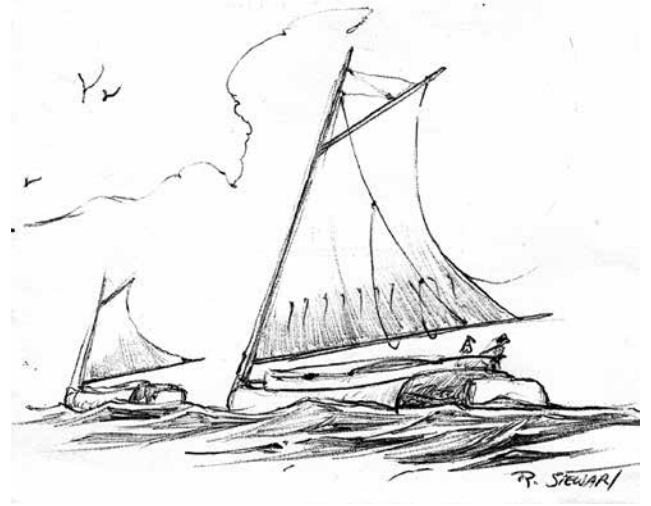
In talking with Jim, Eric, and Andrei a remarkable tale emerged concerning the 20-year restoration of *Sea Rover*... a natural for the CBA to develop into the feature presentation for an Annual Meeting. With approval from the CBA President, Tim Lund and the extended CBA Steering Committee, we set out to develop plans for the production targeted for the 2018 event. Our original storyboard for the presentation consisted of five "acts"; Act 1 - Her boneyard discovery, history and restoration; Act 2 - An analysis of her hull design and sailing characteristics; Act 3 - Tales of her adventures under the stewardship of a number of her owner-caretakers.

To take advantage of new technology, we engaged the services of an aerial drone video service (Waterwings) and planned an extensive "shoot" for the summer of 2017.

The Summer of 2017 arrived and our plans began to unravel. Andrei was all consumed by his job in the Big Apple and, despite enthusiastic objectives, was seldom able to visit *Sea Rover* as she sat patiently on her Westport mooring. The goal to bend on her sails in June, became July became August, became September and by October it was clear that *Sea Rover* would not sail that season. By the October Steering Committee meeting it was clear that we would need to abandon our Three Act concept for something a bit less ambitious.



Jim and Tracey Ledger



We approached Jim and Tracy with a big, baaaaad idea... Instead of helping us develop a simple, "Act 1" version of their story, would they be willing to help produce a mega, *Act One and Only* version that utilized many of their extensive library of photos of the *Sea Rover* restoration narrative? Foolishly (but wonderfully) they agreed. This meant that they would have to comb through and digitize hundreds (thousands?) of photographs, assemble a subset of them into a cogent narrative suitable for presentation before our members and generate a speaking script. Somehow, over the months of November, December and January, through three major holidays, the Ledgers were able to pull it off (FYI... Of the many, 20-year's worth of photographs, about 150 were finally selected. )

We conducted a number of dry runs on-line right up to the day before "ShowTime." The rest, as they say, is history.

*Note: The CBA hopes to produce a DVD version of the Ledger's remarkable presentation in time for next year's Annual Meeting. Watch the Bulletin for more.*



Sunset: Photo by Paula Daddio





# Boat Building and Maintenance

Eric Peterson, Editor

## Lazy Man Modifications to My Marshall Sandpiper *Catling*

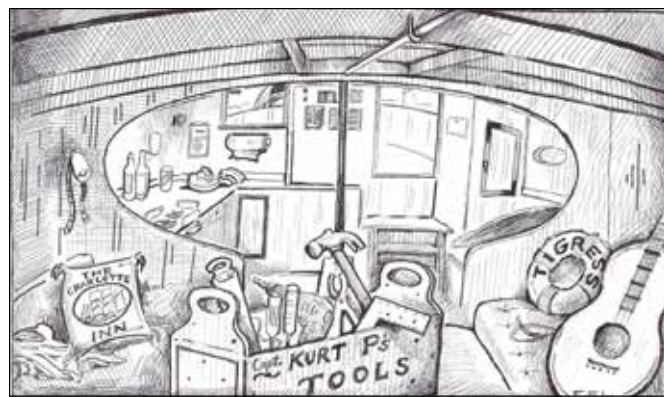
Dr. Peter Pool, D.M.D.

It's been twenty years since I bought my Sandpiper and this article isn't for those who are big into racing, but for guys like me. I just turned 80 and sail four or five times a week, looking for some serenity along with some excitement, and maybe a race once in a while. These are the modifications I have made to make it a bit easier and safer.

I fell in love with catboats 56 years ago when visiting friends on Lake Winnepesaukee. They had a Beetle Cat named *Swan* moored a little offshore, and when I asked to use it, the answer was "swim out." In less than five minutes I had the sail up and I was hooked. I let them know that when the time came, I wanted it. And three years later it was mine for \$250 dollars. I had offered them the \$300 that they had paid, but being true catboaters, they would only take the \$250. Just this summer, after 56 years, I passed it on to my grandson Ed. My next catboat was a Mystic River cat built by Peter Legnos. It was a little bit larger since my family had increased to six children. It worked well except with its low freeboard you got wet from the wakes and chop on the Connecticut River. When the youngest graduated college, I took part of what would have been a tuition payment and traveled to South Dartmouth to pick out my Sandpiper *Catling*. It has been the perfect boat for me, except I always have the urge to modify things.

My wonderful wife Robin's mantra has always been, "No modifications until the warranty is up." Fortunately for me, Marshall Marine does not have a printed warranty on their website. So here they are.

The first thing I realized was that unlike the Beetle or Mystic River cat, the Sandpiper has a high freeboard. Enough that at age 80 I would not be able to get back aboard after a swim, or heaven forbid, after falling overboard. I tried using rope slings, gave some thought to a step on the rudder, and settled for a telescoping ladder, which worked perfectly till this last



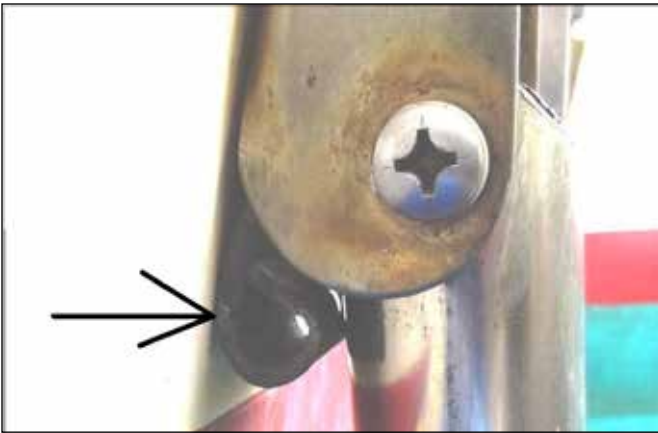
summer when I discovered that, at 80, I'm a bit stiffer and need an even higher step. First, I reversed the ladder which put the top step up, but it was too close to the transom to hold my foot, so I placed one of those folding steps on the transom. It meant another two holes, but it works. Right foot on the step and my knee goes on the deck. The other thing is that since the transom is angled, so is the ladder. I used my hacksaw and drill on a pair of old brass hinges, and added them to the bracket to hold the ladder a bit more vertical. I think I'm set for another decade.



Transom ladder extended. Note distance from the top rung to the afterdeck.



Transom ladder folded. Folding step makes boarding after a swim much easier.



Part of a brass hinge installed (arrow) keeps the ladder vertical.

I was frustrated by having to button and unbutton the cockpit cover to allow for the main sheet, especially since it was at the beginning and end of each sail. The easy solution was to cut a notch in the boom crutch so I could pass the main sheet back and then down to the stern cleat. It worked so well I put the notch on the other side so I didn't have to think about which way to set the boom crutch. When I needed a new cover, I asked them to skip the side buttons and to put a zipper in the bow. I've used it few times to let in some air while taking a nap and while using the outboard when it's been raining.



The boom crutch with groove for the sheet.

The traveler gave me all sorts of grief. The Harken block would get stuck on the vertical posts and once in a while between the traveler and the teak coaming. I solved the first with one inch PVC pipe filled with

PC.7 white epoxy and a smaller ring. I was always going to change to bronze and perhaps someday I will. The second was a bit more radical. I tried several different attachments to the traveler without success. I ended up moving the traveler closer to the coaming so the block cannot fit in between. It meant another two holes in the deck, which I filled with brass screws.



Traveler with one inch PVC pipe installed port and starboard.

I used a Davis Tiller Tamer for several years, and I was mostly pleased. I had mounted it under the tiller, which made it a bit unhandy and the line tended to fray against the sharp edges. I was visiting Joel's Navigator Site where he describes how to make his tiller lock. I gave it a try and it's wonderful, although one of my daughters (I have five) could not believe that I would drill a hole through such a beautiful tiller. I secure the line on the coaming with cam cleats with some slack and knots. That way I can have a complete release for those few times I want more sensitivity. Joel's runs a bit smoother and it is easier to adjust resistance from zero to lock. His web site is <http://navigatorjoel.blogspot.com>.



Tiller lock.



I also added two teak cup holder boxes.



Teak cup holders, port and starboard.

I cut a notch in the tiller to hold the main sheet. My Harken block is on the cockpit sole, and it is super handy for the line to hang on the tiller for those times you want to use the other hand for a refreshing drink, etc.



Notched tiller.

My Sandpiper came with traditional cleats for the halyards and I had to do a complete cleating each time I did some adjusting. I gave some thought to changing to cam cleats and then realized that with a bit of work with the rat tail files I'd inherited from my Great Uncle Carl, I could turn them into jam cleats,



A jam-cleat cleat after filing.



The jam cleat in use.

and still leave enough bronze for strength. They are almost as fast as a cam cleat and are a bit easier to use when there is tension on the line. Only once around, and they have never let loose. At the end of the day I have knots at the ends of the halyards that hook into the cleat, keeping the gaff at the perfect height for furling the sail.

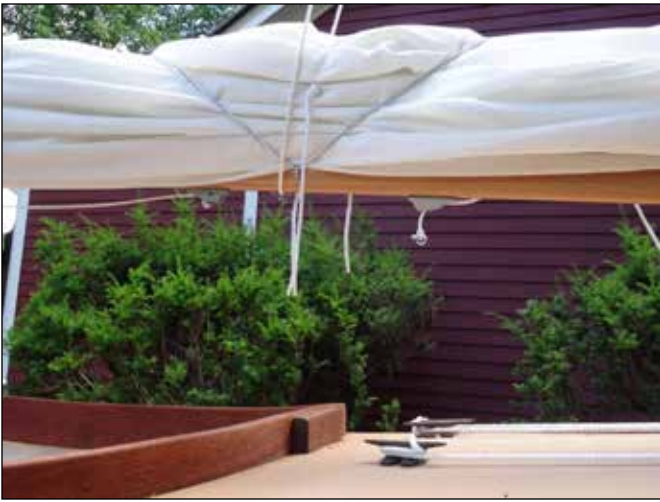
I use the Lazy Jacks as a topping lift with a halyard that that comes down to the topping lift cleat. I moved the aft connection to the mainsheet ring to keep the jacks from catching on the furling gear clips.



My lazy jacks serve as the topping lift.

I placed an eyelet on the gooseneck and two clam cleats on the boom to aid in reefing. I preferred the clam cleat, even though it takes a sharp pull to release. The tack line goes through the eyelet and the clew line through the mainsheet ring. The cleats are far enough forward that I can operate them from the same position I use for adjusting the halyards. I added a few eyelets to the underside of the boom, just to keep the lines neat. I only reef to the first reef point. After that, I take the sail down and use the outboard.





Clam cleats on the underside of the boom aid in reefing.



And with a line.

By now you know I have a thing with cleats. I wanted to be able to pass a loop through the stern cleats, so out came the files again and I opened them enough to make me happy.

Used several 3M hooks to keep the lines and other things handy.



A cleat before filing.



Some 3M line hooks keep things tidy.



The same cleat after filing.

Fifteen years ago, when another Sandpiper capsized, it was floating bow down and almost vertical. That's when I learned that you need flotation bags forward. They only last 13 or 14 years and I replaced them last year.

I also added Velcro to keep the shelves under the foredeck in place.

I made one modification to myself. I have always had life jackets aboard and then Robin mentioned "Put it on, or you don't go." I went out and got one of those auto-inflating vests and always wear it. I don't know what I will come up with next year.

# Cockpit Floor Rails

Brent V.W. Putnam

Neither one of our *Cranberry's*—the 1973 Marshall 22 or the 1972 Sanderling – had the fully molded cockpits that come in Marshall's newer boats. As a result, any significant heeling would send everything that was under the cockpit seats – spare anchor, dock lines, gas tanks, etc. – skidding across the cockpit floor. Some folks solve this by using bungee cord or rope strung between the seat supports.

In our search for a fix, we wanted something a little more permanent and durable, something that looked like it belonged there and wasn't just an afterthought. There was also the question of organization, so our solution is a combination of plastic bins to hold the stuff and low rails to hold those bins in place under the seats.

Here's the how-to:

First, determine where the rails will be mounted and how long they need to be. Ours sit just behind the seat supports. At the aft end, they start under the corner of the seat, near the stern access hatch. Forward, they stop a few inches from the cabinet to starboard and the icebox to port. This allows water to drain. The exact length you use will depend on your boat model and whether you want full or partial rails.

Determine how you will secure the rails. We decided against screws, as they would require holes that could allow water to seep into the underlying plywood. The floor was flat and level, so epoxy worked just fine. If you are going to glue the rails in place as we did, you will need to sand the area down to bare wood or fiberglass.

Cut the rails. We used 3/4-inch thick plywood cut one inch high. This is high enough to restrain the boxes, but low enough that we can lift the boxes up and over the rails to remove them.



Starboard rail installed.

Secure the rails. If you are using a glue or epoxy, be sure to follow the manufacturer's instructions.

Once the rails were secure, we "painted" them with a coat of epoxy for waterproofing.



Close up of forward port rail.

Depending on the kind of epoxy you used, you may get an amine blush. This is a waxy residue left behind by the curing process. It's easily removed by wiping the epoxy with a cloth soaked in ammonia.

Now finish the rails according to your preferences. Because we wanted them to look like they belonged, we painted the rails using the cockpit color, Interlux Sundown Buff.



Finished port rail.

The last piece of the puzzle was the bins. We found some Sterlite containers. The larger size, 17-1/2" x 25" x 7" high, fits perfectly, or you can fit two of the smaller size, 12-1/2" x 17-1/2" x 7" high. They all have locking lids and can be stacked. This last feature is helpful when we unload *Cranberry* for the winter. We simply remove the bins and stack them on shelves in the garage. The rails work exactly as planned.

# The Saga of the *SWAS*

---

Bob Horne

During three years of graduate school in Iowa and two years in the army in Oklahoma, my daydreams were of sailing with my parents on *Sourpuss*, their Marshall 22, and on *Matmiran*, their Beetle Cat. I also had youthful hopes of building a large boat for coastal sailing and even beyond. I had done some reading and corresponding with various boatbuilding outfits that fed my fantasies. One of those was Samson Marine Design in Richmond, BC, Canada that specialized in ferro-cement construction. My wife and I even visited their yard during a trip around the west coast when on leave from the Army.

When discharged from the Army in 1973, I found myself with time on my hands while I looked for a way to support us, now that my "Uncle" was no longer sending checks. We moved back in with my folks in Connecticut while we began the job search. I was itching to build a boat and wanted to try this seemingly inexpensive and durable ferro-cement stuff. But what could a guy with no resources, tools, skills, or experience build in his parent's back yard in central Connecticut?

After my folks had bought *Sourpuss*, they joined the Catboat Association and we sailed in local races in Stonington, Mystic, and Noank. We would often sail to these races alongside the late Bob Stowe and his family in their 35 foot 1902 Wilton Crosby cat, *Southwind*. I coveted *Southwind*! Such a beautiful and huge cat! I really enjoyed the gams and cookouts after the races and talking with other catboat people. It was at one of these events that I learned about *Meow*, a 32 foot ferro-cement cat being built by Trent Holmes (see the Catboat Book, pp. 54-60). My mind began to work on the idea that I could create a big cat out of ferro-cement too.

I decided to build a small cat with ferro-cement to test the medium, and myself, to see if either was workable. I found a table of offsets for a twenty foot cat and reduced them mathematically to make a ten foot cat. This was done without a lick of yacht design knowledge or understanding - just halve everything. I laid out the design, made some moulds, assembled them on a strongback of sorts, and sprung on some ribbands. I layered on some old chicken wire found in the barn, and stapled it to the ribbands. I mixed up some Portland Cement, plastered up my vessel, and sealed it with a couple of coats of Gluvit. Voila! I had a catboat hull. I found a few 2x4s and made up a mast,

boom, and gaff. For a sail, I found a piece of woven plastic covering a lumber pile at the lumber yard (poly tarps were not common in 1973) and instead of sewing, I pinned the sail together using finishing nails as common pins. I was ready to sail.

With family help, I loaded the *SWAS* (my mother named her *Sidewalk At Sea*) onto the Beetle Cat trailer and hauled her to the cottage in Mystic. Amid comments like, "It'll never float!" or "Where's the crane?" we launched the slightly heavy *SWAS* wondering if she would float on her lines, or at all. It was a success! Beer was poured, and much drunk, at her christening.



*SWAS* ready for launch.

I sailed *SWAS* regularly for the rest of the summer. With much trepidation, I even took my mother out for a sail. *SWAS* sailed well, but was a bit sluggish because of her weight. She sailed better in stronger wind, but running downwind she wanted to dive, so you had to be careful. As an experiment, it was a successful learning experience and a lot of fun.



*SWAS* sailing!



