

# Catboat Association Bulletin



**No. 179**



**Spring 2019**

## ON THE COVER

The catboat *Patience* sails at dawn down Hooper Straight towards the Honga River. It was day 16 of a 23 day circumnavigation of the Delmarva Peninsula in 2012. *Patience* was one of the catboats featured in the *Catboat Legends* presentation made at the 2019 Annual Meeting. For more legendary catboats, turn to page 8. Photo by Guy Beckley.

# Catboat Association

www.catboats.org



## BULLETIN NO. 179

Spring 2019

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

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

Notify Tim Lund at the address above.

# From the Editor:

One of the things I like about editing the Bulletin is the chance to read all the articles and stories ahead of time. I get to interact with the material and in a way get to know the writers and the stories more closely than just reading them. Along with that comes something I hadn't thought much about – meeting writers at the Annual Meeting. Often they've shared a story as Bob Horne did about building a ferro-cement sailboat one summer in his youth (*The Story of the SWAS*, Bulletin No. 176). It was great to meet him in person.

At this year's Writer's Workshop, Mark and Frank Lovewell, Butler Smythe, and I shared our thoughts on writing for the Bulletin. We're looking for *all sorts* of stories: cruises and voyages, races and rendezvous, quiet or exciting, creative or how to *or both*. All it takes is willingness to set your thoughts down on paper and share them with us. The editors are the go-between for the writers and the readership. You send it and we'll do all we can to get it published.

The Annual Meeting in Mystic was another huge success highlighted by the world premiere of *Catboat Legends*, showcasing some of the finest boats owned by our members. Under the direction of John Conway, seven of our friends presented histories, ancient and

recent, of their boats for the enjoyment of all. And of course the seminars had something for everybody – from the ever-popular *Catboating for Beginners*, taught by the Peterson brothers; *Catboat Racing* by Nate Titcomb, to panel discussions on *Voyaging in a Catboat*, run by Brent Putnam and *On the Edge, Extreme Sailing* run by Tim Fallon. All were very much enjoyed.

This issue marks the end of the watch for Butler Smythe, who has been a man-of-many-hats for some time. He hands-off the chairmanship of the Awards Committee to Phil Livingston and his duties as a member of the Bulletin Editorial Board and Contributing Editor of the *Sailing Techniques and Seamanship* column and to Brent Putnam. We salute him and wish him fair winds and following seas and hope to see him in the future at an Annual Meeting or elsewhere. Keep in touch, mate; welcome board Brent!

And as you uncover, clean, paint, varnish, rig, fuel, and launch...we wish you a great sailing season and, 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  
Lead Editor



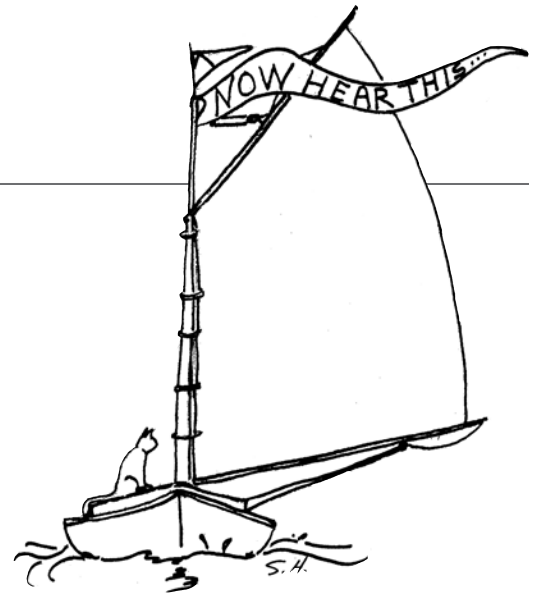


# Now Hear This:

## Catboater Generosity, The Coast Guard Says Thank You

As we were gearing up for the Annual Meeting in Mystic, the federal government was in a partial shutdown. Many government employees were either furloughed or working without pay. One of those agencies was the U. S. Coast Guard. Although the USCG is a military service, it is in the Department of Homeland Security and therefore not exempt from the shutdown. Coast Guard personnel had to work without pay. This was particularly hard on younger members, of which there are many. Sensing the need, Kevin O'Driscoll put the word out asking CBA members to bring non-perishable food or gift-card donations to the Annual Meeting which were delivered to the Coast Guard Academy.

President Tim Lund received this letter of thanks from Rear Admiral Andrew J. Tiongson, Commander of the First Coast Guard District.

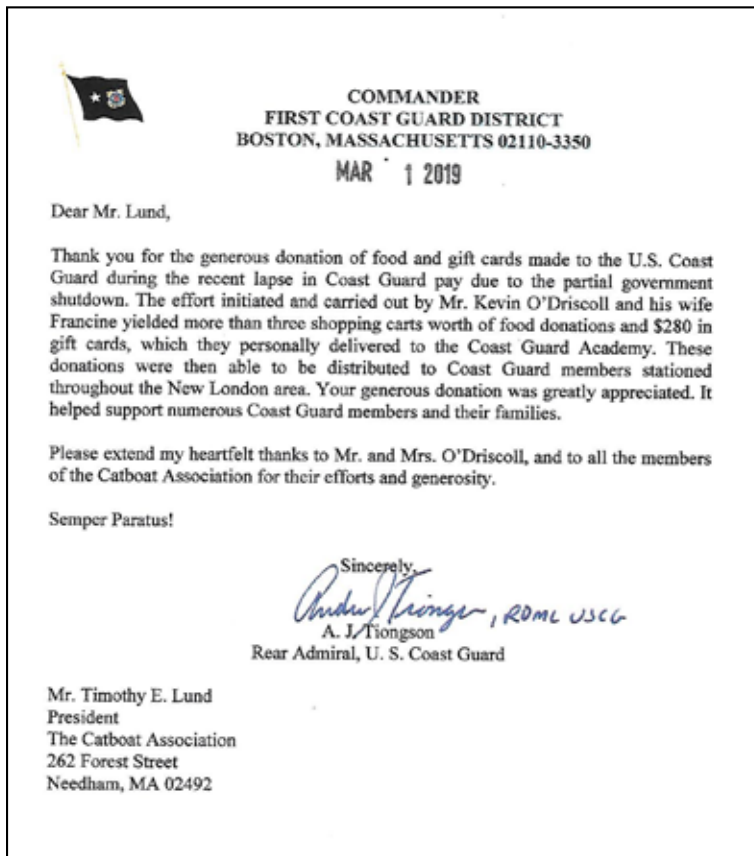


## CBA Bulletin to Begin Accepting Advertising

Beginning with the fall 2019 issue of the CBA Bulletin we will welcome display ads for products and services from our wide community of catboat enthusiasts. If you provide anything from new, fully commissioned boats to minor repairs, from engines to the smallest screws, from sails and rigging to cup holders, from insurance to sailing lessons, and more – we want to connect you with current and new customers. We also want to make it easier for our 1000-plus members and subscribers to find the best vendors to meet their needs. In our view, adding advertising to our Bulletin will be a benefit to both suppliers our members. Terry Gips is leading this effort. She can be reached at [tgips@comcast.net](mailto:tgips@comcast.net). Please see our ad on page 41.

## Correction

Brent Putnam writes that in his article on mast wiring (Bulletin No. 178), he incorrectly identified the formal UHF connector designations as PL-259 (female end on the radio) and SO-239 (male end on the cable). In fact, it is the opposite. The PL-259 is the male connector at the end of the cable which plugs into the female socket, SO-239, found on the back of the typical marine radio.



## Ya Gotta Love it...

Long-time member Peter LeBeau of Nokomis, Florida built this to show his continuing affection for catboats. Note the CBA burgee!



## Feedback and Letters to the Editor

Did a recent article or story get you thinking..? Drop us a line; we'd love the feedback. We can reach out to the author to answer questions or get more information. You can email either the appropriate contributing editor (found following the table of contents) or write me at [skip.stanley@catboats.org](mailto:skip.stanley@catboats.org)

## Writing for the Bulletin

We, the editors, are always looking for your stories. Here's the thing: We know you have stories to share. There are things large and small that happened over your sailing season that we, and your fellow members, would love to hear about. Catboaters, like cats, are a curious bunch. And who doesn't love a good sea story.

Take a look at the topics in the Bulletin, write it up, and send it to the appropriate contributing editor. 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. Not savvy with Word, don't let that stop you. Send an email and photos and we'll see what we can do.

Stories for the fall Bulletin should be submitted shortly after Labor Day; stories for the winter Bulletin should be submitted by the first of the year 2020.

## That Goes for Photos Too

Got a great shot of your boat or somebody else's – send it to us! Just be sure to get permission of the photographer and let us know their name.

## CBA Website

Check out the CBA website! ALL the previous Bulletins are available online. They're all there, from the very first three-pager to the current issue and counting. And 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.

## Change of Address for Membership and Renewal Payments

Please note the new address is:  
CBA Membership Secretary  
262 Forest Street  
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We will be closing the Sudbury P.O. Box within a year.



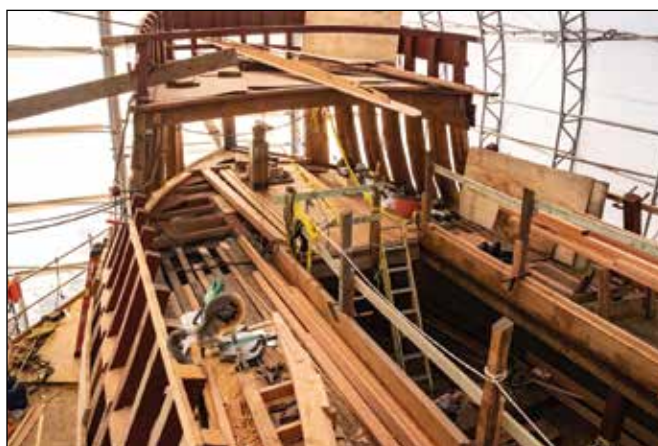


# Annual Meeting

All Photos by Mark Lovewell



The yoga ladies.



Photos above: Touring the Mayflower refit at Mystic Seaport.



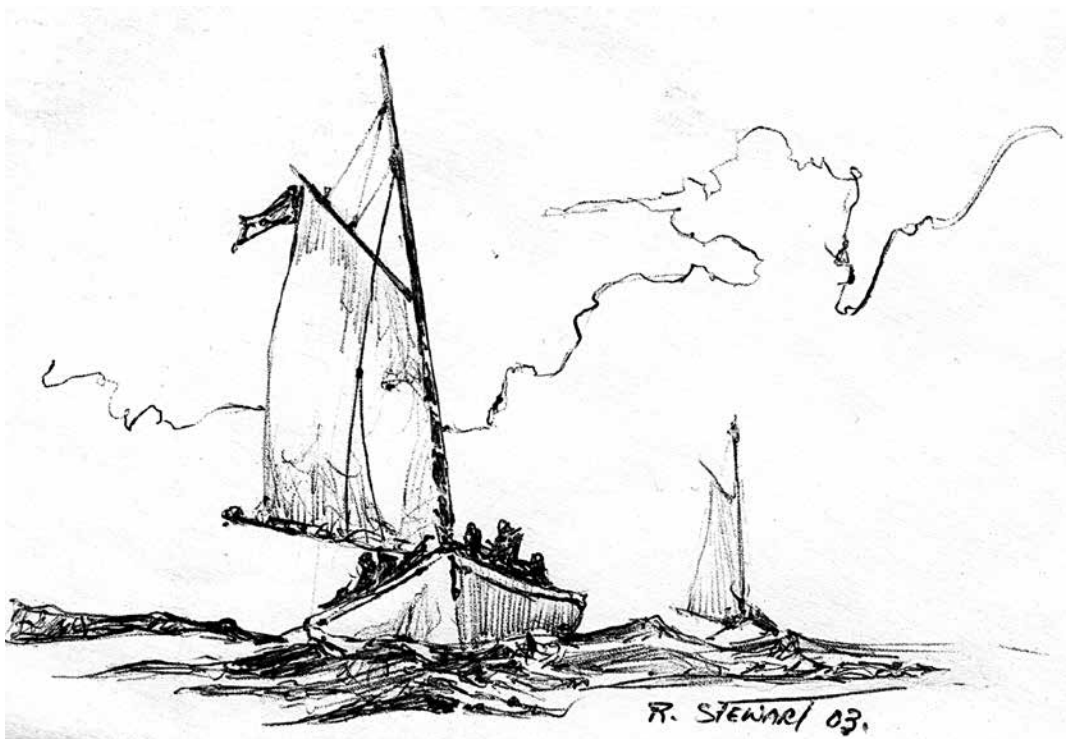
The Bluegrass Band Cabin Fever plays at happy hour. They came thanks to member Craig Rowley, second from the right.







The Steering Committee. Clockwise from bottom: Ned Lund, Judy Lund, Steve Flesner, Spencer Day, Frank Lovewell, Brent Putnam, Diane Webster, Jay Webster, John Conway, Tim Fallon, Tim Lund, Eric Peterson, Dawn Peterson, Terry Gips, Ned Hitchcock, Lois Brown, Dave Calder, Susan Cook, Paul Cook, Skip Stanley, John Greene, Mary Crain, Bruce Almeida and Susan Almeida. Not pictured (the photographer) Mark Lovewell.



# Catboat Legends

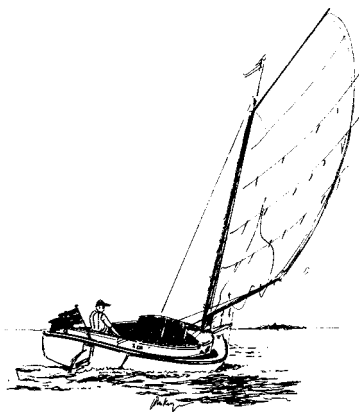
John Conway

When the steering committee was considering subjects for the Annual Meeting luncheon presentation, I floated the idea of taking some video of some of our members' boats from drones. Many of these boats are quite beautiful under sail and I thought we could capture some of that beauty for the entertainment of our members.

What makes a boat "Legendary?" Well, we figured the old boats were obvious selections: *Genevieve*, *Patience*, *Surprise* and *Pinkletink*, but also the newer fiberglass boats which have also become fixtures of the type, the oldest of which are now over 50 years-old, officially qualifying as antiques. We looked for a variety of boats to represent our group: old and new, wood and fiberglass, from the New England and Chesapeake areas. In the end we selected:

- *Anna*, a 1964 Marshall Sanderling owned by Dave Morrow
- *Genevieve*, a 1927 Crosby owned by Bob Luckraft
- *Patience*, a 1898 Crosby owned by Bob Jones
- *Pinkletink*, a 1932 Crosby owned by Eric Peterson
- *Red Squirrel*, a 1974 Marshall 22 owned by Ned Lund
- *Shoveller*, a 1975 Fenwick Williams owned by Mike Crawford
- *Surprise*, a 1925 Crosby owned by Kurt Peterson.

We quickly realized there were stories to tell behind each boat. So each member put together a slideshow presentation on his boat. Here are three of their stories. The others will be in the fall Bulletin.



## *Anna*

David Morrow

*Anna*, my 1964 Marshall Sanderling, came to me from my father-in-law who purchased her from Charles Kilvert of Nantucket in July 1983. She was then called *Fat Cat*. I sailed her with my future wife Kim in 1985 and 1986 on Nantucket and even had Kim's nearly 100 year-old grandfather out for a sail. At the time, she had the reputation of being a fast boat though I found her not particularly well maintained!

Soon thereafter, Pop lost interest in *Fat Cat* and she was relegated to the woods behind the house where she sat for several years. Finally, in 1990, his sons gave him an ultimatum; give the boat to David or it goes to the Nantucket dump! I gladly accepted the offer and drove to Hyannis to pick her up at the ferry dock. I had borrowed a client's brand new Ford F250 pickup for the trip. Little did I know that the truck had been modified and a new trailer hitch installed. To facilitate the installation, the spare tire had been moved closer (make that too close) to the exhaust pipe. While driving south down the New Jersey Turnpike with the boat in tow, a heavily-tattooed young man in a beat up car swerved and screamed at us that our truck was on fire! We pulled over and after a few panic-filled minutes I extinguished the burning spare tire with my brother's sweatshirt and a few bottles of Coke!

*Fat Cat* sat in our woods in Annapolis for another four years while our *Anna* was born and then her brother Spencer came along.



*Anna* on *Fat Cat*.



In the spring of 1995 I decided it was time to get the boat cleaned up and sailable. My friend Tim Newell and I started by renting a pressure washer and cleaning the boat inside and out. We removed dead mice and dead snakes and a few pine tree saplings that had grown in the bilge. Lots of elbow grease, sanding and Interlux Brightside paint got her looking pretty good. I also added teak trim and many coats of varnish. By mid-summer she was ready to launch. Well, that's what we thought. The day we lowered the centerboard for the first time we were greeted by a big section of centerboard falling onto the ground! I re-christened her *Anna* after our daughter.



I have made many improvements for single-handed sailing like adding Harken blocks and cam cleats, replacing wire with Spectra line to keep from damaging spars while trailering and adding a single line reefing system to name a few. Some years required bigger repairs than others, like the year I had to replace the entire cockpit! Yet each year required fresh paint on the hull because of a gel coat issue. I'd have to sand, fair, prime and paint the entire hull each spring. In the early days of fiberglass boats, the thought was that if a little gel coat was good, more would be better. It was over 3/8 inch thick in places and cracking.

Because of this, in 2012 I bit the bullet and hired Ocean Gate Yacht Basin to re-do the hull with Awlgrip. This job was one I couldn't do on my own.