I had found a job, and we were moving to Maine in September and had to decide what to do with *SWAS*. I had not done much finish work on the interior and didn't want anyone to get hurt on any staples or rough edges. I certainly did not want to drag it to Maine and my dad emphatically said he "...had no use for it!" It was decided that we would let it become a fish house on a local reef. On the fateful day, my dad towed us out to the reef; I punched a hole in the daggerboard trunk, and watched her settle among the rocks of the reef. Several years later, my dad caught a 36 inch striper at that same reef. I like to think that *SWAS* had done her job.



Becoming a fish house.



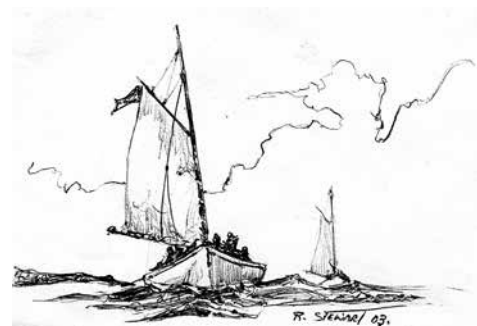
SWAS on her way to the reef.



Now part of the reef.



Punching a hole.



# Prepping Remedy

---

Jim Grenier

In '62 I was ten years old. I was your basic, average kid cursed with a fascination for boats. As luck would have it, I hung out a lot with my friend Alan Falconi at his family's Falcon Marina. In fact, I had a chance to help paint the seats on a boat there, a catboat belonging to my family's doctor, Dr. Johnson. I must have made a good impression because the doctor also asked me to help him work on the hull with puttying and painting. The yard boss also offered me a small job, but I was way too young for that, my Dad said. Mine was a great introduction to what many boat owners had to do in those days. I learned a lot that particular spring, and I haven't yet stopped learning.

That June I biked down to the Falcon Marina a couple of days after school and on a couple weekends in order to meet up with "Doc" as he finally asked me to call him. We worked together getting his boat *Remedy* ready for the season.

The last thing we needed to finish was the boot top: a two-inch wide red stripe that split the topside from the bottom paint. There was a thin groove scratched into the cedar planking to go by. I had to clean some old paint out of the groove with a hacksaw blade in order to see it clearly.

With a small brush I painted one side of the boot top and Doc did the other side. I finished first. But my side of the boot top came out a little wavy, not as straight as his side did, but he never said anything about it. It bugged me every time I looked at it, but once in the water, nobody noticed and I forgot all about it until the boat was hauled in the fall.

I really wanted to be there for the actual launch, but this was the last week of fourth grade and I couldn't get out of it, though I sure tried. When I got to the Falcon Marina that afternoon Doc wasn't there but *Remedy* was in the water tied to a float, sitting *almost* on her lines. She was just a little high in the bow and I was concerned that our boot top stripe job wasn't perfect. I asked Alan's dad if I could go down on the dock and look her over. He knew I'd spent a lot of time helping get her sanded and painted and he put a life vest on me first.

When I looked inside the boat I could see she had water in her. I was surprised because I had spent quite a bit of time under the boat knifing thick red putty into the seams. Guy, the skinny yard boss, came

over and I asked him about it. He said, "Water thinks quick. If water wants to get somewhere, it will figure it out quick as a wink. All boats leak somewhere when you first launch them. You'll probably never see one that doesn't." Several years later fiberglass hulls would prove him wrong.

So Guy and I stood watching for a while and I fretted while the water sloshed around the bilge. I thought for sure she was sinking. "Okay, let's get her bailed. Take off your sneakers, boy, you're going in." Guy knew my real name but always called me "boy," or "the boy." Fine by me. I bet if he were alive today and saw me on the street, he'd still greet me with "boy." And it would *still* be fine with me.

I bailed out bilge water with a scoop made from a plastic jug with a section cut off—a very effective tool. Guy brought over a tubular bronze bilge pump. He placed it by the centerboard at the lowest spot and pumped, water gushing out of a hose into the river. Maybe five minutes later, we were sponging up the puddles that we couldn't scoop or pump.

We found a seam where water bubbled into the boat. He sponged the area off maybe a dozen times and after a while he left and brought back a paper bag full of sawdust and a straw kitchen broom. Upending the bag into the river, the sawdust formed an island on the surface. He laughed at my puzzled look and started swirling the sawdust in the water, sinking it under the boat. Adding a bit more and more sawdust as he stirred. "Just watch," he said.

"Watch for what?" I asked.

"Watch that seam stop leaking," he said, chinning toward the spot the water was seeping in. After a minute or so, like magic, it did just that! Apparently, the fine sawdust plugged the tiny hole we missed with our putty. I was very impressed, but at the time, didn't know why it worked.

"I hereby pronounce the *Remedy* safe and sound and ready for rigging." Guy's pipe clamped in his toothy grin. "Let's alert the good doctor to prepare his spars and sails!"

We untied *Remedy* and man-and-boy-handled it to another float to sit among some recently-launched sisters. We left her resting there and walked up to the luncheonette where Guy bought me a vanilla Coca-Cola. He wrote *Remedy's* name and the day's date on a blackboard under the "launched" column.

Dr. Johnson called me that evening to tell me the boat was in the water. I told him I already *knew* because I had seen her and even bailed her out! He

was putting a final coat of varnish on the spars. Would I be available to help with the rigging this weekend?

He had to ask?

I spent all day on Saturday with Dr. Johnson and *Remedy*. Getting the mast in was tricky but all I had to do was stay under the foredeck while Guy and a couple of other men used the gin pole to swing and drop the mast into place. My job was to make sure the shape cut into the bottom of the mast matched the shape carved into the step. Trust me that the mast ended up going precisely where it needed to go. In fact, there was only one way it could go! Dr. Johnson fit wooden wedges around the mast where it went through the hole in the foredeck, and banged them into place with a mallet.

When I scrambled back onto the dock to see how the whole thing looked I noticed that the waterline was now perfect. The mast weighted down the bow just enough to let *Remedy* sit on her lines.

The men also had me hold wrenches, hammers, and other tools while they worked with the forestay and the rigging. Sometimes they would ask for something, like a wrench, “longnose,” or a “phillips.” I would fumble around trying to guess which tool they wanted. But they were patient and someone would show me which tool was which. Some of the names I’d forget but no one yelled at me, which was better than I expected from adults wanting to get something done. A kid can really slow down the works, but I figured out that when you remind an adult you are just a kid, they usually slow down and help you out.

I also helped place some weights inside the boat. The men called them pigs, but they were really lead blocks, each a squarish brick about four inches square. Some of them were doubles, which made them super-heavy for me. Those were handled by one of the men. Guy would place them on a towel on one of the seats and we would lug and place them where he directed, while he eyeballed the waterline from both sides. I mostly placed them between the boat ribs, more going near the centerboard than anywhere else. The man helping me explained these things were called ballast, and made the boat heavier on the bottom to keep it upright, even in a strong wind.

We placed floorboards over the pigs. I could see this was a good thing, because you might twist an ankle on those lead pigs. Floorboards also keep your feet dry if water does get into the boat, but I bet you already knew that. Our floorboards didn’t cover everything: there were some cutouts by the centerboard trunk and back at the transom so you could still use a bilge pump.

By the end of Saturday, *Remedy* was fully rigged. The sail was “bent” (meaning tied or lashed) onto the gaff and the boom, the forestay was tightened, the mainsheet attached, and halyards run and cleated. I had been in charge of stowing the anchor and coiling the anchor line below in a special figure-eight pattern, as well as organizing other miscellaneous lines and life jackets and so on. Dr. Johnson told me exactly where each thing went. I thought some things could be crammed up under the foredeck, but he had a “system” and needed certain things available exactly where he expected to find them. This, he explained, is “the sailor’s way.”

Just as we were hoisting the sail to check it for wrinkles, my friend Alan Falconi—who, as I’ve already pointed out, lived at the marina—showed up and told me I had to go home because my mother phoned, looking for me. It was five o’clock already? Where did the day go?

As I was walking up the ramp, Dr. Johnson called to me, “Be here tomorrow afternoon around one o’clock and we’ll take her out for a sail. I already checked with your folks and they said you can come along.”

At Sunday school the next day, we learned that Jesus could walk on water. All I could think about was how cool it would be to sail past Jesus while he was walking around out there on the bay. The teacher had to keep calling my name to pay attention. I guess I had a bad case of the daydreams that morning.

The catboat *Remedy* was ready, and so was I.





# Catboat Association 2018 Race/Rendezvous Schedule

---

Steve Flesner, Editor

***Editor's Note:** Thank you all for sending your Race and Rendezvous Schedules for the 2018 sailing season. Don't forget to also send the results and write ups to [steve.flesner@catboats.org](mailto:steve.flesner@catboats.org). We want to hear about those moments of "mortal combat on the high seas" along with your racing "stories" and all the unexpected things that somehow happen! Now go out there and have some fun!! Please note that the Townie Hornor Sailaround in Oysterville and the Duck Island Rendezvous and Race in Old Saybrook will not be held in 2018 but expect to return in 2019.*

## **February 21-24, 2018**

Sandpiper "Worlds" Catboat  
Regatta  
Useppa Island, FL  
Contact: Jim Doherty  
239-283-1061  
[useppacatboat@aol.com](mailto:useppacatboat@aol.com)

## **April 25-27, 2018**

The Classic Boat Rally  
Beaufort, NC  
Beaufort Yacht and Sailing Club  
[byscnet.com](http://byscnet.com)

## **April 28-29, 2018**

Lowcountry Catboat Gathering  
Beaufort Yacht and Sailing Club  
Beaufort, SC 29907  
[byscnet.com](http://byscnet.com)  
Contact: Marvin Day  
843-929-9978  
[marvday@msn.com](mailto:marvday@msn.com)

## **May 26-28, 2018 (Race 27<sup>th</sup>)**

West River Heritage Regatta &  
Catboat Rendezvous  
Hartges Marina, Galesville, MD  
Contact: Paul Cammaroto  
301-252-5686  
[Pac4seas@verizon.net](mailto:Pac4seas@verizon.net)

## **June 9-10, 2018 Race 9th**

Prospect Bay Race  
Eastern Shore, MD  
Contact: Butch Miller  
410-271-2540  
[anmiller03@aol.com](mailto:anmiller03@aol.com)

## **June 10, 2018**

Mayor's Cup Race  
Stamford, CT  
Halloween YC  
Contact: John Reffner  
97 Ocean Drive East,  
Stamford, CT 06902  
(203) 348-8098  
[jareffner@cs.com](mailto:jareffner@cs.com)

## **June 16, 2018**

Martha's Vineyard  
Rendezvous  
Edgartown, MA  
Contact: Mark Alan Lovewell  
(508) 696-4655  
[mark@markalanlovewell.com](mailto:mark@markalanlovewell.com)  
For details visit website:  
<http://markalanlovewell.com/catboat>

## **June 17-22, 2018**

Sail Boston 2018  
Parade of Sail: June 17  
For all information:  
[Sailboston.com](http://Sailboston.com)

## **June 23, 2018**

Noroton Rendezvous  
Noroton, CT  
Noroton Yacht Club  
Contact: Frank Kemp  
20 Seagate Rd., Darien CT  
06820  
(203) 656-1129  
[fkemp@optonline.net](mailto:fkemp@optonline.net)

## **July 7, 2018**

Sprite Island Rendezvous  
Norwalk, CT  
Sprite Island Yacht Club  
Contact: Betsy Varian  
203-938-4149  
[bwvarian@mac.com](mailto:bwvarian@mac.com)

## **July 7, 2018**

North of the Cape Race & Rendezvous  
Michel Thornton  
21 Landing Road, Kingston, MA  
617-435-6516  
[21sestone@comcast.net](mailto:21sestone@comcast.net)

## **July 7-8, 2018**

Wickford Catboat Rendezvous  
Wickford, RI  
Pleasant Street Wharf  
Contact: Peter M Galster  
151 West Main St., Wickford, RI 02852  
(401) 269-1012  
[pmgalster@gmail.com](mailto:pmgalster@gmail.com)  
Eric Collins  
Pleasant Street Wharf  
(401)-641-8993  
[pswinc@verizon.net](mailto:pswinc@verizon.net)

## **July 8, 2018**

4th Annual Barnegat Bay Rendezvous  
Beaton and Sons Boatyard  
72 Beaton Rd, Brick, NJ  
Contact: Henry Colie  
201-401-0292  
Cat Gathering, fun "raid" race, evening  
clambake

**July 20-22, 2018**

Padanaram Rendezvous  
Marshall Marine  
Contact: Geoff Marshall  
55 Shipyard Lane  
South Dartmouth, MA  
508-496-7002  
Geoff@marshallcat.com

**July 26-28, 2018**

Sandpiper National Championship  
Co hosted by Bay Head, Metedeconk,  
Mantoloking &  
Normandy Yacht Clubs  
Barnegat Bay, NJ  
Contact Sandpiperclass.org for details

**July 27-29, 2018**

Martha's Vineyard Rendezvous  
Vineyard Haven, MA  
Contact: Mark Alan Lovewell  
508-696-4655  
mark@markalanlovewell.com  
For details visit website:  
<http://mark@markalanlovewell.com/catboat>

**July 28-29, 2018**

Corsica River Yacht Club Regatta Weekend  
Eastern Shore, MD  
Contact: Rich McLaughlin  
302-932-3222  
Rkmcl12@gmail.com

**July 28, 2018**

Go Your Own Way Regatta  
Greenwich, CT  
Indian Harbor Yacht Club  
Contact: Mark Williams  
60 Old Farm Rd. Pleasantville, NY 10570  
203-258-4755  
mark.williams.T@gmail.com

**August 3-5, 2018**

Oxford Rendezvous & Parade  
Oxford, MD  
Contact: Phil Livingston  
901-484-6320  
Pl642@comcast.net

**August 3-5, 2018**

Buzzards Bay Rendezvous  
South Dartmouth  
New Bedford Yacht Club  
Contact: For all details of race:  
Buzzardsbayregatta.com

**August 3-5, 2018**

Bass River Rendezvous  
Contact: Paul Cook  
323 Union St., South Yarmouth, MA 02664  
617-365-1952  
paulcook@comcast.net

**August 10-11, 2018**

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

**August 11, 2018**

Round the Islands Race  
Norwalk, CT  
Norwalk Yacht Club  
Contact: Roger Klein  
48½ Roton Ave., Rowayton, CT 06853  
203-899-0402  
rogerklien@optonline.net

**August 25, 2018**

Cats and Gaffers Regatta, Phillip Stueck Trophy  
Essex, CT  
Pettipaug Yacht Club  
Contact: Rich Batchelder  
204 Middlesex Ave., Chester, CT 06412  
(860) 526-4637  
rick@chesteraf.com

**September 1-3, 2018 (race 2nd)**

Great Whitehall Bay Regatta Weekend  
Annapolis, MD  
Contact: David Morrow  
(410) 757-1060  
david@maritimeins.com

**September 1, 2018**

Huntington Lighthouse Concert,  
Huntington, NY  
Contact: Hank Bogart  
13 Cortland Court, Huntington Station, NY 11746  
(631) 423-4245  
Us51311@verizon.com

**September 8, 2018**

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

**September 8, 2018**

Great South Bay Catboat Rendezvous  
 Sayville Yacht Club  
 Contact: Mark Seal  
 631-472-4652  
 markseal@optonline.net  
 Phil Linker  
 631-472-3170  
 burrlink@gmail.com

**September 14-15, 2018**

Indian Harbor Classic Regatta  
 Greenwich, CT  
 Indian Harbor Yacht Club  
 Contact: Mark Williams  
 60 Old Farm Rd, Pleasantville, NY 10570  
 (203) 258-4755  
 Mark.Williams.T@gmail.com

**September 16-23, 2018**

CCBA Chester River Long Cruise  
 Eastern Shore, MD  
 Contact: Marc Cruder  
 (410) 987-9616  
 heavitree@comcast.net

**October 6-8, 2018**

Mid-Atlantic Small Craft Festival  
 Chesapeake Maritime Museum  
 St. Michaels, MD

**October 6-8, 2018**

Wye Wild Goose Chase Weekend  
 Eastern Shore, MD  
 Contact: David Bleil  
 (410) 721-0375

**September-October 2018 Sundays**

Hog Island Beetle Cat Series  
 West Falmouth, MA  
 Contact: Becky Kirk  
 Kirkj101@yahoo.com

---

## Attention All Race/ Rendezvous Hosts!

Please make sure all the details of your event are listed on the CBA website and are available to interested catboaters. Simply go to [www.catboats.org](http://www.catboats.org), log in with your CBA username and password, then navigate to Member Resources (on the left side) and find Planned Rendezvous Questionnaire. If working on the web is not your forte, Steve Flesner, the Race/Rendezvous editor, also welcomes email [steve.flesner@catboats.org](mailto:steve.flesner@catboats.org) or Pony Express at 2037 Indian Circle, St. Leonard, MD 20685. The information you provide will be posted as a Calendar Event on the CBA Website. If you go to the website and look at The Calendar and check Pandanaram Marshall Marine Rendezvous, it's an example of all of the questionnaire info being filled out. Filling it out the first time takes the most effort, next year will be much easier to just change dates and maybe tweak a detail or two!

---

## Attention Catboat Enthusiasts!

Attending and or participating in a Catboat Rendezvous is the best way to share your love of catboats with other catboat enthusiasts as well as sharpen your catboat sailing skills. Check out The Calendar events listed on the [www.catboats.org](http://www.catboats.org) website. Dates, places and descriptions are all listed there for your convenience. Choose the ones which fit your schedule and make plans to attend – with or without your own boat -You will be welcomed!