They mechanically peeled the gel coat off from the waterline up, faired the hull and shot it with Awlgrip. The job turned out better than I ever imagined – so good that I then had to have the decks, cockpit and interior of the boat done. Now she was Bristol! The varnish is near perfect, the paint shines and her interior paint and varnish are also top notch!

For many years we sailed and raced her on the Chesapeake Bay and in New Jersey with much success. I'm especially proud of being a three-time recipient of the Bill Hoover Whitehall Blockhead Trophy awarded for "conspicuous knucklehead moves" on or off the race course. But seriously, I think the best race I ever sailed was with my son Spencer at the Marshall Marine 50th Anniversary Rendezvous. There is something special about winning a race on new waters with your child as crew.



Son Spencer and me with the Marshall Trophy.



The Bill Hoover Whitehall Blockhead Trophy

By this time I had also added a Marshall Marine tabernacle mast and upgraded the trailer making traveling much easier. I also added a Butch Miller travel cover and improved the tie-down straps. I was now able to go just about anywhere there's enough water and a ramp to launch. I could also sail *Anna* without the need of any marina assistance. It was



around then that I discovered that I enjoyed exploring new areas with a catboat as much as I enjoyed racing (and I really enjoyed racing). *Anna* and I have sailed in nine states: Massachusetts, Maryland, New Jersey, Tennessee, Vermont, Georgia, and South Carolina. I have taken friends out who had never sailed before, let alone seen a catboat. I have even shown her off to people who thought catboats had two hulls! This is not to say I have given up racing. I still plan to get to a Marshall Marine Rendezvous (which *Anna* has won twice) Plus some racing on the Chesapeake and maybe even in Beaufort, South Carolina.

It has been a great joy to sail *Anna* with friends and family around the east coast and to meet fellow catboat sailors who share a love for these boats. I was especially lucky to meet a group of sailors in Beaufort, South Carolina who are just getting into catboats and sharing my experiences with them. In 2019, I am planning to sail in four new areas: Kentucky (on Kentucky Lake), North Carolina, New Hampshire and Maine. I also hope to do a cruise in Beaufort around St. Helena Island in the fall.



*Anna* is now not only one of the oldest Marshall Sanderlings being sailed, but I dare say she is the most beautifully restored Sanderling afloat. She is a joy to sail and share with not only well-seasoned boaters, but also to show off to those that have never seen a gaff-rigged catboat.

Okay, so that's a brief history of my time with *Anna*, but is she "legendary?" While my Chesapeake catboat sailing buddies may say I'm a legend in my own mind, in reality she's not that old compared to Henry Colie's *VIM*, *Pinkletink* or some of the others cats featured here. She doesn't have the large presence of *Kathleen* or *Silent Maid*. Though her racing record is excellent, it in no way compares to the great Barnegat Bay A Cats that were around in my youth such as *Bat*, *Spy*, *Lotus* or *Mary Ann*.

What I believe makes *Anna* legendary is how she has transitioned from a racing catboat to a vessel of

learning and healing over the past few years. When a good friend's 66 year-old wife was stricken by a fatal illness, I trailered *Anna* to Alabama and she had her first sail. After all, everyone should get to sail on a catboat at least once in their lives.

When a college buddy was diagnosed with lung cancer, I asked what I could do for him. He thought it would be fun if I would bring *Anna* down to Georgia and take him sailing. He relayed to me that he had sailed when he was a kid and would like to do it again before he became bed-ridden. I plan to head down in April or May to make this happen. (Though I'm delighted that his cancer is now in remission.)

I try to get to the Barnegat Bay every fall to take my parents out for a sail. The water is clear with few other boats out. There's a special joy in seeing your 84 year-old father's smile while at the helm of your boat!

Both of my children and my wife learned to sail on *Anna*. Numerous other friends have sailed with me throughout the past twenty-five-plus years, some experienced but many on a sailboat for the first time. We've had some wonderful times and for many the sail on *Anna* was their only experience on a catboat. To this day, when my buddies and I are sitting around having a drink and the conversation turns to our time on *Anna* we all smile!



*Anna*, a joy to sail.

*Author's Note: For years I have been trying to track down Anna's history prior to the ownership of Charles Kilvert of Nantucket. (The man from whom my father-in-law purchased our boat in 1983) Unfortunately, Marshall Marine's records were destroyed in a fire in the early 70's. She was then known as Fat Cat and raced out of the Nantucket Yacht Club. CBA Bulletin 21, November 1967 mentions a Buddy Sanford sailing a new to Nantucket Sanderling named Fat Cat. If anyone has information or knowledge of Fat Cat prior to Charles Kilvert's ownership I would be most grateful if you would share it with me. My contact info is in the CBA Yearbook.*

## Genevieve

Bob Luckraft

I bet a lot of you here didn't know that *Genevieve* was "Your Sinking Shipmate" Bob Reddington's infamous old catboat *Do Me*. Over the years, "Bad Bob" told me many stories of his adventures in *Do Me*. His greatest adventure was taken in the dead of winter when he sailed 200 miles from Bay Head, New Jersey, to the CBA's 13th Annual Meeting, which was held at the Mystic Seaport Museum.

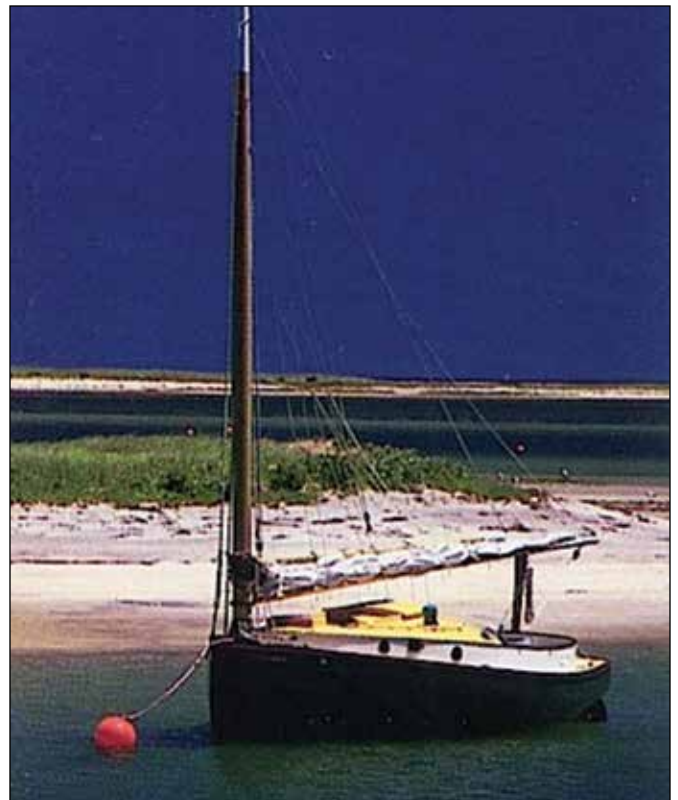


Here she is at the dock on that hazy Saturday, January 1975.

The story of how Bob prepared and how he and his crew of three were nearly lost at sea can be found in Bulletin No. 50. I consider it to be the most harrowing tale to be printed in the Bulletin by far. Even if you've already read it, it's worth going to the CBA's website and reading it again.

Bob owned *Do Me* from 1970 to 1987, when he sold her to Art Bloomer of Chatham, Massachusetts. Art renamed the boat *Genevieve* in honor of his mother. It is interesting to note that the Bloomer family fished the waters off Chatham from catboats for generations.

The Chatham Fish Pier's upper observation deck is a must-see for the throngs of visiting summer tourists. As a longtime member of the fishing community, Bloomer owned mooring No. 1, which was directly in front of the fish pier. Photos, like the one below, were continuously snapped arguably making *Genevieve* the most photographed catboat of all time!



This photo was part the Massachusetts Vacationer's Guide that was produced in the early 90's. It was also used in TV commercials promoting Massachusetts tourism.

*Genevieve* will often spend two or three years in the water without coming out. The protected water at her dock has only frozen once in the last twenty-eight years, and then only for two days. She faces into northeast gales and is protected with a low-profile, winter cover of canvas. The framework parts interlock without screws or fastenings. It takes only fifteen minutes to remove or replace it. This allows me to sail year-round. I try to get out at least once a month.

In 1998, Doug Goldhirsh and I sailed *Genevieve* fifty miles from Mashpee, Massachusetts, to the annual meeting in Newport, Rhode Island. We are both experienced cold-water sailors who know the importance of picking the right weather. The wind was light and out of the northeast, which created a localized ocean effect snow. Once away, we sailed down Nantucket Sound. The tide and wind were with us. Our hull speed matched that of the falling snow and the water around us. It was magical.

It is important to note that catboats of her day were built to last thirty years. *Genevieve* has now sailed to the winter meeting twice. The first time as *Do Me*, when she was forty-eight years-old, and then twenty-three years later at the age of seventy-one.





The best place for a wood boat is in the water.



Doug Goldhirsh at the wheel. In February of 1998, Bob Luckraft and Doug sailed *Genevieve* 50 miles from Mashpee, MA, to Newport, RI.

I certainly enjoy working on *Genevieve*, but the truth be told, sailing *Genevieve* is my greatest joy. She is a true representation of a party cat. Her dimensions are 24'-9" x 11'-10" x 2'-10" x 5'.

As several photos of *Genevieve* were shown Bob read parts of a letter written on June 1, 1970 by Charles deWalt to Bob Reddington.

*Dear Sir:*

*I bought Do Me from Mr. & Mrs. Fairchild of Cotuit, MA. Mrs. Fairchild's father had this boat built by Herbert and Andrew Crosby in Osterville, MA, in 1927.*

*When I bought her she had no mast. The mast hole was capped, and she was used as a launch for ten years. The original mast was lost in a hurricane. A new one was made, but never stepped until I bought her. Her centerboard was being used as a divider in a goat shed.*

*The Fairchild family owned the boat from 1927 until 1962 (35 years). They called her Skippy. I owned her for 5 years and sailed her out of Wickford, RI, from 1962 to 1967.*

*John Leavens knows the boat well—I belong to the Catboat Association – I think I was a charter member—but did not sign the original charter.*

*Her name came up by my wife asking, "What I wanted an old boat like her for?" I kept saying that, "She would Do Me."*

*There have been many special times celebrated onboard. To name a few, Julian and Amy Sacks got married on her, a Thanksgiving dinner, and Judy celebrated her 90th birthday.*



Judy celebrating her 90th birthday.





On the travel lift.

Bob presented a dozen more photos of *Genevieve* and then finished up with a short video that showed *Genevieve* great speed and beauty under full sail.



## Patience

Bob Jones



Hello, I'm Bob Jones, I'm a Chesapeake Bay sailor. Here's a picture of the Log Canoe *Island Bird*, built in 1881, sailing on the Chesapeake Bay.



*Oh, Genevieve, sweet Genevieve  
The days may come, the days may go  
But still the hand of mem'ry weaves  
The blissful dreams of long ago.*

*Sweet Genevieve lyrics —  
written by Henry Tucker in 1869*



Log canoe

Moving up to 1898, I always admired the classic simplicity of the catboat, and had hoped to have one someday.



*Patience* anchored.

In 2005, my neighbor and Hopkins classmate called from a New England trip. Said he found a catboat for sale on Cape Cod. Sight unseen, I agreed we should buy her. Edward E. & Mary H. Bolton, of Eastham, Mass., had acquired *Patience* in 1992 according to their Massachusetts certificate of title.

CERTIFICATE OF TITLE			
THE COMMONWEALTH OF MASSACHUSETTS Division of Environmental Law Enforcement			
TITLE NUMBER 0065091	ISSUE DATE 24-JAN-92	MANUFACTURER CROSBY	
YEAR 1898	TYPE SAILBOAT	SERIAL NUMBER MST000196091	
NAME PLEASURE	COLOR WHITE	MATERIALS WOOD	LENGTH 20.0
CLASS MARKER 1898P	DRIVE TYPE ORIGINAL	TAX STATUS JOINT	
NAME & ADDRESS OF OWNER(S) EDWARD E. BOLTON RR1 BOX 60V. PRENCE RD. EASTHAM MA 02642			
MARY H. BOLTON RR1 BOX 60V. PRENCE RD. EASTHAM MA 02642			
FIRST LIEN HOLDER		HELD FOR LIEN (FIRST LIEN INTEREST IN THE DESCRIBED VEHICLE IS NOTHING RELEASED)	
SECOND LIEN HOLDER		NAME _____ DATE RELEASED _____ AUTHORIZED SIGNATURE _____ DATE RELEASED _____ AUTHORIZED SIGNATURE _____	
<p>THE DIRECTOR OF THE DIVISION OF LAW ENFORCEMENT HEREBY CERTIFIES THAT AN APPLICATION FOR A CERTIFICATE OF TITLE FOR THE MOTORVEHICLE DESCRIBED HAS BEEN DULY FILED PURSUANT TO THE PROVISIONS OF THE LAWS OF THE COMMONWEALTH OF MASSACHUSETTS AND SAVED IN THE OFFICES OF THE APPLICANT AND THE RECORDS ON FILE WITH THIS AGENCY, THE APPLICANT NAMED BY THE OWNER(S) OF SAID MOTORVEHICLE.</p> <p>THE DIRECTOR OF THE DIVISION OF LAW ENFORCEMENT FURTHER CERTIFIES THAT THE MOTORVEHICLE IS SUBJECT TO ANY SECURITY INTEREST OWNERSHIP RECORDS MAINTAINED BY THE DIVISION OF LAW ENFORCEMENT.</p>			
VOID IF ALTERED			

Massachusetts title

*Patience* was built by Herbert F. Crosby, documented by the plate on the companionway headboard.



Builder's plate: Herbert F. Crosby – Builder – Osterville, MA

The Boltons' Massachusetts registration and trailboard confirmed her 1898 construction. Subsequent to her construction, her hull was fiberglassed - we believe in the 1960's - using the Allan H. Vaitses system.



*Patience* in a sling

Upon arrival on the Bohemia River on the Chesapeake Bay, we were joined by our third partner, Guy Beckley, a retired Navy Chief.



*Patience's* owners



Over the next six years, the partners enjoyed sailing *Patience* on the Chesapeake Bay waters, including the Bohemia and Elk Rivers.



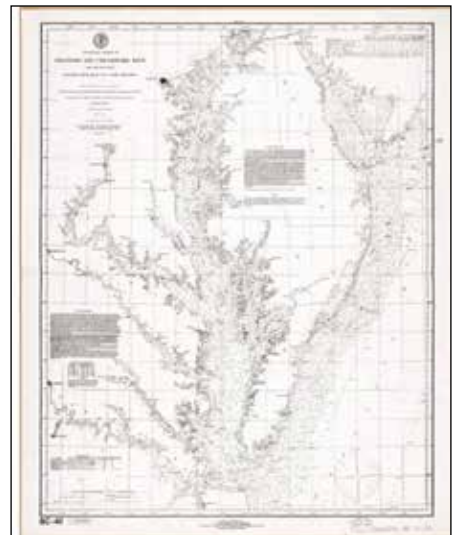
*Patience* sailing.

Guy also participated in many Chesapeake Bay Catboat Association regattas.



Guy on Chester River with *Sultana* at the Downrigging Weekend Festival.

The Eastern Shore & Chesapeake Bay were formed some 12,000 years ago when the last great ice sheet melted, raising the level of the sea and flooding the valley of the ancient Susquehanna River.



Chesapeake Bay/Delmarva Peninsula

The Eastern Shore/Delmarva Peninsula is over 170 miles long from the Chesapeake & Delaware Canal to Cape Charles, Virginia, including Delaware, Maryland, and Virginia. In 2012, after several years of thought and planning, Guy Beckley undertook the circumnavigation of the Delmarva Peninsula in *Patience*.



Chesapeake City departure

The morning of September 21, 2012 before first light (04:30), we all met at the Marina for some coffee and a farewell. Quite a crowd showed for the sendoff; all weathered the early morning to watch *Patience*



depart. My wife Biz, Janet Cookerly, and I departed promptly at 06:00 on a beautiful morning and motored from Bo Bay Marina through the Bohemia River heading clockwise out of the Chesapeake Bay.

We left on a mid-flood tide to get a push through the C&D Canal and down the Delaware Bay with ports of call at Leipsic, then Lewes, Delaware where we transited the Lewes and Rehoboth Canal to Indian River Bay. From there, because of the no-longer-navigable Assawoman Canal, we exited Indian River Inlet into the Atlantic Ocean, returning back inside at Ocean City, Maryland.

We were able to make Chincoteague, Virginia inside, but then due to shoaling, were forced back outside, making our next stop at Sand Shoal Inlet in Virginia where we were able to transit back inside and around the southern tip of the Delmarva Peninsula back into the Chesapeake Bay and North to Cape Charles.

We then went on to Onancock, Virginia before returning to Maryland at Crisfield. Continuing North, we stopped at Fishing Creek off Hooper's Island and then on to St. Michaels off the Miles River and finally to Chestertown. We covered 487 NM in 14 days of travel on our trip. I was accompanied by several mates: my wife Elizabeth, my brother Lance Beckley, Dan Marquis of Connecticut and finally Robert Jones of Chesapeake City.



*Patience* returns to the Chester River.

Circumnavigating the Delmarva in the 114 year-old catboat *Patience* was such a fantastic trip and a real triumph for me. It took three years of hard work to prepare for the trip with two different craftsmen to help with the bulk of the work and not to mention hundreds of man hours.

On October 8, 2012 at 16:00 we were greeted at the dock in Chestertown by two members of the Chesapeake Catboat Association: Commodore Marc Cruder and Secretary Steve Flesner. Mark took a moment to congratulate me and the crew with some very nice words and a sip of rum to mark the occasion while Biz popped a bottle of champagne for the celebration.