# Navigation

---

Skip Stanley, Editor

## Time, Rate, and Distance

I've always had an affection for navigation, the art and science of getting from point A to point B. As long as I can remember I've been interested in distances and times and the instruments used to measure those things. When I was eleven and I got a speedometer for my bike the first thing I did was measure the distance to school (8/10ths of a mile). Once I began sailing, I studied harbor charts and got familiar with the areas where I sailed.

In the early days of sail, navigators maintained a Rutter, which was essentially a book of valuable information accumulated over time, like a private set of sailing directions. Written before charts were created, these books were highly prized and often written in a code that only the navigator could understand. As merchants needed to get their goods and materials moved quickly from port to port, those who knew the way were always in demand. Later, European navigators would learn to use the stars to navigate out of sight of land and John Harrison would invent a clock that could keep time at sea, making the determination of longitude easier than the complicated method of lunar observation.

Electronic navigation, including Long Range Aid to Navigation (LORAN) and satellite navigation (SATNAV) changed all that. Today the Global Positioning System (GPS), by providing a continuous readout with incredible accuracy, has made navigation easier than ever. With a chart plotter, you can actually watch an image of your boat drive down a virtual chart through any harbor, which makes piloting almost unnecessary. Don't get me wrong, GPS is a marvelous convenience. But there's something to be said for the old ways. One of the things I like about catboats is their harkening back to the turn of the century, a time before motors. Likewise, I like piloting (dead reckoning) the old way: by watch, chart, and compass, before electronics.

While celestial navigation is a bit of an art – it does take some skill to use a sextant to take a sight, work out the numbers, and put a fix on a chart. But inaccuracies out at sea are quite forgiving. Not so close to shore where we shallow-water sailors navigate. We use landmarks and aids to navigation. We watch

the shoreline. We deal with tides and currents and channels. Which makes things all the more interesting. For us, keeping track of times, speeds, and distances gives us a feel for the day.

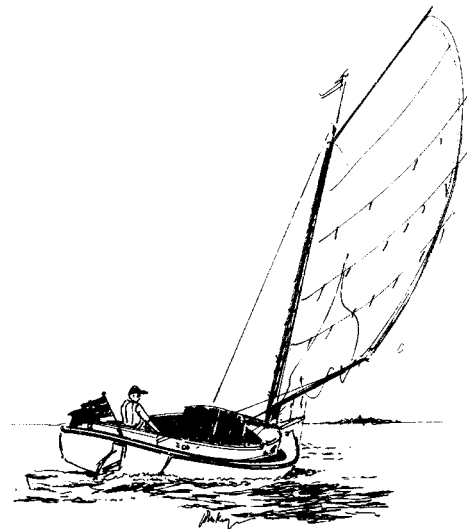
It's all about time, rate, and distance.

Speed (in knots) X time (hours) = distance traveled (nautical miles).

Distance traveled (nautical miles) ÷ time (hours) = speed (knots).

Sometimes it's worth knowing these quite accurately, other times not so much. On a typical day-sail, as long as the wind is steady, you can figure on your speed a beam reach being about twice as fast as close-hauled and a broad reach about three times faster. Beat out for an hour; run home in less than half that time.

If you want to be more accurate, note your time and position on a chart. Later, again note your time and position. Compare the two. Figure out how far you'd gone and how long it took. Figure out your speed. Decide on a new destination. On the chart, figure out how far you have to go. Estimate your new speed based on your heading and the wind's direction. Divide the distance by the speed, and you get the length of time it will take to get there. Add that to the current watch time and you'll have your ETA. And isn't it fun to figure out an ETA even if it's just to be sure you'll be home for dinner?





Andy Fishkind sailing his Arey's Pond kitten "Buglet" in the Broad River, South Carolina.



North Haven dinghy in Carver Cove, Vinalhaven, Maine.



A vintage Crosby Cat in the Eggemoggin Reach, Maine.



Martin Gardner's Wooden Boat School catboat class off Brooklin, Maine.



# Cruising

Steve Flesner, Editor

## Down on Dee Bay Hon

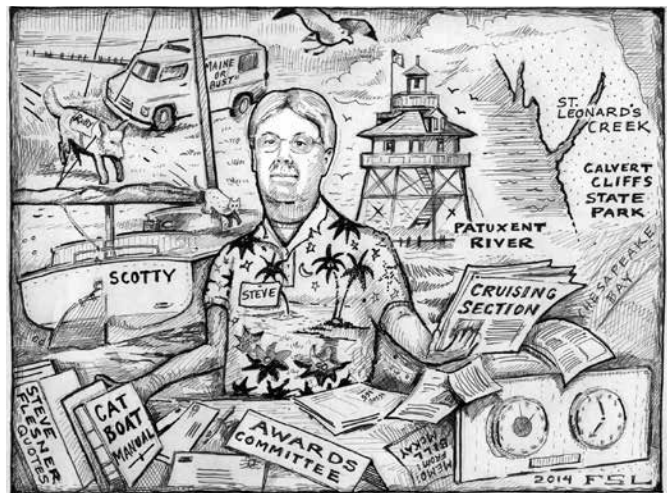
Steve Flesner

Muskrat Suzie, Muskrat Cam,  
Don't taste like chicken, don't taste like ham....  
Taste like liver that's soaked in the river.  
And we'll roast and we'll stew and we'll fry 'em,  
Screw up your courage and try 'em,  
We'll serve them with taters and wine  
Yes, it's Muskrat time!

Winter is the time to enjoy an Eastern Shore delicacy, muskrat or marsh rat or marsh rabbit as some folks call it. Trapping season starts on January 1<sup>st</sup> and runs until mid-March. All you need is a standard hunting license, some dry boots and warm clothes because you will be out there checking a trap line walking in the marsh, getting stuck in mud and your feet will be in ice water...sounds like a lot of fun! It's a tad wet and cold, but muskrats don't seem to mind!

Muskrats are brown and black rodents whose oversized cousin is the nutria. Nutria were imported from Louisiana and are now wreaking havoc on the marshes, to the extent that Department of Natural Resources pays you by the pelt in an effort to eradicate them. Muskrats on the other hand don't damage the marsh and just try to live a peaceful life in and out of the water. Trappers catch them and after skinning, sell their pelts. The meat is deep crimson in color and the carcass is usually cooked whole...like with the head on and the teeth, just making sure you aren't getting a large squirrel or racoon! One Eastern Shore old timer says he draws the limit at racoons, "muskrats is good eatin' but I never tried coon meat!" Guess he hasn't ever done any hunting in West Virginia or Kentucky!

As you can guess, there isn't a large market for muskrat meat. It's usually sold to friends who have developed a taste for it. In Princess Anne, where the muskrat is their mascot, there is a diner that serves a muskrat dinner. There are also several muskrat dinner fund raisers held by local volunteer fire departments. You are likely to find muskrat meat in small grocery stores and seafood markets in Dorchester County where Larry Antonik lives. He's over on Dames



Quarter just outside of Princess Anne. Larry invites his New Jersey friends down to go hunting and enjoy a muskrat dinner at Lucky's Last Chance, home of the oyster pizza. According to Larry, the muskrats up in NJ are larger than the ones in MD due to their diet.

So, how do you cook muskrat? Larry says it depends on where you are from, the Eastern Shore or NJ. Whole or in pieces; depends on which you prefer and do you really want to look at the head with its teeth, or small unknown pieces! Some folks brine the meat, soaking it in cold ice water for 4 to 24 hours before parboiling for a couple of hours, then baking with onions and celery and served with a thick brown gravy or fried in bacon fat served with the brown gravy. It goes well with hominy, greens, black eyed peas and corn bread, or up in NJ, green beans and mashed potatoes. Either way, you are going to stink up the kitchen so better open those windows before your wife gets home! All I can say is hey, don't turn up your nose in lessin' you tried it! Have I tried it . . . ? Not yet, but I keep an open mind and Larry promises to bring some to our annual CCBA meeting in late March!

One thing for certain...I don't think it's going to taste like chicken!!!



# Sailing With My Dad, Jerry Whitney

Susan Whitney

When we sailed with my Dad, Jerry Whitney, for the day or overnight, we knew we would eat well, drink well, sleep well, read well, and be thoroughly entertained with stories of Padanaram, the Elizabeth Islands, or quotes from fine literature. Our happiness and comfort was Dad's primary concern. His expertise as a mariner was never in question, so we always felt safe and secure on *Kittywake*. Although Dad always scheduled our cruises months in advance, the latest Eldridge tide tables by his side, lurking just below the surface was the knowledge that things might not go exactly as planned. The two of us had such a cruise four years ago.

With Mom away for a week of singing, Dad and I rowed out from the shores of the Clarks Cove towards *Kittywake*, with our gear haphazardly stowed in tote bags, setting off for a 3-day cruise in Buzzards Bay. Approaching the catboat, we both made an error in judgment, simultaneously lunging for *Kittywake* and losing our balance. The dingy swamped, bow underwater, but we made it safely inside the cockpit. Minutes later, we realized that all of the electronics were waterlogged and sloshing about in a canvas bag, two cell phones, a camera, a Kindle, and iPod with speaker loaded with Dad's jazz and classical music.

We crossed the bay under a single reef, headed to the Gutter, a small inlet on the other side of Hadley's Harbor. Entering at high tide, we had the Gutter to ourselves. After a quick swim and sunset, dinner preparations began in earnest. While eating, Dad calmly reminded me of our mishap in the dinghy earlier. "You know, Susie, I'm going to be in big trouble." "Why Dad? That stuff we lost is easily replaceable." He hesitated, and then said, "You know, three weeks ago, Mom bought me four NOAA-issue waterproof bags."

I was awakened at five AM the next morning by Dad urging me to join him on deck, "start the motor, Susie...we need to get out of the Gutter and into the channel, lest we be imprisoned by low tide." We buzzed around the sandbar to deeper anchorage, plopped over the anchor, and retreated back down below to sleep for a couple hours before breakfast.

BOOM!!!! I lurched in my bunk, and stole a glance over at Dad. Eyes open, but totally calm, he

looked back at me. "What was THAT?", I asked. "Well Susie, it seems we've hit some rocks. Go on outside and take a look." I did, and returned down below to confirm his assessment. Still lying on the bunk, Dad said, "Put your suit on and push us off." But after pushing us off, I realized the knot connecting line to anchor had given way and the anchor was across the channel, some fifty feet from where I was standing on the rocks. Within minutes, a Boston Whaler buzzed by. "Need some help?" "Well, yes... that's our anchor over there." They helped me get the anchor on the whaler then onto the *Kittywake*. Dad then reconnected the line to our anchor.

After breakfast, Dad asked me to start the motor to buzz into the Bay and raise the sail. We were headed to West Island. Tug! Nothing. Tug again! Nothing. "Dad...it's not starting." He tried a few times, nothing. "Well, Susie, I guess we don't have a motor." No electronics, now no motor.

West Island was one of Dad's favorite spots. Rocky around the peninsula, but a beautiful sandy anchorage awaits closer to shore. We glided in with



Dad and me just gliding along.

a rising tide.

The next day, after a mid-morning breakfast, we decided to head home, taking advantage of an unusual downwind sail to Clarks Cove. Of course, blowing northeast meant we had to tack back and forth to get out of the anchorage, steering wide of the aforementioned rocks. Sail up, anchor lashed to the boat, we set off. "Susie, put the board down would you?" "Sure Dad. All the way?" "Half." It didn't move. I pulled the line again with more force. Nothing. "Dad, it's not moving." "Sand, most likely."



As he headed the boat into the wind, Dad instructed “Susie, throw the anchor over. Put your suit on and see if you can get some sand loose.” No luck. We tried banging at the board with an oar through the opening in the centerboard casing. No luck. No electronics, no motor, now no centerboard.

Back and forth we went, forward progress out of the anchorage on each zig was erased by each quick tack on the zag. Two beach walkers were clearly entertained by this Marshall cat sailing back and forth in front of them, much like a pendulum swings on a grandfather clock. Dad was determined to sail around the farthest rock of the outcrop, dismissing my pleas to risk sailing through a wide gap between the rocks. I kept thinking, “Why doesn’t he just sail through the rocks? He LOVES the rocks!”

After half an hour, I asked again, “Dad, let’s shoot the gap!” “OK!” My heart was racing, we split the rocks bumping nothing, jibed and headed downwind in brilliant sunshine. It was at this point that the tiller started feeling very loose in our hands. Peering over the stern, we saw that one of the two bolts attaching tiller to rudder was gone. The one pin and bolt remaining had to hold us to Padanaram. Now I was nervous. Dad? Smiling and steering gleefully, he said, “Susie, go down below and get some water and peanuts.”



Dad has it all under control!

We were headed, mercifully, to Marshall Marine. Gliding downwind, in a gentle breeze, past Fairhaven, New Bedford Harbor and Clarks Cove, suddenly we realized we needed a tow to get through the bridge. Then a quick check of our electronics revealed that one of the phones WAS working! A miracle. I used my flip phone to call Tim, in Pittsburgh, for him to call the harbor master for a tow. The harbor master never answered Tim’s call, so he phoned the Dartmouth Police. As we glided effortlessly in the early afternoon sun through a harbor of moored boats, a police power boat approached us with obvious urgency. “Are you the boat in distress?” a woman yelled. “Yes we are.” and I explained we had no motor, no centerboard, and a tiller about to break free.

She tied us to her boat and we roared through the bridge to Marshall Marine. As we did, we made one more call. To Charlie Howland. “Hi Charlie, it’s Susie. We’ve had quite an adventure. We need a ride home from Marshall Marine.” Taking a page out of Dad’s playbook, Charlie replied, “No problem, Susie. See you in ten minutes.”

---

## Cruising, Technology and Whale Watching

---

Carol Titcomb

Neighbors and family no longer ask IF the Titcombs are going sailing, but WHEN are you leaving for your sailing trip? Neil and I have been very lucky to be able to pack up a few necessities, load up our boats, and set sail on a summer sailing cruise. The routine began when our two sons were mere infants and has continued for several decades. Some years the trip lasted one week, sometimes two and most recently four to six weeks.

I’ve noticed a few trends that come and go during the 40 plus years of cruising aboard our family boats. Technology has become an important part of sailing. Little by little we’ve added new systems to our boats, all with the idea of making life a bit safer, easier, or more comfortable. I haven’t used my trusty protractor and chart plotting skills in quite some time. Yes, I still like the paper charts, but it’s the high tech multi-function display (MFD) which combines our GPS, Chart Plotter, Radar and AIS in a pod at the wheel which sets our course and keeps moving us in the correct direction.



Each of us must develop our own comfort level appropriate to our sailing. Whether your boat is large or small or if you choose to permanently install or carry a hand held GPS, technology options are there for you. If your plan is to go out on the bay for day sails with no planned overnight or off shore trips, then you don't need every bell and whistle on the market, just the ones required by the Coast Guard. If you are planning longer trips or overnight stays, you likely have studied the huge array of options available to you. Those options are much different today than the ones when we first started our sailing trips.

In the 70's, when Neil was working for a Marine Industry company, he knew of customers who insisted on having a working LORAN before they could leave on vacation or for others it was the latest model autohelm for self-steering. In the 1980's there were calls for refrigeration, not necessary for navigation, but a form of technology which added new level of comfort for sailors. A few years later, Radar, GPS, and mapping systems became common on sailboats and of course sailors became dependent on each of them. Each system, once considered a "big boat luxury", earned its way into the category of cruising safety items. Just prior to our first six-week cruise on our new "retirement" boat, *Interlude*, we had issues with our MFD display. We asked, do we give up part of our vacation while it's repaired, or forge ahead with something else? Our son, Nate, replied with a compromise. Send the broken unit for repair and buy an iPad with charts downloaded. Using the iPad's internal GPS we'd have a usable chart plotter. It's all there for you. Technology has become accessible to all size boats. If you have the need or desire, there is a system for you.



Capt. Neil at the helm on *Interlude*.

Let me share with you three versions of sailing trips done in different years, all with different styles of electronics onboard. The Titcomb family has long had a fascination with whales. I don't believe we have any ancestors who served on whaling ships in past centuries, but something sparked our interest in the 1970's. Most probably it's the approximation factor knowing those giant creatures are living in their natural environment very near to us along the New England coast. Except for one school field trip for each of the boys, we've never taken a ride on the commercial whale watching fleets, but have done our best to see them while sailing our own boats. Three experiences stand out in our minds and during those trips in which our onboard technology played very different roles.

30 years ago, on one of our short 10-day cruises, both Chris and Nathan were on board looking forward to some fun in the sun while living on a boat. Yikes, doing the math, this means Chris was an adventurous 3<sup>rd</sup> grader and Nathan a curious kindergartener. Many of our catboat friends know our reputation for vacationing during rainy periods (they've even planned different weeks from us to go sailing!), but this time, the "weather gods" were on our side giving us calm seas, fair winds, and blue skies. We set off from our mooring having planned a long 40-mile day sail from Gloucester to Provincetown, MA. Hoping to break the monotony of a boring day, we told the boys we were going to visit the whales on our way to P-town. We couldn't guarantee anything, but we needed them to help keep a look out when we got close to the favorite area for the whales. I think we even practiced the infamous "Thar she blows!" call to give the boys an authentic feel to the trip. It sounded like a great idea to everyone except Mom who was holding her breath and praying for a safe experience. After all, we were onboard *Calynda* our antique catboat yawl and those gorgeous creatures were way bigger than our boat!

At that time, *Calynda* was outfitted with LORAN C (which helped us navigate through the fog bank that descended on us as we left the harbor), a depth sounder, and a VHF radio with limited channels. We plotted our course crossing into Stellwegen Bank and hoped for the best. By following the depth sounder, Neil would know when we left the deep ocean area and approached the shallower feeding grounds. As often happens in New England, the fog lifted giving us perfect visibility. The timing was perfect too because right in front of us was the "Moony fishing fleet". Twenty or more open cockpit, under 30-foot boats

filled with young adults fishing and determined to meet their quota for the day. We passed by these tiny boats and continued our journey.