Guy's arrival in Chestertown.



Chesapeake Catboat Association members welcome us.

# Catboat Racing

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Nate Titcomb

The preparations to race your boat should start well before you've even decided to sail at a rendezvous or a race. In our family, this starts in the spring after we take the cover off. We make a general observation of the boat and note what is broken, what is looking fatigued or worn and then start our list of what to fix for that year. When you know you are going to race your boat, it is even more important to address any issues and be sure to address any deferred maintenance as you will be pushing your boat harder in the heat of the moment than you would if you are just out for an afternoon sail. The key is the old adage of Rick Mears: "To finish first, you must first finish."

Things we look at include: centerboard pennants, faded sun bleached lines, gaff saddle or jaws, and any other rigging parts like halyard block and sheet blocks. This is also a good time to inspect the bottom of the boat. While the best solution would be to have the bottom wet-sanded, doing this before every season would be impractical and, for the kinds of racing we catboaters do, unnecessary. However, if you are contemplating the idea of adding one more coat of paint on top of the other fifteen years of pocked-marked and flaking bottom paint, it is likely time to consider the miserable job of sanding things down and starting from scratch. The result of a clean, smooth bottom will be better speed in light air and will help you sail a little closer to the wind when close-hauled.

The one item that often needs considerable attention is your sail; it is the engine of your boat. While it does not need to be brand-new every year, or even every other year, it should be in good shape, serviced, free of tears, equipped with all battens and still hold reasonable shape. If it is becoming softer than an old set of bedsheets, it's likely time to talk to your sailmaker about an upgrade. This not only helps with racing, it can help with the comfort of your afternoon sails, as a sail that has proper shape contributes more to forward motion than heeling the boat.

With the boat ready it's time to start preparing for the specific event. Typically, we start about a week in advance of the event checking weather forecasts, and reviewing tide charts. We check multiple online sources including *Sailflow*, *Predict Wind*, *Windy* as well as *Weather Underground*, our other favorite weather

site. We look for alignment amongst the forecasts and making mental notes of any mid-day shifts in wind, including strength estimates. Also, via many of these sources, is tide and current information. If you are sailing in an unfamiliar place, make sure to note what direction the current flows and if and when it will switch while sailing.

Knowing the weather is the first step in deciding who to invite as crew for the race. In big breeze, having more bodies onboard will contribute to the boat's ability to sail to windward. Conversely, in light air, you do not want to have your boat loaded up with extra weight. In addition to how many people you are inviting onboard to sail with you, consider inviting someone who is familiar with where you are sailing. One important thing to consider regarding crew, is to make sure the people you ask will want to come back next time. Make sure everybody has a role onboard and feels part of the team. From the "snacktition" to the sail trimmer everybody can contribute to the fun!

Some last-minute preparations you can make to your boat include: leaving extra stuff on the dock and dropping off the paddleboard, the dinghy, and the 50 pounds of round stones you collected at that awesome beach. You might also consider emptying water tanks and pulling the extra case of wine out of the anchor locker. This is not to say the boat needs to be completely empty. Make sure you have enough food and water for everyone on race day, and don't forget the sunscreen! Dividing up the provisioning tasks amongst the crew also helps everyone feel like they are contributing.

Finally, it's race day! Make sure you are on time for the skippers' meeting and paying attention! The sailing instructions that are either passed out or given verbally are the guide to the day. Listen carefully and ask questions if you do not understand something. Ensure your crew is on time. Give a specific time for everyone to meet at the boat or pick up point and leave extra time to get to the race course.

With everyone on the boat, the absolute first thing to do is sit everybody in the cockpit and have a quick safety briefing. This does not need to be onerous or long, but at a minimum should go over these simple things:

1. The name of the boat.
2. The location and name of the body of water you are sailing in.
3. The VHF radio location and how to use it.
4. The location of the life jackets on the boat.
5. Where the fire extinguisher is.

It may seem like overkill, but if the person in charge becomes incapacitated, having all crew members know these simple things can make a huge difference during an emergency. The other things to go over include the roles and responsibilities of each crew member and a general reminder that gybing a catboat is not a trivial thing. We always use the adage of “heads down, eyes up.”

On the way to the race course, it is time to assemble the “game plan.” This will be the basic strategy for the race. Use the weather and tide homework to make a very basic plan. On our boat, it can be something as simple as: “We will go left for the first half of the first leg and then work the right side, since the current will be pushing us towards the mark in that part of the course.” It is essential to communicate this to all crewmembers so they know the plan. Ask for opinions and have a collective understanding; however, everyone should be prepared for the plan to change as the weather evolves. The plan can also change depending on the actions of your competition. For example, if you are leading the entire fleet on one side of the course, you should not leave the fleet just because of a pre-determined plan.

With a plan in place it’s time for the start of the race. There are a few goals for any start:

- Cross the line as the gun goes off.
- Be moving at full speed.
- Get or stay in clean air.
- Be going in the direction you established in your “game plan” or at least with the option to go the way you want.

To do this, here are few prerequisites. From the skippers’ meeting you know when your start is. If there are multiple classes starting, know which one is for your boat. It may seem obvious but know what the starting sequence is. Will the race committee follow the standard five minute format, or will they use something like the three minute dinghy start format? Get to the starting area early, watch the race committee set the starting line. Listen to any communications on the radio between the race committee and mark boats. Often there is good information about wind on the race course including direction and velocity. After the

start line is set, check it for squareness to the wind.

Almost all start lines are biased to one end or the other. You want to start at the end that is “closest” to the wind. To check this, you can do a “wind shot.” A wind shot is a slow tack in the middle of the starting line, during the tack, note the moment when the boom crosses the centerline of the boat (your sail will be luffing). At that moment look both to port and starboard and note if the bow of your boat is pointing closer to one end of the line or the other. If it is closer to a specific end, that end is favored. Of course a wind shot must be done prior to the start of the race, not at the start!

If a start line is very biased to one side, your fleet could be bunched at one end. In this situation there are one or two boats that will “win” the start. Unless you are absolutely sure you will be the winner, take a more conservative approach by staying towards the favored end outside of the clump of competitors. Make sure you have space and a place to accelerate and cross the line with speed, as well as the option to go in another direction if you want. The key is to remember the goals of the start: making sure you are on-time, in clean air, with speed and options.

One method to do this is what is called the “port tack approach.” This is accomplished by reaching back and forth along the line during the starting sequence. A good rule of thumb is to be at the port end of the line between 2:00 - 1:30 (minutes) to go till the start. You want to be on port tack and sailing towards the starboard end of the line. As the usual clump of starboard-tack boats approaches, tack in front of and to leeward of them as they make their final approach to the line, forcing them to slow down and head up to windward. Then, timing your speed, bear off and accelerate on a reach, heading up to your windward course as you cross the line.

This method will usually earn you a good start, though you may not always “win the start.” You also have to be careful to appropriately time the tack back to starboard, as being too late will leave you in the wind shadow of the boats and being too early might let one of them dive to leeward of you and control your position at the line.

Once you’ve gotten across the starting line it’s time to concentrate on boat speed. We have all at one time or another thought to ourselves that another sailor is *so fast!* The truth is we all have moments of brilliant speed, but those “fast sailors” just sail slowly *less* often. To do this they first make sure they are headed in the correct direction; they stay fast by adapting to the conditions. As an abbreviated way of



thinking of these adjustments to stay fast, consider them as *modes*:

**Sailing Upwind.** Upwind there are two basic modes: High and Tight (or Pinching) and Footing.

- **High and Tight Mode.** This is when you are intentionally sailing slower but closer to wind. You trim the sail in a little tighter than optimal, making sure the centerboard is down as far as possible and the boat is as flat as possible with little to no heel. It's often used after starts to make competitors tack. This is because wind shadows not only project to leeward, but also create a bubble of disturbed air to windward causing competitors on your windward hip to sail in bad air. Sailing high and tight is also common immediately after all leeward-mark roundings. This lets you take a bite up to windward giving you an advantaged position over your competitors. This mode is also very useful to make a mark upwind, as it is faster to sail high and slow than to tack two times over a short distance.
- **Footing Mode.** This is when you sail a bit lower, or further away from the wind than your usual angle. This gives you generally faster overall boat speed, as catboats reach faster than they go upwind, however it is not always in the best direction. Generally, you need to let the sail out a bit to keep it trimmed optimally. Footing is good to use when you have a competitor sailing just to weather and ahead of you. By footing below them you can clear your air. It is also useful when the conditions are shifty and light. Footing to the next wind line is often the fastest way around a race course. It may mean more distance, but in light air, getting to what breeze there is should be a priority.
- **Sailing Downwind.** Going downwind, make sure your boat is going as fast as possible by easing the peak and throat halyards to remove any vertical wrinkles that may be in the sail from going upwind. Assign a crew member to point at your closest competition, making sure to not let them steal your breeze. Keep in mind the shortest distance to the next mark is a straight line from the last mark. Even though the boat might go a bit faster if you head up, if the faster angle means one more gybe, you have sailed extra distance. If you are sailing deep downwind, do not forget to lift the centerboard all the way up.