Before long we spotted one or two whale watching boats headed back toward shore and then spotted the area where they had been. And there they were, several whales gently swimming and diving on the surface of the sea. We found whales using plain eye sight! What luck! Neil called for all electronics to be switched off so not to interfere with “whale sonar”. He had read this might help prevent the whales from charging us or causing harm to our boat. Believe me, I was totally in favor of the “no harm” clause. He also cut the engine and we gracefully sailed into and around their luncheon spot. At this point the commercial boats had returned to harbor with the morning visitors, so the entire area was ours. Just *Calynda*, the whales, and the big blue ocean! It was exciting, beautiful, and a little scary all at the same time. We took time to look for patterns; when they dove, where and when they would surface, we wondered. It was the seagulls who gave us the answer. The birds sat on the water looking for “food scraps” and then took flight as the whales broke through to splash and spout. The seagulls flew off, landing in a new spot, and shortly the whales jumped out again. Ah, ha! Mother Nature has her own signal system and we figured it out. The whales dove flipping their tails and surfaced near us, then dove again. We were having a life experience!



Whale tail, Thanks to Google images, this is what we saw!

On shore in P-Town that evening, we passed the office of a whale watching boat showing films of whales jumping and spouting. The boys pointed and said “Look, that’s like what we saw today!” A passer-by stopped and asked if we had taken the trip with this company and Chris said (with lots of pride) “No, we were on our own boat and it was so cool!”

Fast forward 30 years, Neil and I are onboard *Interlude*, a Sabre 402, lovingly called our “retirement boat”. It’s equipped with several amenities and lots of high tech navigational systems including radar, mapping GPS, and AIS. We were making our first trip back to Maine reminiscing about the days when both boys were with us. Our long passage days had been postponed due to a storm going up the east coast and, after passing thru the Cape Cod Canal, we found small craft warning high winds of 35-40 knots. We chose to tuck into Plymouth to wait out the conditions for one more night. As most know, or can see on the charts, going into Plymouth is not a “little tuck” but a several mile trip with twists and turns. However, the calm harbor was well worth the effort. We were assigned a mooring by the Plymouth Yacht Club and enjoyed our close-up view of the *Mayflower* as well as the friendly folks in town (including Ben Brewster who spotted us on the dock!)

The next morning the winds had calmed and our energy renewed as we set our sights to the north and east. Somewhere off the coast of Boston, in an area called the dumping grounds, Neil spotted churned up white water. Even with the binoculars, it looked like water splashing on a pile of rocks. Repeated checks of charts and the GPS showed nothing we needed to navigate around, but we were certainly on high alert. In a few moments we could tell we were watching whale spouts, yes, multiple large whale blows. Just as quickly, we were aware of excited activity on the VHF radio. The Whale Watch captains were beside themselves. An unfamiliar (new to them) pod of humpback whales were having a party of epic proportions and, invited or not, we were now on the guest list to join!



Humpback jumping just like we saw!

We didn't change our course much and in a few minutes were getting close enough to put down the binoculars and enjoy some close-ups. Neil stayed at the wheel while I went below to turn off all electronics (again being considerate of the gentle creatures) and get the camera. Why, oh why, did I grab the painfully slow-shooting digital camera?

We watched forward off the bow, to both starboard and port sides and even off the stern. Everywhere we looked there were whales spouting or flapping tails, breaching and having fun. Our favorite humpback was the one who dove down deep, came straight up out of the water and slammed down onto the surface with a resounding SMASH! And then, as though he was part of an Olympic contest, he rolled on his back and flapped his pectoral fins to applaud himself. In our minds, he scored a 10 every time! One of the smallest whales in the pod seemed curious and came pretty close to us. Soon a momma whale surfaced between *Interlude* and baby guiding her out to safe territory. Thank you, momma, we don't want any damage at this party. An hour of unbelievable whale watching passed before we had sailed through and out of their space. There were so many sights to comprehend but, regretfully, not one good picture to show for it. Our little digital camera was no match for this constantly active pod of humpbacks.



This is what the Titcomb camera saw!

On the positive side, the pictures in our mind are as vivid today as they were that day. Also, one week following our encounter, the *Charles W. Morgan* on her post-refit maiden voyage came upon the same group. They of course had the proper camera equipment and crew to capture the whole event.

That evening, we Facetimed our family to tell them about our whale watching adventure. They looked so relieved and asked, "Is that why we lost

all communication with you? We were following your AIS signal and suddenly you went black and disappeared. We thought you'd pulled a Christopher Columbus and sailed off the edge of the world!" They weren't onboard with us, but our sons were watching every move we made! In this day and age, AIS is another way to keep track of family members and follow their progress on a long cruise.

Two years later, Neil and I set our sights on another private whale watch. We were not traveling to Maine but planned a day we could sail out to Stellwagen Bank and maybe get a chance to try out our new GoPro camera. We matched a good weather day with a favorable tide in the Cape Cod Canal and set off at 6:00 AM. This time is only important to the story because our son Nathan was tracking our AIS signal on the Marine Traffic app and found a nice picture of us taken by the Canal control tower. We weren't too surprised when we soon received a text asking if we were getting an early start to go whale watching! It's an example of what we lovingly call "parent stalking!" Catching the early tide in the Canal did allow us to exit into Cape Cod Bay and sail directly to Stellwagen Bank.



Carol on watch at the helm.

This year we had high hopes of using our mapping GPS, Autohelm, and AIS to find some whales. The day was slightly gray and the seas were not flat calm. Nothing we couldn't handle, but as we headed out into the vast open ocean, doubts crept into my mind. So many miles of open water, if we're only going seven knots, how could we possibly find and reach the whales in one day? We could possibly spend hours and hours searching and not find one whale. At that moment I heard Neil chuckling! He was at the



wheel watching the chart plotter saying “AIS to the rescue!” He was tracking three boats going 25 knots and realized they were the whale watching fleets coming from Boston, Plymouth, and P-town. Bingo! We now knew the waypoint to set. An hour later we did find the whales who were having a lazy-hazy summer day swimming, diving, and surfacing but regretfully no breaching and jumping. It was not as spectacular as our last chance encounter but, as in our own lives, not every day can be a party day. Knowing how to follow the AIS plots made all the difference in our experience that day. Having a specific waypoint to reach gave us the confidence of a successful journey. Once again, our photography efforts failed, but our minds are holding onto some wonderful images.

We called our sons later that evening to share our experience and chuckled over the similar uses we each

had using new technology. They used Shipfinder and Marine Traffic apps to track our AIS signal, while we used AIS to track the whale watching fleets. If they can be the “parent stalkers”, I guess we’ll be “whale stalkers”.

At a recent seminar titled “The Humpback Whales of Stellwagen Bank”, Neil learned the whales are in fact, NOT bothered by boat electronics and depth sounders. The most important thing to do, for both boaters and the whales, is to turn off the engine and stop the propellers, which is exactly one of the things we’ve been doing all along. No matter what technology you have on your boat, no matter where your home port is located, the final word is to get out and sail! Enjoy the wonders Mother Nature puts in front of you and share it with the ones you love.



Title: Nymph, Larchmont  
Taken by: Johnston, J. S. (John S.), photographer  
Published by: Detriot Publishing Co., 1894



# Rendezvous and Race Results

Steve Flesner, Editor

## 2017 Cats and Gaffers Regatta, Essex, CT

Rick Batchelder



The 2017 Cats and Gaffers Regatta started off with the captains meeting on Friday, August 25th. Marley's once again provided a beautiful location and wonderful meals to get us in the mood for Saturday's races. Saturday came with a hint of crisp autumn air, blue skies, and a light northerly breeze. The Pettipaug Yacht Club once again opened its doors to us and provided the location and support for the races. Sandy Sanstrom, our sponsor and race committee, laid out a triangular course on the thin water of the Connecticut River.



Louie thought this was a dog race, arf, arf!



Mark dead ahead.

Our fleet this year consisted of three Sanderlings, a Sandpiper, and a Menger 15. We made four laps on the course; some took a while to complete due to the current and light winds. Late in the afternoon the wind switched 180 degrees for the last race. There were no serious difficulties to report, no sinkings or lost crew members, just a good time out on the river in catboats!



We all had a great time.

Any profits from the Cats and Gaffers Regatta will be donated to the Pettipaug Sailing Academy. Photo credits go to Sandy Sandstrom, great shots!

Place	Boat	Skipper
1st	<i>Catling</i> Marshall 15	Poole
2nd	<i>Pounce</i> Marshall 18	Elliott
3rd	<i>Ouzel</i> Marshall 18	Lieberman/ Saunders
4th	<i>Stray</i> Marshall 18	Batchelder
5th	<i>Michael Goelet</i> Menger 15	Greenwood

## 2017 Elf Classic Yacht Race

David Morrow

The weather that greeted us for the 7th annual Elf Classic Yacht Race came as no surprise to either skippers or crew. For days the weathermen had warned us about high winds, cool temps and pretty much extreme sailing conditions, and for a change, their predictions were spot on.

The race is a fundraising event for the *Elf*, an 1889 Lawley 30 foot class cutter, one of the oldest sailing vessels in the United States. The sailing participants are various classic wooden and fiberglass sailboats. The race begins with a sort of LeMans start where the skippers row out to their anchored boats from the yacht club, raise sail, and sail off down the Bay to finish at the Chesapeake Bay Maritime Museum (CBMM) in St. Michaels.

I was honored to be asked to sail again on *Silent Maid*, a wooden 33' Barnegat Bay Catboat designed by Francis Sweisguth. The original *Silent Maid* was launched in 1924; this one was built at the Independence Seaport Museum in Philadelphia and christened in 2009.

The race started from the Eastport Yacht Club with the crews waiting aboard and the skippers rowing somewhat frantically out to their boats. With our skipper safely behind the wheel, and the dinghy tied astern, we hoisted the anchor, raised the mainsail with two reefs already tied in, and took off towards Bloody Point Light. The breeze and waves built as we broad reached across and down the Bay making for a very exciting ride. The *Maid* actually hit over 8 1/2 knots surfing down a wave towing the dinghy!

We turned the corner after passing Bloody Point Light and beat to the next turning mark on the Eastern Bay. Several other boats had trouble at this point mainly because they did not reduce sail. The more they became over powered, the faster we passed them! It was at this point, after turning towards St. Michaels, that the gusts began to exceed 30 knots. It was also at this point in the race that we realized we really needed a third reef. Since the sail only had two sets of reef points, we decided to scandalize the gaff and tighten up the lazy jacks to lift the boom and spill more air off of the leach.



*Silent Maid* scandalized.

This solution worked, giving the helmsman enough control to allow us to jibe at the final mark and head into the finish at the CBMM. But just crossing the finishing line and anchoring isn't all that is required. The skippers have to load back into their dinghies, row to the dock, run up to the CBMM building, and sign the race log.

*Silent Maid* was the third boat to finish, second in the cruising class and the first boat across the line that actually towed its dinghy. All in all, it was a wet and exciting day on the water.





Resting at anchor at the Chesapeake Bay Maritime Museum.

## Classic Boat Rally 2017

---

David Morrow

Sometime during the Fall of 2016, I was reading through a national sailing publication and came across an article on a classic boat rally. The course was from Savannah, GA to Beaufort, SC via Hilton Head navigating the Intracoastal Waterway. The course looked fascinating, and best of all, the majority of participants were sailing catboats.

A little research got me to the founder, Sam “Woody” Norwood. We exchanged emails and I committed to attend. Let me say this right from the beginning, I have never participated in a better-organized event in all my years of sailing. Woody sent out regular emails updating all of us on what to expect, courses, gear needed, and final last minute details. As a newbie, his communications took care of most of the pre-rally planning anxiety.

Perhaps the greatest challenge of the entire rally was at the beginning – driving from Maryland to Savannah, GA via Route 95! Between the constant road construction delays and semi’s passing at supersonic speeds, the drive was anything but relaxing. That said, Anna and I reached the Savannah Yacht Club (SYC) unscathed, launched at a beautiful public ramp near the club and tied up at the SYC floating docks without incident!

The next day the rest of the boats arrived. Our fleet included two Marshall 22’s, three Marshall Sanderlings, two Menger 19’s and a Bristol Channel Cutter. Most of them had cruised down from Beaufort taking a couple of days to enjoy the amazing scenery that I would soon experience.

We were given a private room at the SYC where we were served drinks and then a sumptuous dinner. No matter where you sail, when catboaters are involved, great stories follow. Two small world stories came to light shortly after the cocktail hour began. The first was that one of the participant’s first catboats was purchased from a good buddy on the Chesapeake. Dave Bleil’s Melville’s *Mouser* went from the Chesapeake to the Charleston, SC area and was enjoyed for several more years before being traded in on a new Menger 19. The second story was that one of the Marshall 22 owners had his first sail on a catboat on the Toms River with a lifelong friend. That sail instilled in him a love of catboats that continues to this day!

The morning skipper’s meeting, with traditional doughnuts, was held at the dock and it was quickly apparent that there was going to be breeze. Lots of breeze – not what a single-handed sailor in new waters wants to see. Anyway, we left the docks together and motored past Thunderbolt Marine, then under the highway bridge to the starting area. And that’s where the wheels fell off the bus!

Now I knew the breeze was going to build and a reef was necessary. No problem. But then I needed to tie in the reef points. I found a little creek, headed up and went to tie them in when the first gust hit me broadside and blew me up on the marsh! No matter how hard I tried, I couldn’t power off with the gusts fighting against me. So I jumped in, sunk to my knees in muck and oyster shells and pushed *Anna* back into the middle of the creek. It took all of my strength to leap back aboard dragging pounds of gooey muck into the cockpit.

I had barely caught my breath when another bigger gust blew me onto the other shore. I repeated the process and darn near couldn’t get back aboard. As I sat there panting in the cockpit, I noticed both shins were bleeding and the cockpit and mainsheet were covered in muck and some blood. Now with less than five minutes to go before the start, I scrambled to clean out the muck and rinse my wounds. The thought of trying to tie in the reef points never entered my mind again and I sailed the entire race with the ugliest reef you’ve ever seen.

But that was the worst of it. The scenery was amazing and within an hour I had seen bald eagles, brown pelicans, dolphins, herons, and egrets. The waters narrowed, widened, and turned, making navigation very important. Also, there wasn’t a large margin of error in the channel. Even with a catboat, a couple of feet past a mark and you were aground!



*ANNA* with an ugly reef and a muddy and bloody cockpit!

The race was a pursuit race with the starts staggered according to the boat's handicap. The Marshall 22's started well behind the rest of us, but with the big breeze and broad reaches, they charged up on us and passed us well before we arrived at the entrance to Windmill Harbor Marina. It was a beautiful sight seeing those Marshall 22's come tearing up from behind with large bow waves and smiles on the faces of skipper and crew.

The conditions took their toll on all of us. I was particularly exhausted and wasn't sure I could make day two, especially since the winds were expected to build a bit. But the meal and camaraderie at the South Carolina Yacht Club rejuvenated us all. The next morning we were all raring to go!

On day two, with winds expected to build, I tied in the second reef, and all reef points at the dock. There was no way I could handle another day of sailing with one poorly executed reef. I didn't care how slow I would be. Navigating and sailing in those conditions was still challenging with two reefs. However, I never felt like I was out of control and easily avoided large fixed objects such as a bridge. (More than I could say for at least one of the Sanderling sailors!) The wind

did lessen a bit as we headed up river to the Beaufort Yacht & Sailing Club. But the lull didn't last long and just after finishing, it built right back up making docking alone a chore!

That afternoon I made the decision to haul *Anna* and head back to Maryland the next day instead of staying for the inaugural Low Country Catboat Gathering. Winds were predicted to be strong all weekend and without a crew, I knew it would be more than I could handle. I would leave the two days of racing and fun to the locals. But before heading out for the night, Woody Norwood organized a post-race awards ceremony. Trophies were given for race results, race committee, most Bristol boat, most helpful sailor and a crab pot buoy signed by all participants for the most inept occurrence during the races. You'll have to ask Woody who "won" the crab pot award!



David Morrow and "Woody" Norwood

I can't say often enough what an amazing job Woody Norwood did organizing this event. Not only is this rally a logistical challenge, but the timing of the races is critical as well. The current, which can be four-plus knots or more, was with us the majority of each day. The clubs welcomed us with open arms, the meals were amazing and the friendship never to be forgotten. I'm also delighted to see a fleet of Sanderlings forming in Beaufort and Charleston. Catboats are an excellent design for the shallow waters and fickle winds of the area.

I hope to participate again. However, I will certainly bring a crew and remember to always tie the reef in at the dock!

Thank you Woody Norwood!



# Sandpiper Around Worlds Regatta 2018

Jim Doherty



Traffic jam!

The Sandpiper Around Worlds were held February 21-24 at the Useppa Yacht Club, Useppa Island, FL. Perfect weather for the regatta: winds easterly turning southeast at 8-10 knots with temps near 80 under sunny skies each day. *(Editor's Note: Ever wonder why the birds head south in the winter... don't ask!)* Nineteen Sandpipers with sailors from MA and NJ adding to the local fleet. The format was two races in the morning and one in the afternoon after lunch on the beach each race day. Six races were completed with one thrown out.

Total of 80 people joined the festivities with an awards dinner on Saturday night at the historic Collier Inn on Useppa Island. There was even a special recognition for local sailor Paul Swigert for "discovering" a new knot – the Houdini Bowline. The knot that unties itself and releases your mooring float!

The racing was close and competitive throughout and not settled until the last day when *Kitty Kat*, sailed by Gary Fretz and Nik Pro of the Useppa Yacht Club, sailed a perfect day with three bullets to capture the title by four points over first day leader George Francis, Metedeconk River Yacht Club NJ, sailing *Black Pearl* with his daughter Gillian. Third place was captured by Ed King, Useppa Yacht Club and Bay Head Yacht Club, NJ and Jim Cadranell, BHYC NJ, sailing *Coot*. Ed edged out defending "Worlds" champion Jim Gelenitis and Susan Rauf, Metedeconk River Yacht Club, by one point.



These guys are serious!



Paul Swigert and the Houdini Bowline.

## Race Results

Place	Boat	Skipper
1	<i>Kitty Kat</i>	Gary Fretz & Nik Pro
2	<i>Black Pearl</i>	George & Gillian Francis
3	<i>Coot</i>	Ed King & Jim Cadranell



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

Craig Elliott

Another year has passed and this year's 60<sup>th</sup> Anniversary of the Duck Island Rendezvous and Race was once again organized and hosted by North Cove Yacht Club (NCYC) members, Craig and Lisa Elliott. The event took place on Saturday July 15<sup>th</sup>, 2017.

Thanks again to our local catboat devotees who have shown up each year for a weekend of sailing and comradery. There was a collection of five Marshall 18s, one Marshall 22 and one Herreshoff America 18. The Skipper's meeting, along with dinner, was held Friday evening before the race at NCYC. Race committee support was given by Rob Hathaway and Bill Stubenbord who highlighted the race agenda for the following day. Our fine group of catboaters gathered at NCYC on Saturday afternoon prior to heading out East of the outer light. Rob and Bill set a perfect course given the tides and winds, and after a delayed start, two races were run before threatening weather and diminishing wind curtailed the race.

A wonderful time was had by all with the perfect ending at NCYC. Cocktails and appetizers were had on the deck while the catboaters reminisced about a thrilling day of racing. Dinner was a delicious assortment of chicken, baked beans, coleslaw, and salad. After a delightful dessert of chocolate rum cake with vanilla ice cream and brownie frosted bars, the catboaters said their goodbyes while eagerly anticipating next years' Rendezvous and Race!



The Duck Island Gang!



Just warming up!

## Race Results

Place	Boat	Skipper
1	<i>Believe</i>	Skip Hoskins & Crew
2	<i>True Love Too</i>	Roy Crocker & Friends
3	<i>Ouzal</i>	Mose Liberman & Judy Saunders
4	<i>Stray</i>	Rick & Robin Batchelder
5	<i>Pounce</i>	Craig Elliott & Allan Carlson
6	<i>Souza</i>	Fernando & Susana Atienzar
7	<i>Grumbuskin</i>	Chris McCawley & Larry Ritzhaupt



# Sailing Techniques and Seamanship

---

Butler Smythe, Editor

*Editor's Note: We're still looking for stories and your own thoughts on Sailing Techniques and Seamanship. As you can see from what I've written, or has been submitted, it can be on many things – and we've only just started. We do want/need to hear from you. I'll be reaching out!*

## Safety on the Water

---

Butler Smythe

Safety on the water takes many forms; from carrying paper charts and flares, to going out when the forecast makes sense to do so. Neither are very difficult to do, but are often neglected. Paper charts give you a backup that the loss of battery power to your chart plotter or handheld GOS can't address, and those freaky thunderstorms – which do pop up on warm summer days – seem hard to track. I'm a proponent of my phone applications and use them all the time – they're great. But when you need it – backups make sense. I remember a sudden squall on the Chesapeake when visibility went to zero in literally seconds. It was comforting to know I had both charts and my handheld GPS, when needed. But I was unprepared in other aspects. Here are some other safety thoughts. Just four thoughts.

**1. Life Jackets.** There are lots of articles written on these safety devices all the time, yet we often ignore their active use. Active is being on the body. I'm a proponent of carrying the sometimes cumbersome Type III's vests, which when worn regularly become more comfortable - oddly enough. I wore one offshore on my trip up to Maine in *Caerulean III*. I never seem to otherwise, even when sailing alone, which I tend to do most often. Sailing *Caerulean II* offshore from Anacortes, WA to San Diego, CA – you bet I did.

Last summer I raced on the 47 foot sloop *Lark*, whose owner/skipper mandated that everyone onboard wore life vests. He actually supplied them (inflatable) and had more than enough for the eight onboard that day. For several of us this was our first time on the boat and wearing the devices. Not one of us challenged the idea. I for one found them

comfortable and forgotten until the end of the day. This summer my safety gear will include one for at least myself – to be worn when sailing alone more specifically. Just which one? I'm researching...

**2. Jacklines.** The jackline is typically a web line (flat webbing vs. rope please!) that runs from stem to stern – on both sides of the boat – that allows crew to clip on to the line and move freely on the deck (and in the cockpit!) when offshore. Emphasis on in the cockpit too as you need to clip in before leaving the cockpit and you can fall or be harmed just as easily from there as anywhere. Question: Do you fasten your seatbelt before backing out of a parking spot at the market?

**3. Handholds.** One hand for you and the other for the boat – try never to let go of the latter! This applies on deck and down below. One incredibly convenient feature on my Menger 23 were the handholds mounted on the top of the large companionway hatch. When walking forward to the mast I could safely hold on to the cabin top, both upright and crouched, from the cockpit, to the shrouds – virtually uninterrupted. And they looked wonderful! Stan Grayson wrote in "**Cape Cod Catboats**," "The hatch itself is adorned with a pair of grab rails, the aesthetics of which are, perhaps, in the eye of a specific beholder." I'm a proponent – let safety not be damned!

**4. Foul weather gear.** Foul Weather gear does not belong at home. Staying warm and dry is paramount to feeling comfortable on the boat – especially when you might be out for hours or days. What to wear is as simple as layering with materials that breathe, not wearing water-absorbing sponges (i.e., cotton) and not overdoing it. Heavy "foulies" may not be appropriate for a hot summer day, so having lighter pants and a light yet waterproof and breathable jacket allows you to put either - or both – on more readily. It's easy to leave the heavier ones on board and carry the lighter versions to the boat for that potentially cool outing. You then get to choose. I can't image being soaked to the bone on a 60 degree day in Maine, with wind blowing through my wet shirt or cotton sweatshirt, and time still to go to get home and put the boat to bed. Not fun! And if you go in the water with your boots on... know how to get them off – always wear boots larger than you need.

# That Sinking Feeling

---

Butler Smythe

Seamanship starts at the dock and I'm sure you've heard the phrase. "Been there done that..." Well in this case I've been where others have done that and it's a scary thought. My fingers are crossed – but I do think about it. You can have all your seacocks closed and all your hoses to the same secure and you can still "sink," both in the water and out.

I had one thru-hull below the waterline on my 2011 Marshall 15 (a drain plug), and two on my Menger 23 (both for the engine). On my 1961 Luders 33 I have 10! Don't ask about the hull and deck.... I'm only counting those devices below the waterline that can be secured with seacocks or that must be replaced when putting the boat in the water (e.g., a garboard drain plug). Knowing where they are, their condition and inspecting both the thru-hulls and their hoses and clamps should be commonplace.

The same holds true for water, especially running water – when you can control it. I remember walking from my boat to the parking lot in a large marina in San Diego back in 1994. Heading to work I noticed something a few piers over that didn't look right and I went to look. Sure enough – it wasn't right. There was a relatively new Catalina 36 with barely one foot of freeboard remaining. What had happened? The owner – a liveaboard – had a habit of using the dockside water on her boat rather than the water from her onboard tanks and simply refilling. It was her habit. She had left the boat for the weekend and left the water on! The clamps were apparently loose (who would check those?) Of course the marina separated the liveaboards for dock security and few use their boats in San Diego, so no one noticed the sinking boat. She filled and sank from fresh water, and when noticed – it was too late.

How can that sort of thing happen on a catboat on a mooring? Most catboats do not have self-draining cockpits (or ones with bilge pumps) and the cockpits typically drain through the centerboard well, or in rare cases through drains below the waterline. What happens when it snows, or leaves/needles block the discharge openings, or worse – the freshwater freezes? The cockpit becomes a bathtub that can fill. Water can find it's way to the engine compartment, if accessible in the cockpit, or down below through the main hatch.

On a mooring it is safest to cover the cockpit when you can't regularly get to the boat – or the threat of an icing harbor is real. At a slip (or on a lift!) the same is true. I left my boat in the water year round in Maryland for 11 years, only pulling to paint every three years. I was lucky to live close by and checked the boat (especially in the fall and winter) several times a week. When it snowed I cleared the boat's deck and cockpit to the degree needed. Only one year did I cover the cockpit. I knew people that left their boat on their lifts (power boats) and never checked them till the spring....

And those cockpit covers? I'd check and clear mine of snow and pooled water – or ice regularly. Something to think about at least.

## In A Fog!

---

Peter Knowlton

I've come to the point where I generally try not to sail "in a fog" – figuratively or climatologically. However, over the last few seasons I have found myself cruising on a foggy day or on a commercial ferry between Cape Cod and the islands in a thick-o-fog. The following are some thoughts on, and instances of sailing in fog, and are aimed more at initiating a discussion, rather than a "how to" dissertation.

Thar she blows! Did you hear it! What's the sound of one catboat crossing the bay! Keep a constant watch! When was the last time you heard or gave a fog signal? Can you be seen on radar or an Automated Identification System (AIS)?

In my seventy or so years of sailing so far, things seem to have changed. My brother and I used to take turns blowing the old fisherman's horn – it took some breath even then – when we were out sailing with my dad, and most sail and motorboats were doing the same. Now I rarely hear a fog signal, other than from a lighthouse, and admittedly do not sound one, as I should. I do have a whistle, a small canister and a large canister air horn. The whistle is the only one with "unlimited" capacity. I had to look up the proper fog signals in the "*Elderidge Tide and Pilot Book*" (one long and two short blasts for a sailing vessel, regardless of tack, at least every two minutes). Watercraft navigating in fog has changed too, what with kayaks, stand-up paddleboards, jet skis, sport boats, and blue-tooth speakers blasting out a play-list.



Two years ago, I did a short cruise in Buzzards Bay and Vineyard Sound prior to the Padanarum Rendezvous. I spent a rolly night off Menemsha, and awoke to a thick fog, but a promising reach through Quicks Hole to South Dartmouth. A clear sky led to the hope of a lifting fog, which it eventually did – I could make out the smudge of the Elizabeth Islands. The burgee was struck, and the old cardboard and foil radar reflector hoisted, the radio was set for channel 13 (bridge-to-bridge) monitoring, and we sailed off the mooring. About a mile from Quicks the fog closed in, without a sound, but with the GPS/chart plotter pointing the way through. As I entered the Hole, a New Bedford bound trawler came out of the fog from behind and passed to starboard (quietly) and a Marshall 22 catboat emerged (silently) from port and followed me through. There was no fog within the Hole, and the catboat followed me because I had a radar reflector. The fog closed in again, in the middle of Buzzards Bay, and we rode over a fair sized wake, no sound - no radio noise. I believe I blew the whistle a couple of times. The fog lifted as we approached the shore and, as usual, Marshall Marine put on a great rendezvous.

This past September, I had the opportunity to visit friends on Nantucket and took the fast ferry from Hyannis. Most of the crossing was in a heavy fog, not more than an estimated ¼ mile visibility down to 100 yards or so. Once out of the harbor, I don't remember the speed dropping below 25 knots; however, they were sounding one long blast every two minutes. That's travelling a little over 0.8 nautical miles between blasts. How fast can you react at maybe 5 knots?

### Random wanderings, in a fog!

1. Try to maintain a quiet ship, so you can hear a fog signal, engines, stereo, etc., and make yourself known.
2. Use a radar reflector, as high as possible. See CBA #174 for Brent Putman's gantry.
3. Monitor channel 13, and possibly put out a "securite" call when transiting a busy waterway.
4. Run an AIS application on a mobile device. Or install an AIS system onboard.
5. Sound the proper fog signals.

Lighthouse fog signal – don't hear it! It may have been converted to a keyed system (see "*Eldridge*"). If visibility is under about ½ mile switch to channel 81A or 83A and key the microphone 5-10 times to activate

the signal for approximately 45 minutes. More are being converted every year and can be checked in the Local Notice to Mariners (LNM). I believe you have to be within a couple of miles of the fog signal for this to work.

Don't hear the bell, gong, or whistle buoy! The Coast Guard is decommissioning the sound on a number of these, but placing AIS tags on them. Again, check the local Notice to Mariners.

Stay on the mooring, have a fog cutter, and enjoy the chatter on channel 16!

Write an article and send it to Butler!

## About Buoys

Skip Stanley

Buoys. We pass them all the time. Inbound, outbound. "Red-right-return", you know the saying. There they are, watching properly, day after day. Nuns and cans marking the channel. Serving as perches for seagulls and cormorants. Ever wonder how they got there?



A 5th class aid common to small channels.

The buoy pictured, C"21", is a 5<sup>th</sup> class can with a radar reflector (5CR), the smallest of the floating steel aids. The radar reflector is formed by the open area at the top, where the numbers are; buoys without radar reflectors are solid all the way up.

C"21" is one of the approximately 5,700 aids to navigation (ATON) in the First Coast Guard District, which covers the area from the Canadian border to Toms River, New Jersey (all of New England, New York and half of New Jersey) - more than 2,000 miles

of coastline. Of these, approx. 4,800 are floating and approx. 900 are fixed, which includes daybeacons and daymarks (identified by the color and shape of their dayboards) and structures (including lighthouses). Of the floating aids, approx. 4,100 are steel; the rest are plastic. Thirty-eight percent of the aids in the United States are in the First District.

As you can see, the vast majority of the aids are floating aids. And why is this? Because they are the most practical, most versatile, and most changeable aids, more so than the fixed aids. Floating aids offer a sense of comfort to the mariner; they mark channels, aid in collision avoidance (separation schemes) and provide directional orientation. And when the channel moves, due to changes in climate or storms or shoaling, they can be easily shifted. Fixed aids are, however, great *above the high water mark*. But they are difficult to service in the shallow water where they're often located.



A rack of 5th class aids at Base Boston. The can and nun on the far right are radar reflecting, the others are not.

The type of buoy or aid in a particular location is based on its distance offshore, the largest types of vessels likely to use it, and the distance it needs to be seen or heard. The largest buoys are nine feet in diameter and thirty-five feet tall (9 X 35); these are offshore aids and are often used to mark traffic separation schemes and approaches to them.

In the early days, buoys were lighted with oil lamps. These stayed in use into the 1950's when they were replaced by incandescent lights powered by batteries. In the 1970s these were supplemented by solar power, which extended the life of the batteries.

In the 1990's light-emitting diode (LED) lighting came into use, greatly increasing the range of the lights as well as increasing their efficiency. LEDs are still in use today. Each lighted buoy has a distinct identifying characteristic that can be found on the chart of its location and in the Light List published by the U.S. Coast Guard and available online. The Light List provides additional information about the aids beyond what's on the chart.

Sound signals still play an important role though arguably less so than in years past. On buoys, bells are the most common followed by gongs and whistles. Each of these relies on the movement of the ocean to cause the buoy to sound.

Then there are the Radar Beacons (RACONs). These are radar activated; when a radar beam hits a RACON, a Morse code symbol can be seen on the radar screen streaming behind the aid.

Steel has been and still is the material of choice for a buoy's hull. These are designed for the job they'll be used for: lighted or unlighted, sound signal or not, etc. They have a working life of 24 to 30 years depending on location they've served and their employment history. Some buoys just plain wear out; others are damaged by storms or collisions or other calamity. Baring this, every buoy is inspected at least every one to three years and if all is well, kept on station. Lighted buoys naturally get more attention than unlighted ones.

Every buoy gets a complete refit at least every six years. In accordance with a predetermined maintenance schedule, a buoy tender removes the aid currently on station and replaces it with one specifically prepared for that location. The relieved aid is then brought back to shore. If it's no longer serviceable, it's scrapped. If it's still good, it will eventually be brought to the Coast Guard's Buoy Depot in South Weymouth, MA. There it will be prepared for a new location. It will be sandblasted to bare steel, welded with whatever needs to be installed or repaired, receive several layers of primer and marine coatings, given its proper color and numbers and/or letters. It then goes to the riggers for cables, sound signals, batteries, and just about everything it will need with the exception of its lens. The tender crew will install that. Once ready, it will be loaded on a flatbed truck and taken to a base where it will be loaded on a tender for deployment in its new home. Turnaround time start to finish is about 30-35 days. The Weymouth Buoy Depot services 600-700 buoys annually.

While technology above the waterline has evolved, below the waterline is another story; it hasn't changed in more than 70 years. Steel chain is used to fasten the buoy to a sinker or anchor. It ranges from ½ inch to 1 ¾ inch, open-link depending on the size of the buoy and the depth of water. Normal scope is three to one. An old, time-tested process, affectionately known as “heat and beat,” is still used to connect buoy to chain to sinker. At each place – chain to sinker, chain to chain, and chain to buoy – a shackle is installed. The shackle's pin is heated to red hot and pounded until the end flares (much like a steel rivet); and it's unable to back out. Steel swivels are used to keep the chain from twisting/kinking.

On the bottom is a sinker or anchor. Sinkers can be one of two types. The simplest (and cheapest) is a poured concrete block with a steel bale set in the top. The chain is shackled to the bale. These blocks can weigh anywhere from 500 (for a 5<sup>th</sup> class) to 20,000 pounds (for a 9 X 35). Next are the steel pyramid sinkers. These look like giant triangular fishing weights. Sunk point-down, they bury themselves in the bottom. Because of expense and reduced holding power, these are used for special purposes. They can be removed when no longer needed. Only one type of anchor is used: the mushroom. These are used in special anchorage areas (e.g., mooring fields) and are often removed at the end of the season.