Lastly, when sailing deep downwind try to have the crew all sit on the opposite side of the sail to try and induce just a bit of windward heel. The windward heel helps use the shape of the waterline of a catboat to steer against the force of the sail that wants to spin the boat to windward. By using the shape of the boat, you are not using the rudder to keep a straight course; considering the size of a catboat rudder this is a huge benefit! The windward heel going downwind also helps to reduce wetted surface area, which means just a tiny bit more speed.

Catboat racing is sometimes about more than just pointing the boat in the right direction and going fast. There are times when you will need to make decisions against the game plan that ensure you keep your boat between your competitors and the next mark. In general, avoid the corners of the race course. Tacking once on an upwind leg is positive from the perspective that you are not tacking too much but it is a “hero or zero” move, that will either leave all the other boats looking at your transom, or, more often than not, will leave you reading a lot of boat names on the way to the next mark. A couple more tips:

Sailing upwind, you generally want to “lead your competitors back” in a crossing situation rather than crossing them and then tacking on them. While it may seem counterintuitive, leading them back will advantage you if the next wind shift is a lift, allowing you to sail closer to the mark, and if the next wind shift is a header forcing you to sail further away from the mark, you should have the opportunity to tack and capitalize on the lift giving you the advantaged position.

Going downwind, do not lose sight of the next mark while trying to keep your air clear of the boats behind you. Always try to work to the inside, or the side your competitors and you will round the next mark. By working to the inside, you are usually sailing less distance (straight line to the mark) and having just a slight overlap of your bow and the next boat's transom or rudder, as you come into the next mark, will give you the right to round the mark in better position, creating opportunity to pass them at the mark.

If you make all the proper preparations, find the right crew to sail with you, establish a good game plan, have a great start and are able to execute your strategy, you may find yourself leading to the finish.

Finally, as you cross the line, remember to thank the race committee for volunteering their time so you can race, and sail clear of the finish area so your competitors can cleanly battle for finish position behind you.



# Voyaging in Catboats

Brent V.W. Putnam

New to the lineup of seminars this year was a panel of catboaters who sailed their vessels great distances to new and unfamiliar places. Titled *Voyaging in Catboats*, the seminar included several prior recipients of the Henry M. Plummer award.

The moderator, Brent Putnam, began the seminar by describing how voyaging differs from a long cruise, such as that taken annually by the Chesapeake Bay Catboat Association. Voyages share a majority of five characteristics that were listed on a whiteboard:

1. Long distance – 500 miles or more
2. Long time – Not days, but weeks or months aboard
3. Unfamiliar waters – Sailing in places you've never been
4. Unprotected waters – Sailing offshore
5. Overcoming challenges – Weather, mechanical issues, etc.

After the introduction, each of the panelists was asked to introduce themselves and their voyaging experience(s).

- John Van Orden and Jenny Jorgensen sailed *Priscilla*, a Marshall 22, from West Bath, Maine to Oxford, Maryland (Chesapeake Bay) in 2005. John and Jenny were the 2006 Henry M. Plummer award recipients.
- Tom & Susan Maddigan sailed *Shoveller*, a Fenwick Williams 25, from Falmouth, Massachusetts to the Keys and west coast of Florida, and back in 2001-2002. Tom & Susan were the Henry M. Plummer award recipients in 2003.
- Butler Smythe sailed *Caerulean III*, a Menger 23, from Chesapeake Bay to Blue Hill, Maine in 2014. Butler was the 2015 Henry M. Plummer award recipient.
- Kevin O'Driscoll sailed *Shannon Marie*, a Herreshoff America, from New Bedford to the Hudson River, Erie and Champlain canals and back, in 2018.
- Brent Putnam and his daughter Victoria sailed *Lazy Lucy*, a 24-foot wooden cat based on Fenwick Williams' 21-foot design, from Manteo, North Carolina to Falmouth, Massachusetts in 2018. The seminar was a question and answer format.



Photo by Mark Lovewell

The panel of voyagers.

### **Why? What was the impetus for the voyage?**

The responses fell into several categories. John and Jenny and the Maddigans were inspired by Henry Plummer's, *The Boy, Me, and the Cat*. Butler, and Brent and Victoria, had to move their vessels to a new home. For Brent, it was also an opportunity to cross an item off his bucket list, which was Kevin's reason for exploring the New York canals.

### **What, if any, challenges did you encounter along the way and how did you overcome them?**

Tom described engine trouble, which was traced to the fuel tank. They had repowered *Shoveller* with a diesel, but retained the original tank. The accumulated dirt from years of use was still there and it clogged the fuel filter. Kevin used some colorful language to describe the feeling of getting drenched while passing under the George Washington Bridge in New York, and advised that a spare set of slickers would have made that day more comfortable.

Weather was also cited as a frequent challenge. John and Jenny advised that, "Nothing good comes out of the southeast."

### **What advice would you give to someone considering a voyage?**

Susan's answer was direct and to the point, "Just do it."

As the room filled, the audience began to chime in with their own questions. There was a question from the audience about autopilots. Because most of the voyagers didn't use autopilots, the moderator expanded the scope of the question...

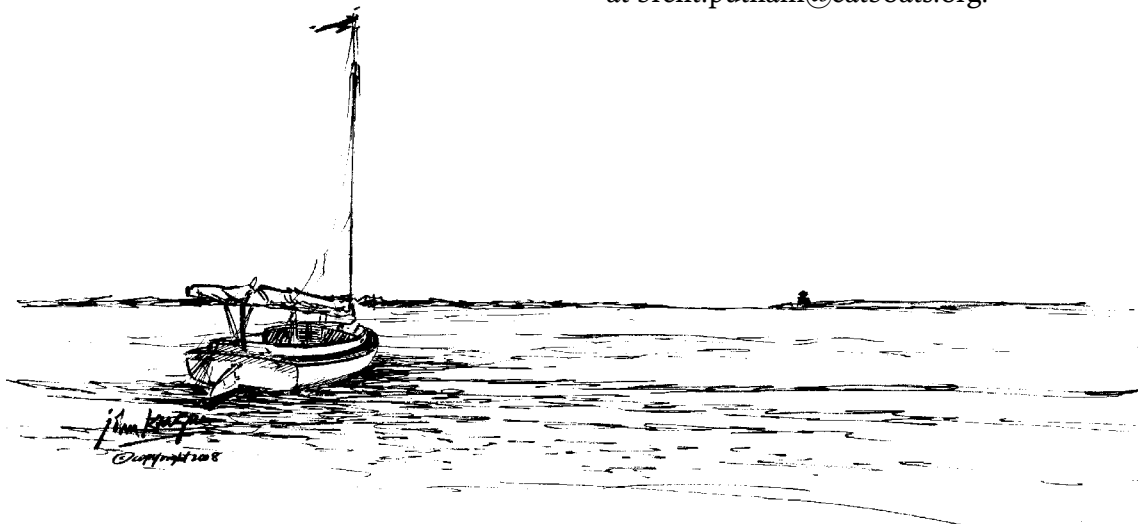
### **How did you man the helm for long periods of time?**

The answers were divided. Butler and Kevin both had autopilots, but for John and Jenny, Tom and Susan, and Brent and Victoria, turns were taken at the helm. Brent and Victoria sailed overnight several times, so they took shifts with one steering while the other slept.

The most controversial question was about whether or not to bring a dinghy along. There were sharp contrasts between the panelists. Butler strongly advised against it, whereas John and Jenny were advocates. Tom described how they wrapped their dinghy painter around *Shoveller's* propeller. Yet, in spite of this, the Maddigans were also fond of the dinghy, noting that it was very useful for gunkholing when they were at anchor.

One member of the audience interjected some advice – reminding everyone present of the need for a float plan and the value of having an MMSI-capable radio. This morphed into a discussion about communications and keeping others informed of their whereabouts. Kevin had to call his mother regularly – a comment that drew some chuckles from the audience. Butler used an automatic identification system (AIS) to see and be seen by other vessels. Brent and Victoria utilized Facebook to keep people informed and ask for assistance.

There were still more questions asked by the moderator and the audience, and the attendance – standing room only at the end – and feedback afterwards suggested that it was a good discussion. Each of the panelists contributed material that was compiled into a packet – with bonus material from the 2008 Henry M. Plummer award recipient, Ruth Freeburg – that can be requested from Brent Putnam at [brent.putnam@catboats.org](mailto:brent.putnam@catboats.org).





# Pushing the Limits

Tim Fallon

The trio of Tim Fallon, Tim Webster and John Conway had a lot of fun putting on a “show” for their seminar entitled “Pushing the Limits.” To begin, the audience was told this seminar would be live-streaming on WKAT radio for their weekly catboat radio show dubbed “The Swamped Cockpit” with Tim Webster as the host.

The day’s topic: “Pushing the Limits” featured John Conway presenting and displaying a small sea anchor that he used aboard *Buckrammer*, a 19-oh-something Crosby catboat. Although it was only deployed on a few occasions in many years, it was very interesting to hear how it helped *Buckrammer* safely surf into the closed-out approach to Westport harbor without broaching.

The discussion then led to dealing with squalls and Tim Fallon described his first frightening encounters aboard *Kathleen*, his 2016 CC Hanley catboat. Some lessons he learned were: (a) be able to recognize the low rolling, fast approaching clouds that are tell-tale signs of a severe squall and (b) the more sea room you have the better.

Interspersed among the continuing talk show radio banter were hysterical faux-radio advertisements. Air-time constraints meant many topic were left unexplored; however, if you want to hear more tune in to the next episode of “The Swamped Cockpit” on WKAT!



“The Swamped Cockpit” crew on WKAT!

Photo by Mark Lovewell



John Conway showing the sea anchor to the in-studio audience.



# The 2019 CBA Awards

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Phil Livingston, Chairman

Photographs courtesy of Emily L. Ferguson

## The John Killam Murphy Award

The John Killam Murphy is awarded for the advancement of the principles and perpetuation of the traditions of sail as exemplified by the Catboat Association.

This year's recipient was born with salt water in his veins and barnacles on his back. He has been sailing since out of the womb. He has summered on Cape Cod dating back for over seven decades. In his youth, he not only sailed Beetle Cats but, as Sailing Master of the Wild Harbor Yacht Club, trained many youngsters how to sail and race. He is known for his expertise in handling the sail and winning many races.

In the past he has sailed *Beach Plum*, a Marshall 18 and currently sails *Ishmael*, a Marshall 22 and has actively been a member of the CBA since 1975. What separates him from others is that his heart and soul has been committed to the culture of catboats. As the history goes, he once sailed through a harrowing storm to attend a rendezvous in Padanaram. Upon arrival, he rapidly removed his torn sail and brought it to the sailmakers. He got there at closing and the next morning re-rigged *Ishmael*, he didn't let a ripped sail deter him from racing the next day.

He now serves on the Steering Committee and brings his legal talents to the table. As a Bulletin contributor he writes the column, "Keeper of the Light."

He is a master mariner, sailing instructor and mentor to many, and for this, combined with his esprit-de-corps and commitment to catboating this year's John Killam Murphy award went to Jay Webster.

## The Broad Axe Award

The Broad Axe award was established in the fall of 1975 to recognize significant achievement in catboat construction. Construction is intended to be broadly construed to include the restoration of an older cat or finishing a pre-fab catboat hull as well as building a new cat. The original award was retired in 2012, with this smaller replica crafted and donated by Chris Sawyer, a prior recipient.

This year's awardee is no stranger to projects - after all, owning a wood catboat can be a lifelong project. For those who choose to take those projects on, projects that some might find onerous—thank you! You preserve what we all envy.

From stem to stern, this awardee's project(s) have been numerous and have kept him from writing enough about them. He most recently replaced her stem, forefoot and mast-step, reinstalled or replaced planking, bedded that all important cotton in advance of fairing her planking for priming and then there was that new paint job. All in preparation for her eventual relaunch. And yes, she raced this year, with her G prominently high on her sail and *Genevieve* on her transom.



Jay Webster receives the John Killam Murphy Award.



Bob Luckraft receives the Broad Axe Award.

This year's Broad Axe went to Bob Luckraft who joins with Bob Reddington as the only awardees of the Broad Axe, the JKM, and the Dolphin - every CBA award except the Plummer – Where to next year Bob?

## The Dolphin Award

The Dolphin Award is presented each year to recognize a person who has provided exceptional service to the Catboat Association. It is named after *Dolphin*, the last boat owned by the late John Killam Murphy.

This year's recipient of the Dolphin Award has been a stalwart organizer and on-hand coordinator of the Catboat Association Annual Meeting Resources Show for many years. She has a knack for making it look easy. In reality, it takes a huge amount of coordination with the hotel, the many vendors, and the participants themselves, to make the show a rewarding success for all. She regularly reports on the Padanaram rendezvous to the R & R Editor of the CBA Bulletin. In addition, she has helped make the Catboat Association Facebook page the go-to place for members to share ideas and advice. For these and many other lesser known efforts, this year's Dolphin Award went to Ann Morton Smith.



Ann Morton Smith receives the Dolphin Award.

## The Henry M. Plummer Award

The Henry M. Plummer Award is presented to a CBA member for accomplishing a significant voyage of note in a catboat or to commemorate a significant act of seamanship, and was first awarded in 2003. It is named after Henry Plummer, who made the 1912 east coast voyage on *Mascot* detailed in the classic book, *The Boy, Me, and the Cat*.

So up front, there is nothing “short” about this year's awardee. Some will try once to get something done, some twice, and in this case, it's gonna be thrice - for your reading pleasure. Towing or trucking a boat somewhere is not quite the same as moving her on her own bottom and lucky we are. The awardee of this year's “Plummer” found a need to just take a “lazy” trip through interesting and sometimes new waters, for both the boat and her crew. Color was no object in this acquisition, nor was the variety of water traveled; from sound to river, from ocean to busy waterway - a 600 nautical mile voyage to bring the newly-acquired catboat, *Lazy Lucy* (a 24-foot boat based on a 21-foot Fenwick Williams design), from Manteo, North Carolina home to Falmouth, Massachusetts. The trip could be subtitled “Me, My Dad, and the Yanmar!” This year's awardees, Brent and Victoria Putnam, certainly kept us informed and involved as they traveled from Manteo to Falmouth and are fully deserving of this year's selection. Their story is detailed in a three-part series in CBA Bulletins 177, 178, and this issue.



Brent Putnam receives the Henry M. Plummer Award.





## Editor's Choice Award

The Editor's Choice Award is presented annually to recognize an individual who has made significant contributions to the CBA Bulletin.

This year's recipient was recognized for his steadfast contributions to the Bulletin for over twenty years; in particular, the CBA Discussion Group column. That column began in 1998 with a conversation Henry had with then CBA President Bob Luckraft. Henry noticed that a lot of good information was being shared on the Catboat Association's web page. He took some of the more interesting questions, sought out the best answers from those-who-would-know, and shared them in the Bulletin. Thus the CBA Discussion Group column was born. The column first appeared in Bulletin No. 116 in the spring of 1998 and would go on for another fifty-nine issues. Later, Listserve would become the primary Question and Answer forum for the feeding the CBA Discussion Group column.

As time went by, and Facebook came into being, the Listserve saw less and less activity. Still, not wanting to disappoint, Henry soldiered on; for the past few years putting together the column from old

questions. The last Discussion Group column was in issue number 175 (winter 2018). He continues to be a regular contributor to the Bulletin as well as to numerous other magazines. For his more than twenty years of contributions this year's Editor's Choice Award went to Henry Depew.



Editor's Choice Award recipient Henry Depew and wife Judy.



Artwork by Garth Wlochowski



# 2019 All Catboat Resource Show

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Anne Morton Smith

Photos by Mark Lovewell

These are folks who really and truly “get” what it means to be a catboater even if they aren’t one - people who want to engage in conversation, share what they’ve learned, and have fun catboat-style. We deeply appreciate the members, artists, and expert vendors who contribute to the joy of catboating by spending the day with us at the CBA Annual Meeting in the “All Catboat Resource Show.”

The Association extends a special thanks to this wonderful array of catboat exhibitors and vendors – both members and non-members - with an added shout out to those who contributed door prizes awarded during the luncheon (marked with an asterisk below). We love having you with us and hope you’ll come back and bring a friend or two!

Peter Aguimbau - artist\*  
Arey’s Pond Boat Yard\*  
Beetle, Inc.\*  
The Beveled Edge Tools – Nautical Antiques and Tools\*  
Brewer Banner Design\*

Cats & Gaffers Regatta  
CBA Swag Shop\*  
Connecticut River Books – Nautical Charts and Books\*  
Suzanne Leahy - boatbuilder  
Marshall Marine\*  
Olde Lyme Marina – diesel engine repair and maintenance  
Paquette Designs – catboat and nautical jewelry and hardware\*  
Pert Lowell, Co. – masthoops and wooden hardware\*  
Craig Rowley – member project exhibitor  
Sea Fever Books\*  
Squeteague Sailmakers\*  
T& L Tools – “un-screwums” tool\*  
US Sportswear  
Paul Krantz, Author - *Riding the Wild Ocean*\*  
Nicole St. Pierre Textiles – Boiled Wool Hats  
LBI Fiberglass  
West Marine\*  
Paul White – Carved Wood Signs\*



The All Catboat Resource Show.



Paul and Dominic Bubby.