Buoys on station swing in a watch circle. They are seldom exactly in their charted position. Like vessels at anchor, they ride with the wind and current. They lean and can even submerge in strong currents. The chain wears most where it drags along the bottom; this is known as the chafe. In “short scope” situations, buoys have been known to “walk’ off station as their sinkers were picked up and dropped, as happened during a nor’easter last winter.

The Coast Guard has a fleet of buoy tenders to maintain the ATON system. The largest are the 225 foot “juniper class” tenders which, because of their longer legs, are used to service the larger offshore aids. Next is the 175 foot “keeper class.” The true workhorse of the black hull fleet, the 175's are nimble and capable of getting into shallow inshore areas. Then there is the 49 foot BUSL (which stands for Boat Utility Stern Loading). BUSLs are operated by Aids to Navigation Teams (ANTs). ANTs are small units of 20 to 25 Coast Guardsmen who maintain the smaller aids, the ones common to the harbors and channels used most often by recreational boaters and fishermen. An ANT would be responsible for servicing aids like C”21”. It marks the channel to the Inner Harbor in Hingham, MA.

*Author's Note: Thanks to Mr. Matt Stuck, Chief of the Waterways Management Division of the 1<sup>st</sup> Coast Guard District, for the information in this article.*



A 49 foot BUSL commonly used by Aids to Navigation Teams (ANTs).



## Sea Rover's Bad Day

Jim Ledger

It had been a pleasant afternoon's sail, but by late afternoon the temperature had dropped, low clouds rolled in and the wind had freshened considerably causing some chop. We had launched *Sea Rover* the previous summer and had only just put the rig in place. *Sea Rover* was an old catboat, which we had restored over a period of time. She was twenty-six feet long with a whopping five hundred square feet of sail. She was giving us lessons on how best to sail her. Our sailing experience can be summed up by two boats: a sixteen foot SS we fooled around with, and a Point Jude 15. Oh, and a week at the WoodenBoat School in Brooklin, Maine. All of which left us somewhat unprepared for the freight train *Sea Rover* turned out to be. (*Editor: Amazingly enough, the meaning of "SS" is lost to time.*)

We sailed out of Patchogue River on Long Island's Great South Bay, a short waterway lined with boatyards and docks. There were rock jetties where the river emptied into the bay. A few hundred yards up the river it widened into a sheltered cove, which we referred to as the playpen. We had previously sailed up the river to the playpen in order to take advantage of its sheltered calm, in which to take down the sail.

There were five of us on board that day, my wife Tracey and I and our three teenaged kids. As the wind came up we decided to call it a day. We weren't reefed so the full sail was up and *Sea Rover* was getting overpowered. Reefing was a lesson we had yet to learn. Rather than struggle getting the sail down out on the choppy bay, I decided to sail up the river to the playpen and drop the sail there.

With the wind still picking up, we entered the encircling arms of the jetties, and right away we realized it was a bad move. The wind was over the port quarter, the sail swung out to starboard in a vain attempt to spill the wind. With my feet braced on the opposite seat and the tiller drawn up to my chin, it was all I could do to keep her on course.

With that long boom let out, we were cutting a broad swath up the river. To our horror there was a lot of traffic, a line of boats ahead and more coming down river. We were overtaking the last boat in line, and fast.

We always hope that our indiscretions take place in lonely places - dark lonely places, with few if any witnesses. On this day there was a ferry full of people

waiting for a ride to the beach across the bay as we went bowling past, as well as the usual line of cars parked by the water, and the other boaters.

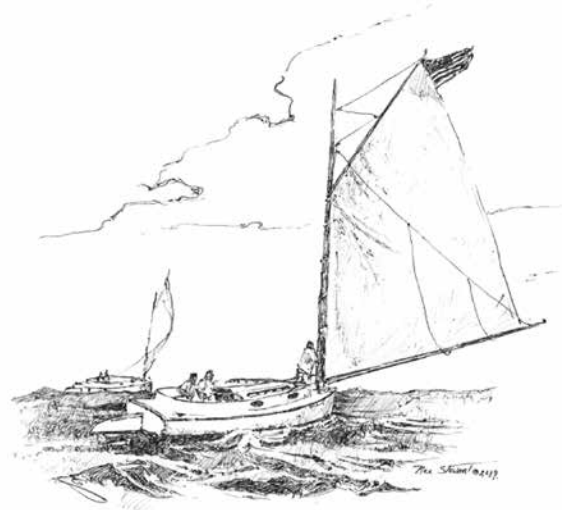
The kids had been banished below and their three faces filled the companionway. Tracey asking, "What should I do!" There weren't a lot of options. "Start the engine...quick!" which she did. The little Saab single cylinder gave out a reassuring bonk, bonk, bonk and I said, "Reverse, and give it gas."

The order was instantly executed, but instead of the hoped for result of the boat slowing down, something else happened - something bad. In retrospect, as near as I can figure, that reversing propeller pulled the water off the rudder, removing the last vestige of control I had. At the time though, I had no such theory, that only came later.

What happened was *Sea Rover* turned about forty-five degrees to port in an instant and went charging for the opposite bank like a bad dream getting worse. An oncoming cruiser applied full reverse to avoid the out-of-control lunatic crossing his bow. Directly ahead was a line of boats in slips, and collision was unavoidable. Tracey was yelling something about doing something, but I had my hands still full with the tiller.

We were saved though, as innocents sometimes are, by an invisible bank of mud, not thirty feet from the first boat we were scheduled to hit. *Sea Rover* came to a soft cushioned stop right there, aground - safely aground. As we lowered the sail, two drunk fellows came over to tow us off, advising us to keep the sail up, as it would help get us off. We didn't listen.

And that, dear reader, is the reason Tracey forever gave me the "look" whenever I suggested sailing into a crowded anchorage.



# Book Review

Ned Hitchcock, Editor



*Editor's Note: It's time to renew my occasional requests for contributions to this column. We need suggestions regarding books you'd like to review or books you'd like us to review. Books about catboats, sailing, maintenance, or books of historical interest to catboaters are all fair game. Any input is most welcome.*

*Many thanks, Ned*

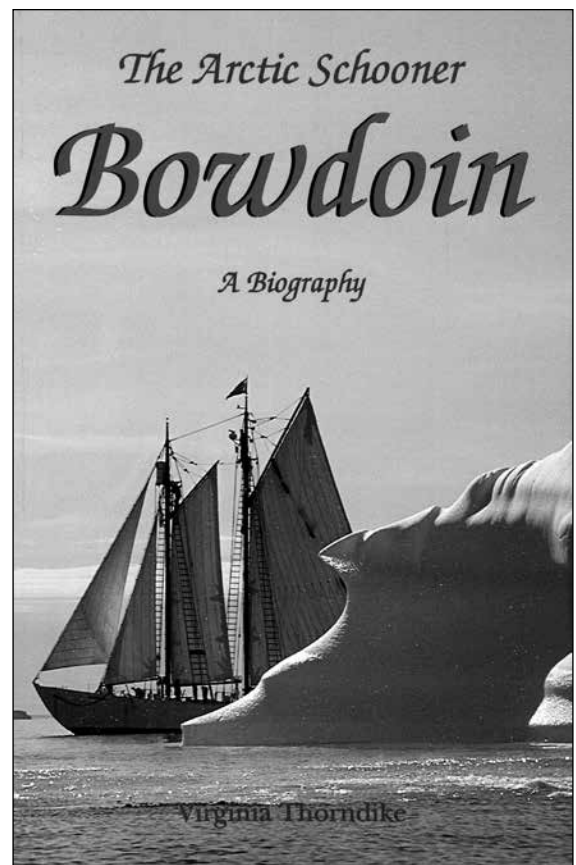
## The Arctic Schooner *Bowdoin*: A Biography

By Virginia Thorndike

Published by North Country Press,  
Unity, Maine; 1995  
Available from the usual internet book-sellers.

If you have ever sailed into Provincetown (MA) Harbor, you probably tied up at MacMillan Wharf or in a nearby slip. If you spent any time there, you may have climbed the hill to the Pilgrim Monument. Adjacent to the monument is a museum which has an extensive display devoted to the arctic exploration of Donald MacMillan. Born in Provincetown in 1874, he lived there through much of his life. MacMillan attended Bowdoin College and subsequently became a schoolmaster in Maine. He developed an interest in exploring the far north and in arctic sailing through contact and work with Robert Peary, the noted explorer.

After many trips with Peary and others, he felt he was ready to have his own vessel and commissioned



the *Bowdoin*. She was designed and built to withstand the heavy weather and icy conditions of the arctic seas. Throughout the 1920s, the *Bowdoin* was a research vessel observing tides, making magnetic and meteorological studies, as well as exploring and charting many areas of the far north.

"*The Arctic Schooner Bowdoin: A Biography*" is a detailed discussion of MacMillan, the ship, her career, and the lives of those who sailed and continue to sail her. The *Bowdoin* has had several identities ranging from the years with MacMillan (1920 to 1959) as an exploration and training vessel to several years of virtual abandonment followed by restoration and return to life as a sail training vessel and her final berth at the Maine Maritime Academy where she sails today.

The *Bowdoin* was designed by William Hand of Fairhaven, Massachusetts, and built by the Hodgdon brothers of East Boothbay, Maine. She was a shallow draft wooden vessel small for such a craft at 88 feet with a 20 foot beam and 10 foot draft. She had extra heavy oak framing and planking, cast concrete internal ballast, and was completed with an additional inch-and-a-half of ironwood sheathing reaching from above the waterline to five feet below and sheet steel protecting her bow. All this made her ideally suited to her planned environment.

Donald MacMillan and the *Bowdoin* became widely known for their exploration of the far north, which almost always included students. She was an ideal training setting for generations of young sailors. During World War II she was requisitioned as a supply and reconnaissance ship by the US Navy.

She was decommissioned in 1945 and bought back by MacMillan for \$4000. He spent until June 1946 making her seaworthy again. After sailing her on a number of trips, he retired himself at age 80 in 1959. The *Bowdoin* was then sold to Mystic Seaport where she was displayed on the waterfront.

The second half of the book, "After Macmillan," relates all that happened from 1959 onward. After nine years with little maintenance or care, the *Bowdoin* was a rotting hulk at the Seaport. MacMillan again came to the rescue, got a number of individuals to contribute enough to repurchase her. In order to complete the purchase the group founded the Schooner *Bowdoin* Society, had her towed to Maine, and leased her to Jim Sharp for reconstruction. She was berthed in Camden, Maine for the initial rebuild. From that point on there was much effort toward the preservation of the ship by numerous people. The book goes into considerable detail on all this including many quotations from those involved. By 1975 she was finally back on the water and is currently being used as a sail training vessel by the Maine Maritime Academy.

The final chapter is noteworthy for its focus on Deborah Harrison, a Smith College grad whose mother was Upik (Inuit) and whose father was white. While working on her Able Seaman's certificate, she shipped as the steward on the *Bowdoin* in 1991. They were heading back to the Arctic. Her chapter goes into much detail about learning to be a steward, maturing as a sailor and shipmate, and her observations of the ship and the world she sailed in. She writes well and, in her epilogue, speaks insightfully about the *Bowdoin*,





# Keeper of the Light

Jay Webster

In looking through my collection of past Bulletins I came across Bulletin No. 108, Fall 1995, and the extensive memoriam for Oscar Pease, 1912-1995.

Oscar was an expert catboat sailor who lived in Edgartown on Martha's Vineyard and who was also an expert scallop fisherman in Cape Poge Pond (also) on Martha's Vineyard. He sailed *Vanity* which was his father's old boat built in 1929 by the Vineyard catboat builder Manual Swartz Roberts.

Oscar was well known and loved by catboaters and Vineyard residents. In the memoriam Oscar was remembered by numerous members of The Catboat Association. Frank Cassidy, a former CBA President, wrote that "Oscar was a gentleman – kind, helpful and friendly to all comers." The late Townie Hornor wrote that at his graveside service, the Reverend John D. Schule said "Oscar was a wise sage, a wonderful mentor. He was a gentle gentleman, humble... unassuming, but mighty sure of what he said and did." Reverend Shule went on "Generous but thrift. Methodical, meticulous and creative. Steward of the island and its waters. A craftsman of all craftsmen."



Oscar left *Vanity* to the Dukes County Historical Society and it can be seen sailing about Edgartown Harbor each summer by its members.

Ben Brewster of Plymouth, also a former CBA President and longtime friend of Oscar, described Oscar as the "definitive catboater."

A most interesting part of the memoriam is a poem which was edited by Oscar's friend and neighbor, Mary Gentle. Her poem, a rendition of John Masefield's poem *Sea Fever*, she called "The Oscar Poem" which reads as follows:

*I must go down to the seas again, to the lonely sea in the sky,*

*And all I ask is a catboat and a star to steer her by,*

*And the wheel's kick and the wind's song and the white sail's shaking,*

*And a grey mist on the sea's face and a grey dawn breaking.*

*I must go down to the seas again, for the scallops at slack tide,*

*It's a wild call and a clear call that may not be denied;*

*And all I ask is a fair day with the white clouds flying,*

*And the flung spray and the blown spume and the seagulls crying.*

*I must go down to the seas again to the fishermen's quiet life,*

*To the gull's way and the whale's way where the wind's like a whetted knife,*

*And all I ask is a merry yarn from a laughing seaman rover,*

*And a gentle sleep and a sweet dream when my seafaring days are over.*



# Stray Cats

---

## The Story of *Calico* and the McKays

---

Ned Hitchcock

*The following traces the life of Calico, a nearly 120 year old converted catboat and her long-time owner Bill McKay. Bill is well known to many in the CBA having been a member since 1992. He has lived with his wonderful wife Maureen "Moe" in Mashpee where they built a house in the late 70s on the Mashpee River. They've lived there ever since happily sailing the river, Nantucket Sound, and Buzzards Bay as far west as Padanaram.*

*Bill writes an annual Christmas letter to his large family. The main part of this article quotes Bill's 2009 letter, which is told as a first person narrative by Calico herself. The article ends with an update of the years since 2009 and is the result of several conversations with Bill.*

"I began my life as a shoot of Northern White cedar, in a rapidly disappearing forest near New Bedford. All around me were stumps of my parent trees which had been cut to supply the vessels of the Revolutionary War, raging along the East coast, up past Boston. I passed 100 Christmases, passed the Civil War; slowly growing into the perfect width for planking – I knew my time as a living tree was short.

In 1895 the growing part of my life ended; I was harvested for use in boatbuilding. Luckily, men were not at war that year; the Civil War was history and the Spanish American War would not begin until 1898. Newspapers were sounding the call for Americans to build their Army and support the civil war in Cuba. Young men were exposed to the "You furnish the pictures and I'll furnish the war," position taken by the newspaper industry, and were enlisting again. But the three years I spent curing was also a good time on the national sailboat racing scene. *Vigilant*, designed by Nathaniel Herreshoff was the victorious United States defender of the eighth America's Cup in 1893. Former working catboat designs were being changed to racing designs and built by names like Hanley, Dunn, Long, Herreshoff, Crosby, and Roberts. I likely was built by one of these smaller builders – no doubt to be raced against other catboats.



In 1898 I became part of the hull of a 24 ft. racing catboat. While the expert hands of some craftsman shaped me into separate planks and covered the frame of the future cat, I was feeling the impact of the November 26, 1898 winter storm which paralyzed southern New England. On Thanksgiving Day strong winds, in excess of 40 miles per hour, began blowing from the Atlantic Ocean across the New England coast. Blizzard conditions disrupted the entire area. Transportation became impossible; some trains were halted by 20-foot snow drifts. Boston was perhaps worst hit by the storm. Approximately 100 ships were blown ashore from the city's harbor and another 40 were sunk. About 100 people died when a Portland-based steamer sank near Cape Cod. Bodies and debris filled the harbors and nearby beaches. The storm is thought to have killed at least 450 people, not to mention the hulls of boats built from my parents' wood.

After the finishing touches, centerboard, underslung rudder, and gaff sail, I raced in the waters of Narragansett and Buzzards Bays. No one has found much information about my first 30 years.

Documentation exists that in 1930 I traveled to Monument Beach for a rebuild. After my racing career, I was refitted... a major refit. I was to be a work boat. My centerboard was gone; ripped out and replaced with a stout oak keel. My planks were comfortably refastened. Resting atop mounting blocks was a Ford truck engine, and to keep my captains warm there was a working cabin at my bow. My low draft stern was perfect for my new job: lobstering along the rocky shores of Padanaram. A few working guys owned me and I would get beat up. After working about 25 years, several days a week, and all twelve months of the year, I was tired. In 1966, I lay on the beach, holed, a derelict.



Photo courtesy of Bill McKay

Derelict and on the beach.

My waterline was cut through almost to my frames by the relentless slicing of the slush ice. Were these cedar planks heading for the fire? No! One man with an idea came to my rescue. "That hull's shape should never be lost. She must be an old catboat." For 50 dollars, I was heading to a home in South Dartmouth where I would be brought back to life. Gerald Monjeau worked five years, stripped me to the bone, replaced my frames with locust, filled and faired all the slices and holes and brought me back to full health.



Photo courtesy of Bill McKay

Saved.

Gerald, a master at recycling, fashioned a new rig for me, two masts and leeboards. Though "different" from my early racing years, I still felt proud when I tasted salt water in 1966. Catboats were popular then as cruisers, but I sailed fast next to the variety of boats in Padanaram. For 26 years, I was Monjeau's boat, *Calico*. Gerald was a working man, but took me out every free minute: Cuttyhunk, Woods Hole and home.



Photo courtesy of Bill McKay

A sailboat once again.