# Tony Calouro Looks Back to His First “Boss”: Breck Marshall

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Bill McKay

One does not often get an opportunity to interview a bright and energetic 70 year-old retiree, who remembers just about everything about his youth, over a half century ago.



Tony Calouro visits Mashpee to talk catboats and Breck Marshall.

**Bill:** So Tony, you worked for Breck Marshall when you were 14 years old? What do you remember about those early days. Were they before the Marshall 18 hit the waves?

**Tony:** Yes, that was about the time he was experimenting with the 18, but really up in New Hampshire. I remember a lot of those days, especially the first time I met Mr. Marshall. I was being somewhat *bad* that day, but it turned out just fine. Driving my mother's '49 Buick down Elm Street (I was only 14 and she never knew when I “borrowed” it) a police officer passed me going the other way. In my mirror I saw him turning around for some reason, probably not good for me? So I hooked a left onto Shipyard Lane, thought I might be okay until I saw the dead end at the edge of the water. Curtains! But there was Marshall Marine. I turned in and just sat there, wondering if the cruiser would follow me down and into the lot.

**Bill:** Did you escape?

**Tony:** Sure did, because a nice man (Breck Marshall) came outside and over to me. Dressed in working corduroys and probably taking a break from the wood boats in the shed, he seemed eager to talk to me. The conversation went somewhat like this:

“Can I help you out with something?”

“Well, not really. I just love looking at boats: their wood hulls, their designs, their paint jobs, their water lines and their sails. I see most of yours are in the water, since it is August. They look beautiful out there past the travel lift. They must be a lot of work?” (I guess I had the gift of gab, early in life.)

“They certainly are. In another month, most will start coming out and we have a lot to do on them to store them for the winter.”

“How about in the spring? Is that about the same?”

“No, much more work. Prepping a wood boat for a summer in salt water is very time consuming.”

Then Breck asked Tony a question that he remembers like it was yesterday, “Would you like to work for me?” That started a two-year job for Tony: every day for the rest of August and then Saturdays for the winter. What an opportunity for an (underage) boy to learn more about boats and the men who kept them going!

**Bill:** Do you remember your first days?

**Tony:** Of course. Breck had two men working for him and I came in as the bottom guy. That means I spent most of my time on the “bottoms.” They needed to be cleaned well for the winter; mostly scraping and other things to make the spring work a bit easier. That would be my normal job in the spring: sanding and painting. In late fall, I learned a bit about winterizing engines, but mostly as a helper. I also remember a little kid, running around here and there; must have been Breck's older son, Breck Jr? Also, just like today, many owners, or just dreamers, would wander into the yard, just to look at the boats and talk about the next spring.



**Bill:** So, how did Breck treat you?

**Tony:** Very well, just like the other two men. He would show up often with a big box of donuts and I would feast on them. (That was a big deal for a 14 year old kid.) All three adults treated me very well, like an equal. This was very helpful for me. Breck was part a craftsman and part a businessman. After a while with him, I learned all his shortcuts and efficient ways to prep hulls, paint straight lines and fix broken wood pieces. The yard was often restoring some older wood boats; you can learn a lot when they are stripped down to the bare hulls. You see how they were built. Breck was very patient and could teach very well.

But he had business on his mind too and plans I would hear about into that first winter. He was concerned that the popularity of wood boats, especially catboats, was declining and something had to happen to reverse this trend.

**Bill:** Are you talking about fiberglass?

**Tony:** For sure. One day, he drove the three of us up to Freetown, to a home/shop on Quangepog Road, where an old-timer had been working on a project for Breck. There sat a solid and great looking 18-foot catboat hull, laid up just as Breck had specified. He said to us, “Guys, you and I are going to put together the first commercial catboat made of fiberglass and we’ll start to sell them at Marshall Marine.

Tony and Geoff Marshall have different accounts of the startup of the 18; probably as Tony was a year into the game at that point.

Tony reflects on his first look at an 18: “We brought back that first hull and started to experiment with everything that had to be done, hull up. Motors were a big issue then and I think most had a small inboard. By the second hull, we were ready to start selling the Marshall 18, the Sanderling, (at least from the Padanaram location on Shipyard Lane).

[Geoff supplied this history from what records were not burned in a fire: “Marshall Marine spent the first ten to twelve months of its existence in New Hampshire where the first ten or twelve boats were built. In 1963 Breck moved to Dartmouth, Massachusetts and had the hulls molded in Freetown by Al LaFountain at Pine Grove Plastics. Pine Grove Composites still molds the boats for us where Brian LaFountain, Al’s grandson, runs the business. Tony was likely there for the first Sanderling produced by Pine Grove. The first few boats were built on spec so I’m not sure who the first buyer was but after discussing it with my mother she seems to remember that Macy

Webster from Saunderstown, Rhode Island may have been the first Sanderling owner. Unfortunately most of the records of the early boats were destroyed in a fire in 1970.”]

**Bill:** Surely a most historic decision to move to Padanaram. You were very lucky, Tony, to have been there. In that second year did many Sanderlings sell?

**Tony:** I remember about five; things were tight. Customers were not 100% [sold] about the move to fiberglass. Breck’s solution for that was racing; he would enter every catboat race in the Buzzards Bay area and always did very well, always placing in the top few spots. That turned things around pretty quickly. And brought out the businessman in Breck; in no time, he started talking about a 22-footer (1965) for cruising and even the 15-footer (1972) for an affordable day sailer.

**Bill:** As you talk, I recognize a deep respect, even love, for catboats. Did this lead you to own one in your lifetime?

**Tony:** Absolutely. About 30 years later, when I was in my mid-40s, with a partner I bought a big cat named *Nobska*. She was a 1925 Crosby and 26.4 feet long. She was once owned by two gentlemen, Brian Dunn and David Major, of Falmouth in the ’80s. I lost track of her when I sold my share to my partner and headed to Florida around 1996. I would love to hear from anyone who has information about her. She was in great shape and I bet she is still sailing.

**Bill:** So after your two years working at Marshall Marine, did you keep in touch with Breck?

**Tony:** Yes, of course. He was very important to me. I would visit the yard, talk with owners and hear what was going on from Breck. I remember well the last time I saw him. I was there with a local police officer (he was not chasing me at that point in my life) and we were having a meal at the little restaurant just south of the bridge and on the water. I think it was called *The Sail Loft*; I wonder if it is still there. Breck/Marshall Marine had made many sales over the decade and the business was doing very well. He looked at us, pointed south and said, “I am thinking of buying that marina.” He was pointing at the stone bulkheads of Concordia. You’ll have to ask Geoff if that was a possibility in the mid-70’s; but that is how I remember it.

I was very sad at his early passing but I am honored to have the opportunity today to visit Shipyard Lane to see Geoff Marshall and his family. They are keeping Breck’s dreams alive and well.



# The Catboat Kid

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Jim Grenier

*In the last issue I wrote about my first sail on Doc's 15-foot catboat Remedy. My story continues, but unfortunately I don't do any sailing in it. That being said, no trip is over until it's over.*

## Scooting Under a Bridge

Back in 1962, when I was 10 years old, my first sailing experience was with Dr. Johnson on his 15-foot catboat *Remedy*. I had helped him get it ready in the spring and my reward was sailing it all around the bay with him, racing a sloop, getting stuck in the mud, and all kinds of great stuff. On the way back we had doused the big gaff sail. With the Seagull engine chugging away we expected to make it back just in time so my dad could pick me up at Falcon Marina.

The wind had swung around and was coming straight downriver at us. Doc said it was “on our nose” making the sail useless. It was already furled but parts were hanging down and flapping and fluttering like the wash on Mom’s clothesline. (No one had laundry driers back then; Mom hung clothes and sheets on a line in the backyard.)

I tried to pull the centerboard back up to make the going easier, but it was still stuck in the case. While the little engine was pushing us upriver, together we managed to get that sloppy bundle of sail undone and flaked neatly between the boom and gaff. Doc showed me how to tie the “gaskets” around the sail without going around the gaff or boom. He called it a “harbor furl” and it was supposedly the proper way to lash it. He said putting the ties around the gaff and/or boom may have been faster, but not proper. It takes a little longer this way but the “harbor furl” made a very neat-looking package.

We motored under the Main Street drawbridge easily but the second bridge – the train bridge – was unexpectedly closed. Boaters can radio the bridge operator to see when it will open, but you can't just ask for it to open because of, well, trains. Trust me, the bridge operator is not going to open a bridge for you if he's got a train coming. Besides, we don't have a radio and they'll never hear us shout because they work inside a little metal hut next to the bridge.

So, Doc motors in circles between the two bridges until the train passes.

We talk about the day and what things I learned about sailing and boat handling. The gybe was a bit of a scare, but going aground behind Woodduck Island was “boss.” Doc felt both of those things should have been avoided. I told him how I saw the Falcon Marina yard boss, Guy, sprinkle sawdust under the boat to stop a leak in *