Hurricane Bob had left his mark on Padanaram in late '92 and I was one of the few that escaped. With little more than a broken bowsprit, I was hauled for the winter and bought by the McKay family of Mashpee. Longtime friends of Monjeau, they promised serious care and the protection of the Mashpee River. They also vowed to keep me busy; indeed I spend April to December each year 'going out' with some or many of them. Some love taking me to the islands for days on end. Others just like me to be their swim platform. The little ones love the 'kitchen.'



Photo courtesy of Bill McKay

My family, the McKays.



The McKay children, spouses and their children all take their turns; indeed they number 19 as we approach another Christmas. In 2009 I made 103 voyages including trips down to Cotuit, over near Hyannis, ten days on Nantucket, and countless lunches upriver or down at the spit. Bill and his granddaughter walk down to my dock daily to look for birds and fish. Kestrin has come from San Diego to see what New England boating is all about. Brady and Savannah were the last passengers of 2009, and Karen, Katrina, and Eve use me as their picnic kitchen and houseboat to the beach. Grace has perfected her diving from my bowsprit. Tadhg has already claimed me as his slice of the ‘pie’ that Papa will leave someday...so I am confident that I shall live on for many more sails. Next spring Breda and Rob will bring the 10<sup>th</sup> grandchild to take a nap in my cabin, sit in the sun of my cockpit or get the feel of the tiller with Papa. So far, by my count, I have covered over 60,000 miles over the water giving pleasure to a growing number of people. So next time you are wondering about your mortality, remember that a simple plank from one tree has been and will continue to do its job for years to come.”

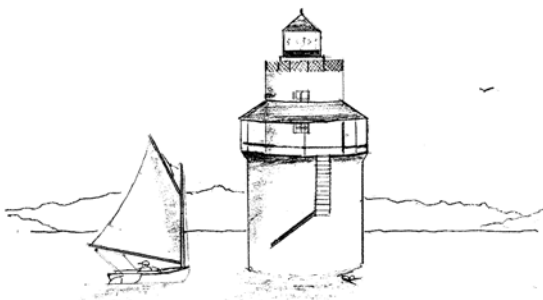
*After 2009, Bill, his family, and Calico continued to sail the Mashpee river, Vineyard Sound to Nantucket and Martha’s Vineyard and points west. Once, while participating in the Bass River Rendezvous, they got caught in a storm and ended up with a stuck sail and broken lee-board. Sailing in the Nantucket Rendezvous from 1999 for many years, they won “once or twice.” They visited Padanaram to sail with Kathleen and Silent Maid. By 2015 Bill had built a storage barn for Calico and continued to sail her from April until Thanksgiving every year. He took pride in her careful maintenance with special attention to her aging wooden hull and kept a detailed maintenance record.*

*In 2015 Bill became ill and found he needed to sell Calico. In 2016, she found a home just down the Mashpee River from the McKays with their neighbor, Jay Hanley. He and his son had observed many of Calico’s trips up and down the river and had loved her for years. Her launch in 2018 will be her 120<sup>th</sup>.*

By early 2017, Bill had recovered his energy and missed sailing. He’d been sailing since he was ten years old – sixty years earlier. So he bought a Compac Cat and a trailer and has enjoyed it along with the double ended trawler *Nonnie* which he uses to enjoy trips with his family.



Bill and granddaughter Savannah Goldman.



# Catfood

## “Happy Skipper, Happy Life”

Paula Daddio

My husband Terry and I became happy owners of our Marshall Sanderling, *Zig Zag*, in 2011. The perfect little day sailor, we were excited to take friends and family out into New Haven Harbor and Long Island Sound. Terry, due to the influence of both sides of his family of sailors, has always felt the need to bring only water and beer on any day sail. I, on the other hand, am a hostess who insists that everyone be provided with the minimum of a hearty snack. Here lies the problem: food is messy. The sole of a boat is for feet only, not for morsels of mashed food that may find their way into the scuppers. Besides, why waste time and energy on balancing, eating, and digesting food when beer is much easier to consume and can sit safely in the cockpit in fancy, tip-proof holders, compliments of West Marine. But compromises are meant to be made (aren't they?), and I believe I've come up with an ideal meal that would satisfy most guests and keep any fussy skipper content. In addition, this menu can be used for breakfast, brunch, dinner, or simply that fulfilling snack.

### You will need the following ingredients:

(Feeds four to six sailors)

8 ounces of smoked salmon or gravlax  
Capers, lemon slices, chopped fresh dill  
Cream cheese (spreadable but not whipped with the chopped dill above mixed in)  
English cucumbers (peeled and sliced)  
Strawberries (rinsed and hulled)  
Chips and or mixed nuts (if you dare!)  
Low crumb cookies such as chewy molasses cookies from Archway or a gourmet bakery  
John Malone's brown bread (recipe below)

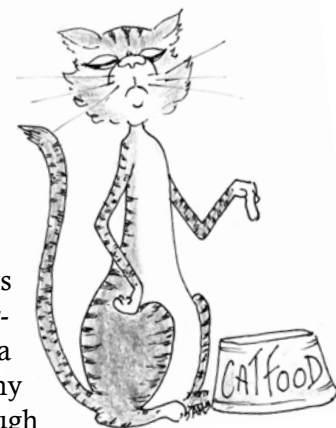
### John Malone's Brown Bread ingredients:

2 cups whole wheat flour  
1 cup white flour  
1 teaspoon baking soda (not powder)  
Buttermilk

Mix dry ingredients and gradually add butter-milk until it forms a spongy, but not runny consistency. Shape the dough into a round loaf and set on a lightly greased or parchment lined baking sheet or cake pan. Cut a deep cross in the top of the loaf and bake for 30 minutes (or until the loaf sounds hollow when you thump on the top) in a 400 degree oven. Let it cool completely before slicing. If you want richer tasting bread you can add a couple of tablespoons of melted butter and/or an egg.

You now need to make a choice of slicing the bread ahead of time or on the boat and risk creating crumbs. However, the bread really needs to be sliced when assembling these sandwiches, otherwise it will dry out. I like to serve these sandwiches open-faced by spreading each slice with cream cheese, anchoring a few capers in the cream cheese, and pushing a couple of sliced cucumbers on top before finishing with a nice piece of folded salmon. An alternate route is to put these sandwiches together with 2 slices of bread, keeping the salmon and accoutrements safely inside where they belong. You may want to take extra precautions by wrapping them in Press and Seal plastic wrap. This way you can slowly and gently unravel the plastic wrap with each bite, using it as your own personal waste basket.

Don't forget plenty of water, canned IPA (Terry's favorite is Sea Hag), and if allowed, champagne splits for the more or less sophisticated passengers!



Paula Daddio and Terry Utterback on board *Zig Zag*.

# The Captain Bill Hoover One-Eyed Egyptian

---

Steve Flesner

Want a simple breakfast onboard your catboat that will stare at you? Try the Capt. Bill Hoover One Eyed Egyptian! OK, so what is it, and do you need to be a chef to cook it..? NO! Bill and his kids often enjoyed buckwheat pancakes or the One Eyed Egyptian while cruising. All you need is a skillet. Take a piece of bread, butter one side of it and put it into the heated skillet. Press a small glass into the bread removing a piece from the center. Crack an egg and drop it yoke first into the hole while the egg white spreads. Turn up the heat and while waiting for it to cook, you can sip your coffee. (And it better be jet black like in the Navy!) Add some salt and pepper, sprinkle dried herbs or a few drops of hot sauce (I never saw him add herbs or hot sauce, but it sounds good!) Depending on how you like your egg, runny or

firm, you can flip it then slide it onto your best china or a paper plate, remember, this is a catboat cruise, and wallah...you have breakfast! I told you it was simple – so try it and don't burn the toast!

Capt. Hoover also liked to fry up a steak and flip it a couple of times – one too many on one cruise and it went over the side! Not wanting to waste it, he grabbed a net, fished it out of the drink and put it back into the skillet! (I don't think he ever shared that story with Carolyn, his wife!) Howard, Bill's son, says he thinks dad saw the One Eyed Egyptian in a W.C. Fields movie, but I couldn't find which one. Anyway, it was a Hoover household favorite and I hope it becomes yours. Sometimes it's the simple things that feed you on a catboat down on Dee Bay Hon!

P.S. Bill McKay read a draft of this and sent me this note: "We just had one/two of those egg "thingees" you suggested. Don't know which name to call it, but it was quick, easy, and would be great on a boat! I put a couple of strips of left over bacon on each." Notice: he said nothing about hot sauce!!





# New Members

---

Dave Calder, Membership Secretary

*WELCOME ABOARD to our new members since February 1, 2018*

Bresnihan, Ed & Vivian (West Islip, NY)

Dahl, Gary (Heath, TX)

King, Roger & Lucy (Newburyport, MA)

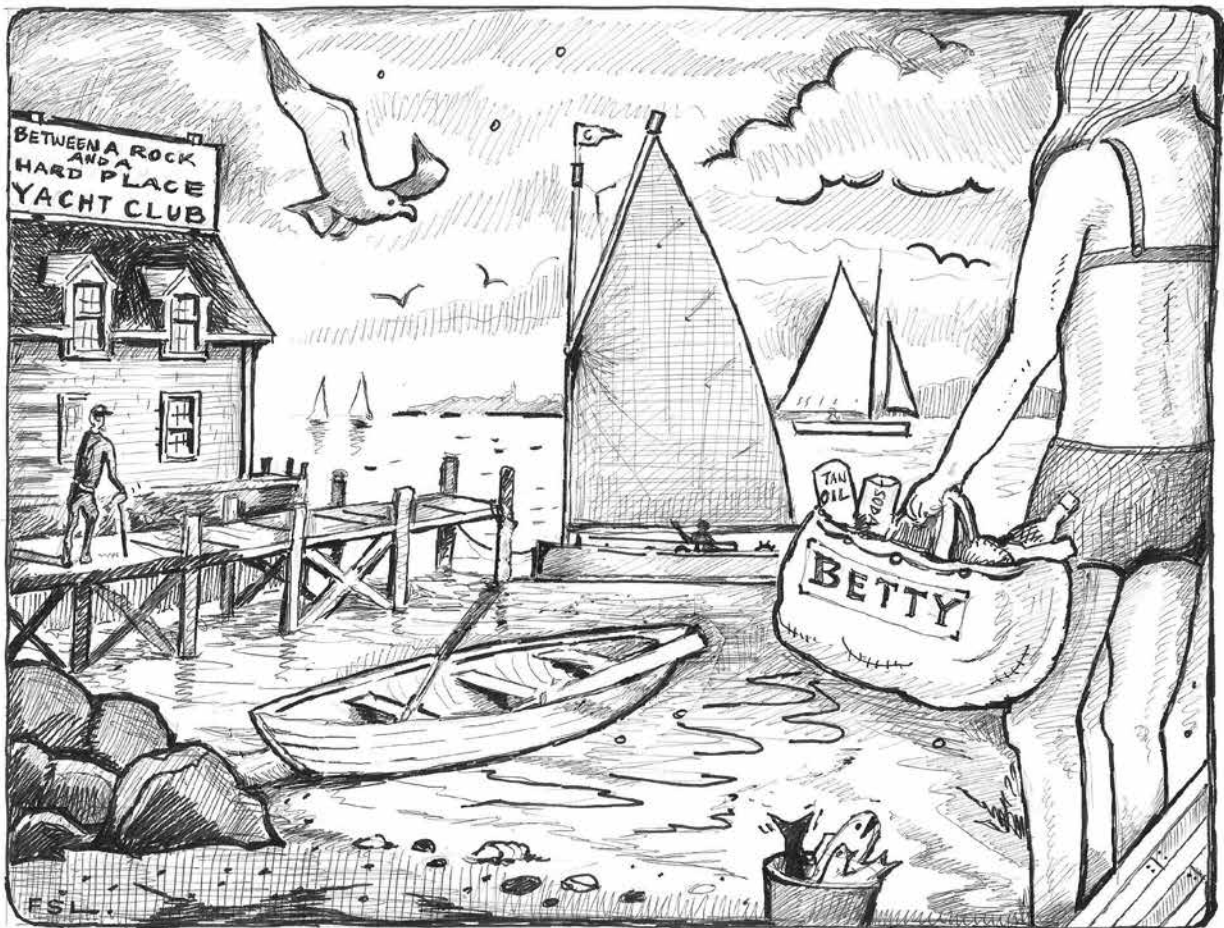
Oriss, Ervin & Carolee (Pine Beach, NJ)

Pontious, Frank (Beaufort, SC)

Powell II, Roger & Barbara (N. Smithfield, RI)

Rose, Rob (Fort Lauderdale, FL)

Welcome, Mark (Malta, NY)



# Cats for Sale

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

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

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

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

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

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



176-1. 1985 Marshall 22' catboat. I bought Thea last year in Key West. My health is not going to continue allow me to enjoy her because it involves flying from the UK to the US. So sadly for me I have decided I must sell her. She has a green hull and a tan sail, an inboard 3 cyl Yanmar 22.5 hp, less than 600 hrs 12 gal aluminum fuel tank, Centerboard, 22'x 21'4" x10'2". Draft 2' board up 5'5" board down, Sail 388sf 6.5oz tan Dacron, Mast 29'. Ballast 850 lbs Displacement 5660#, Cockpit cushions, Full winter storage cover, All interior cushions in v good condition. Built-in head, Two bunks, galley table, and ample storage. Raytheon wheeldrive autopilot ST 3000, Stereo AM FM CD and speakers, VHF radio, Garmin GPS, 18# Danforth and 20# Rocna anchors. Galley, sink w manual faucet. Origo 4000 alcohol stove. She sails beautifully and is presently in Georgetown, Exuma in the Bahamas, but will return to east coast Florida in March. Then available for \$18k or very near offer, in Exuma, Ft Lauderdale , Palm Beach or Key Largo Email Philip Beck on [epbeck@me.com](mailto:epbeck@me.com)



most mounted antenna, depthsounder, electronics control panel, 2012 Garmin 640 GPS on articulated cast aluminum arm visible from cockpit and a bulkhead mounted Ritchie 5" compass and spare compass. Options include a teak-trimmed centerboard trunk, louvered teak companionway doors, Mantis shade and dodger with newer windows, complete Custom 4" Airex cushions for cockpit and bunks and louvered door in forepeak. Amenities below include bronze freshwater pump, sink, butane stove, odorless toilet with holding tank and macerator pump, drop leaf table and solar vent. Fenders, docklines and PFD's included. Located in Bass River, MA. A sparkling, fine example of a Marshall 22 of any year. For sale at \$38,900. Contact Bill Gately at [wgately237@aol.com](mailto:wgately237@aol.com).

176-3. 1969 Marshall 22 for Sale It is your time to own this timeless classic. This hard to find catboat has been professionally refurbished by David Beaton & Son Boat works in New Jersey. Yanmar Diesel, new rudder, new woodwork and three blade prop and other upgrades. Looks and shows like a new boat. \$25,000. Call or e-mail Tom email@beatonboats.net 732-477-0259



176-2. SEA SMOKE is a 1998 Marshall 22 Catboat with low engine hours. Professionally maintained, including a complete overhaul by Marshall Marine in 2007. In exceptional original condition inside and out. 18hp Yanmar diesel with updated engine panel, newer shaft and cutlass bearing, PPS stuffing box with raw water engine cooling, two batteries w/power switch and a three-bladed prop. A 25 lb. CQR anchor on a bowsprit w/roller, upgraded Edson destroyer-type ship's wheel (and spare), spring line cleats, bronze steps on rudder and transom and lightning protection. Includes two mainsails, newer Ullman in excellent condition and a cruising main, two sailcovers, shockcord jiffy reefing, jacklines, a Harken mainsheet system w/quick release cleat, mast mounted Windex and pigstick. Electronics and navigation include built-in VHF Radio w/



176-4. 1971 HA18 by Nowak and Williams. This is a beautiful America catboat designed by Halsey Herreshoff and built by Nowak and Williams in 1971. The hull is constructed of fiberglass with teak trim. It is a centerboard, gaff head cat with an overall length of 18.16' and a beam of 8'. The boat has been fitted with lazy jacks to make sail handling easier. With the centerboard up, it only draws 1'8" of water, making it a good shallow draft boat. It is also a sturdy boat that can handle





some rough water. The boat is powered by a 9 hp Tohatsu outboard engine that was purchased new two years ago and has very low engine hours. The boat was also outfitted with a new sail cover and cockpit cushions, as well as interior cushions, two years ago. The boat is equipped with two sails, including a brand new Flag sail. The steel centerboard is also new this year. It has all bronze fittings. the boat is presently located in Forked River, NJ. Contact Barbara Kerr at 609-488-1916 or email at [kerr967@comcast.net](mailto:kerr967@comcast.net) for further information.

176-5. 1998 Marshall 15' Sandpiper Catboat with 2009 Load Rite trailer with third wheel spare tire mounted. "CAPE GIRL" is in great condition ,ready to sail away or trailer home. Hull is navy blue gel coat. Full cockpit model with hinged mast and four coats of Cetol varnish on mahogany bright work. Over \$6000 in updates during 2017 including a new beautiful Thurston Egyptian tan traditional catboat two-reef sail still in sail bag with battens, also older one-reef racing sail still on boom being used this summer season. This Sandpiper came to me from Nantucket's protected harbor without an engine or transom engine mounting. I mounted a 2017 Spartan heavy duty cast bronze deck plate and removable hinged outboard bracket. I looked for a replacement to my ethanol outboard as I had to replace three carburetors because the alcohol in the gasoline attacks them. I found the answer in a new 2017 5hp LPG LEHR outboard sold by WEST MARINE and three new 2017 marine aluminum 6 lb liquid propane gas remote tanks. Also I had Marshall Marine install a bronze bilge drain and a mast and boom combo trailer crutch, as well as a new topping lift and lazy jacks. Current replacement value around \$30K. Without LPG motor and LPG marine tanks, asking \$15,500. Full package sale: Asking \$18,000 or best offer. Would consider swap for a Marshall 22. Cal Perkins, Mattapoisett, MA. (508)758-4740 or email [Catboatcal@aol.com](mailto:Catboatcal@aol.com)



176-6. 1999 Menger 19 Catboat. In ready to sail condition with brightwork revarnished this year, 6 coats. New batteries, a custom bimini, boat cover and sail cover. Fixed head with holding tank. Load Rite trailer. Quantum sail, Yanmar diesel inboard and fully equipped with anchor, all electrical, radio, lights, cushions, lines and fenders. Tabernacle mast, bronze transom and rudder steps, ice chest, drop leaf table, interior brass lights, \$19,000. Located on Florida Bay. Call Charlie or Salee Lawrence (802 535-7040) or email [waterfordpainter@gmail.com](mailto:waterfordpainter@gmail.com). She's a beauty.



176-7. 28' Catboat 1932 Alden Design (Fenwick Williams). Re-rigged as a cat yawl for ease of handling. Hauled out and covered for winter storage in Southwest Harbor, Maine. Huge cockpit and spacious interior with full headroom, in water 2017, masts refinished 2017. \$8,500, 4master@downeastwindjammer.com phone 207-546-2927



176-8. 1974 Vintage 22' catboat. Built by Vintage catboats in 1973-1974. They built 14 boats in two years. The boats are strong and tough. However, they could not compete with Marshall Catboats who had years of building and selling catboats. All the boats had dagger boards off-center, 10 inches to starboard of center, to allow spacious cabins. My boat is 43 years old and is tough and strong as if new. Sails well up wind. The cabin is spacious and has no impediments. This boat has a



vertical rudder with an adjustable vertical perfectly shaped blade to allow anchoring in shallow water. The rig is Marconi and has a Jiffy reefing and the mast is 3 ft higher with no gaff. The sail has 4 battens allowing the main to go up and down freely, and to give the main a proper shape. The best thing about this rig is when finished sailing, you release the halyard and the sail drops into the bag. Then go to the mast and pull the zipper to the boom end and you're done. There are 2 outboards. 2 anchors, cushions for cabin and bed in the bow. If you want to race, there is usually an altered catboat division. I am selling the boat because I am now 84 and live 80 miles from the boat in Padanaram Harbor. The boat is being stored at Concordia Boat Yard. This way you can see the boat out of the water. I will have it launched if a serious deposit is presented. My name is Larry Bedell, my phone 508 415 4457. The asking price is \$15,000. I have enjoyed it immensely. Now it's your turn.

176-9. "Cranberry," a 1973 Marshall 22 (hull #67) is seeking her next owner. Only the third owners, we have lovingly cared for and improved Cranberry since 2006. She has a Palmer P-60 inboard and comes fully equipped with two sails, dodger, sailcover, marine VHF, depth finder, solar panel and charger, bilge pumps, anchors, dock lines, cushions, etc. Some of her more recent upgrades and improvements include: 2012 – Compass professionally refurbished (new bladder, fluid & jewel), all new marine-grade wiring, new cabin fans, spars faux wood painted, decks painted with nonskid, new interior cushions with memory foam, new forward bunk, new engine hatch, and new Balmar regulator and alternator. 2014 – New head gasket, rebuilt water pump, new rub rails & eyebrow, new mainsheet and blocks, new centerboard pin, and new sail with hull number and cat. Cranberry has been raced extensively, winning the coveted last place award at Padanaram in 2014. She was the winner of a 2015 match race against the Marshall 22, "Eleanor," and took first place amongst the Marshall 22's at the 2017 Bass River Rendezvous to win the Bob Chase Memorial Trophy. Equipped for cruising, Cranberry has ventured around Cape Cod and the Islands, including a successful circumnavigation of Cape Cod in 2015, covering more than 220 miles and safely weathering two small craft advisories. We are asking \$19,900, but will consider any reasonable offer from someone seeking a catboat. Cranberry has been a part of our family for over a decade – our children grew up aboard her – and we are parting with her only because our next adventure awaits in the form of a larger, 24-foot catboat. Pictures available at <https://catboatbrent.smugmug.com/Cranberry/n-jSsZXR/> Interested? Contact Brent at [catboatbrent@protonmail.com](mailto:catboatbrent@protonmail.com)



176-10. 1985 17' Menger CAT She was built in 1985, though you wouldn't know it by looking at her! Excellent Condition. She has a like-new MERCURY 6HP, 4 cycle, long shaft on a stainless steel mount. Mast tabernacle - one person is able to raise and lower the mast. New running rigging, recent paint on all spars. All exterior teak recently revarnished. Good sail, new sail cover, bruce anchor. New cabin and cockpit cushions. Topsides and all exterior (except non-skid) compounded and waxed. Excellent galvanized tilt trailer. Overall excellent condition. Put her in the water, stock the cooler and GO! Located in Maine \$15,000 OBRO 251-752-1322





176-11. Complete set of CBA bulletins from the very first bulletin published in September of 1962 to the current issued CatBoat Association Bulletin. If interested, Call or txt Victor in Middletown, CT at 860-983-1065. Asking \$375 for the entire collection.



176-12. 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. She is located in Salisbury, CT.



Asking \$5500. [cbleuher@comcast.net](mailto:cbleuher@comcast.net) or Phone: (860) 824-7274

176-13. For Sale: Bolger Bobcat built 2000. Very good condition, maintained by the owner builder. Covered in winter with a rugged canvas cover included with boat. She is the hard chined version of the Beetlecat, 12'3" by 6' built according to Dynamite Payson's tack and tape instructions. She comes with two year old trailer, 2 HP Honda with low hours, anchor and anchor rode, sail in good condition, wood mast and spars, running rigging, compass, boom crutch. Located in Addison, Maine. Asking \$6,000. Contact Peter at 207-497-2019 or email [olesalt9@gmail.com](mailto:olesalt9@gmail.com)



176-14. 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 [kretzmann4@yahoo.com](mailto:kretzmann4@yahoo.com). 440-222-2477.



176-15. 2001 Alerion Express 19 Catboat. Like new. Hull number 32 of 36 total built by Tillotson Pearson Inc. Gary Hoyt design is unusual, mostly a catboat hull with loose footed main that rolls up on free-standing carbon fiber mast mounted on and in ball bearings. Boom is independent, deck-mounted, patented free-standing self-vanging construction. Hull built with scrimp technology, Fiberglass/carbon fiber (sold new for \$45k). Beauty of rig is you can roll mainsail up around mast with all controls leading to cockpit. Allows effortless reefing to any increment of sail area and quick furling at dock. Put boat to bed in 30 seconds. Get under way in 30 seconds. Rudder has barn door classic-looking shape that Hoyt retained

while using innovative pivoting blade that drops out of big rudder cheeks, giving modern, high-aspect-ratio rudder blade that swings up bumping bottom. Rudder design and more aft location of swing keel with ballast reduces usual weather helm. Boat is modern interpretation of classic look, very easy to sail, while fast and stable. Rare, head turning, comfortable daysailer for up to 6 people. Cuddy cabin large enough for two to lay down, or four to sit protected from weather. Complete set of cushions, four for cockpit, four for cabin. Sail in good condition. Complete professional restoration performed 2017, included: Repair topside and cockpit fiberglass cracks; Repainted hull, deck and cockpit; anti-fouling paint; New sheet, outhaul, keel and rudder lines, All wood freshly refinished. LOA 19.7' LWL 18.92' Beam 8.67' Draft keel up 1' keel down 4.17'. Mast height 39' above waterline, Displacement 1,750 lbs. Ballast 300 lbs Sail area: 272 sq.ft. Includes trailer, Mercury ME4M 4ST outboard; Custom full cover. Ready to tow anywhere and sail in your favorite waters. \$19,000 OBO. Located in Florida. [hermannschaller@msn.com](mailto:hermannschaller@msn.com)

176-16. 2015 ComPac 17' SunCat. Brand new from showroom in 2017. Never in the water and always kept under cover. Includes all standard equipment (see [compacyachts.com](http://compacyachts.com) for full details). In addition it has a bimini, fabric cockpit cushions and lazyjacks, new Magic-Tilt trailer and new 4hp Yamaha outboard. Must sell due to health concerns. \$13,000 OBO. Call Scott at 570-368-3002 or e-mail: [penngpr1@comcast.net](mailto:penngpr1@comcast.net)



176-17. 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.



176-18. 1992 Menger 23' Cat Boat Hull #1 "MANDOLIN". 2-cyl Yanmar 2G20F (rebuilt 2013). New Motor Mounts (2013). Dripless shaft coupling. 2 Sails (1- Quantum tanbark- 1 white Thurston). 2 Lofrans electric Winches (TH & Peak) new halyards 250'. 1 Electric Center Board winch. 1 New Yanmar electrical panel and 2 new Seadog panels. New Uniden Marine radio 2015. Raymarine auto pilot. Quadraphonic (4) speakers stereo-new 2015. Raymarine Depth and Speedo. Garmin 492 GPS. Tacktick (now Raymarine) wireless wind speed and direction finder. 2 New Batteries (2014). Hot and Cold pressurized water. Full mainsail traveler. Nicro fresh air solar fan. Diesel fuel gauge and ammeter. Ritchie bulkhead compass. S.S. propane 2 burner stove w/ warming oven. Stand up shower. P&S stainless steel Heller lights (Special). S.S. Throat Saddle. Teak and Wainscoting hinged cabin doors. S.S CQR anchor and



150' rode with chain. Mack Stack Pack sail cover w/ lazy jacks. 4 line clutches. New custom cockpit cushions (full length). Hobbs hour meter for engine. Life preservers 6-8. Painted wood grained painted- Mast, gaff, boom. Bottom blasted and 4 coats Interlux moisture barrier. 5 Brownell jack stands. Many additional items. \$29,900. Located Staten Island N.Y. Owner: Richard Tullo 718-356-0016. Cell 718 689-0730 Email oldhudson@aol.com

176-19. 1928 Wooden 28' Catboat "BLUE GOOSE", built in Taunton, MA, by Brown Boat Building. 28 ft on deck, plus 3-ft bowsprit and 4-ft rudder, 11ft 8 in. beam, shoal draft fixed keel, 3ft 8in. draft. Previous owners of Chatham, MA for 50+ years, now berthed in New Bern, NC. Completely rebuilt by Pease Bros. of Chatham, MA, in 1993. 32 HP Universal diesel. 30amp shore power, 1000 watt inverter, Statpower charger, dual grp 27 batteries, power halyard windlass, VHF, depth sounder. 9 original bronze portlights. Hull, equipment, sail, all in good condition. Recent articles of her history and care are in recent issues of The CBA's bulletins/magazines. Owner has "aged out", continuing regular maintenance is a hardship. \$19,500. Serious offers will be considered. Contact Al Parker, anchor@ec.rr.com, fone (252)-636-0837, New Bern, NC. More info at [www.boatanchors.org/BlueGoose.htm](http://www.boatanchors.org/BlueGoose.htm)



176-20. 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 to 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. To view more photos please visit: <https://briansmithboston.smugmug.com/organize/At-Ease> Call Brian @ 781-290-6393 or email at [Brian@BrianSmithBoston.com](mailto:Brian@BrianSmithBoston.com)



176-21. 2009 16' Fenwick Williams Catboat. Cedar strip-planked on Spruce ribs with extensive, finely varnished Teak trim. Carbon fiber mast, 5hp Honda outboard, all hardware traditional bronze. Galvanized trailer, Fully equipped and beautifully maintained. Located on the West Coast and offered at \$25,000. Contact Christopher [cns@cnsawyer.com](mailto:cns@cnsawyer.com) Phone: (831) 250-5799



176-22. 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](mailto:jfrafferty63@gmail.com) for details.



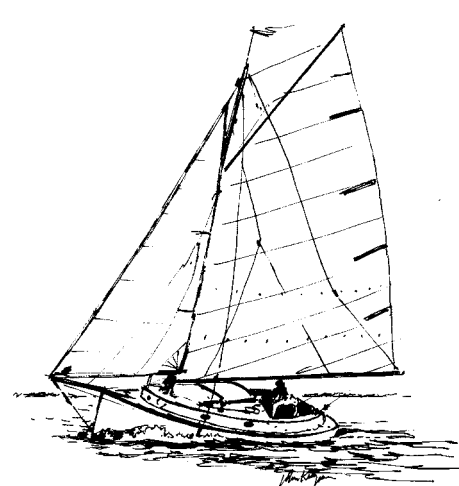
176-23. FOR SALE - 1986 Marshall Sanderling 18' catboat, hull #627; new 6HP 4-stroke OB, tiller steering, tanbark sail in excellent shape, several covers and extras (alcohol stove, folding sink, cockpit cushions, depth indicator, compass, bronze steps on the rudder & transom, masthead light, anchor, 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 \$10,900 OBO. 908-399-4044, [rlschander@gmail.com](mailto:rlschander@gmail.com)



176-24. 1987 Fenwick Williams 18' Catboat. Classic Fenwick Williams designed, Cape Cod, gaff rigged cruising catboat, built for the Curator of Small Craft at Mystic Seaport by the Apprenticeship in Rockland Maine. Copper riveted cedar on steamed white oak frames. LOA: 18/1", Beam: 8/6" Draft: 24" CB up. Yanmar 1GM 10 with low hours. Sleeps two comfortably. New (2015), self-bailing cockpit, new (2016) interior berth and cockpit cushions, new sail cover and cockpit awning. Compass, ground tackle, manual and electric bilge pumps, 12v interior and running lights, 1994 Doolittle tandem trailer with Brownell poppets; new brakes and tires. Need to make room for another wooden boat, asking \$18,000. Contact Rupert Hopkins [r.hopkins@xsb.com](mailto:r.hopkins@xsb.com) / (631) 928-2074.



176-25. 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 and price. Please contact me at [connor013@gmail.com](mailto:connor013@gmail.com) with any questions



# The Catboat Association

# Membership Application

*Mail completed form to:*  
Dave A. Calder, membership secretary  
Box 775  
Sudbury, MA 01776-0775  
dave.calder@catboats.org



*Founded 1962  
Incorporated*

One-time initiation fee:	\$20.00
Annual membership dues:	\$40.00
<b>TOTAL AMOUNT ENCLOSED</b>	<b>\$60.00</b>

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

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

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

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

(IMPORTANT: Please supply Zip + 4 Codes)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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





**CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM**

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

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

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

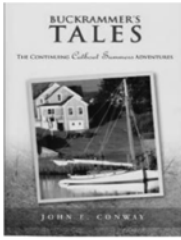
<b>Name</b>
<b>Address</b>
<b>City, State, Zip</b>
<b>Phone</b>

To order merchandise, specify color, size, quantity and total for each item. Make check payable to Catboat Association, Inc. in U.S. funds. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 17 Ocean View Avenue, Mattapoisett, MA 02739. Questions? [mary.crain@catboats.org](mailto:mary.crain@catboats.org); 508 758-8081 **Shipping is Included.**

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

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

# CATBOAT ASSOCIATION PUBLICATIONS ORDER FORM



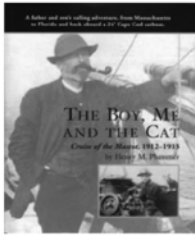
**Buckrammer's Tales**



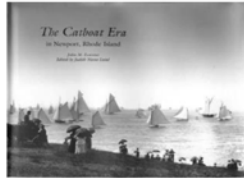
**The Competitive Cat**



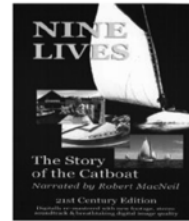
**The Catboat and How to Sail Her**



**The Boy, Me and the Cat**



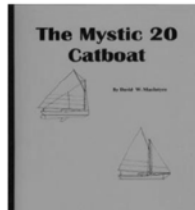
**The Catboat Era in Newport**



**Nine Lives DVD**



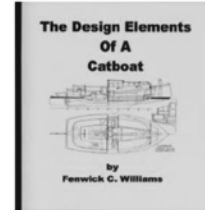
**The Boat That Wouldn't Sink**



**Mystic 20 Catboat**



**Rudder Reprints**



**Design Elements of a Catboat**

Item	Quantity	Price	Total
<b>Buckrammer's Tales</b> by John E. Conway		\$19.95	
<b>The Competitive Cat</b> by Bill Welch, MD		\$19.95	
<b>The Catboat and How to Sail Her</b> edited by John H. Leavens		\$10.00	
<b>The Boy, Me and the Cat</b> (hardcover) by Henry M. Plummer		\$19.95	
<b>The Catboat Era in Newport, R.I.</b> (hardcover) by John H. Leavens		\$19.95	
<b>Nine Lives – The Story of the Catboat</b> ( DVD)		\$24.95	
<b>The Design Elements of a Catboat</b> by Fenwick Williams		\$15.00	
<b>The Mystic 20 Catboat</b> by David W. MacIntyre		\$15.00	
<b>Reprints from "Rudder" – Design Plans of Twelve Cat Rigged Yachts</b>		\$15.00	
<b>The Boat That Wouldn't Sink</b> by Clinton Trowbridge		\$19.99	
<b>Shipping and Handling: \$2 for EACH item.*</b>			
<b>ORDER TOTAL</b>			

\*For International orders, please include an extra \$10 in addition to Shipping and Handling.

Name : \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 Phone Number: \_\_\_\_\_

To order merchandise, specify quantity and total for each item. Make check payable to Catboat Association, Inc. in U.S. funds. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 17 Ocean View Avenue, Mattapoisett, MA 02739. Questions? [mary.crain@catboats.org](mailto:mary.crain@catboats.org); 508 758-8081

# ON THE BACK COVER

Eric Peterson's Crosby *Pinkletink* under cover for the winter...almost...



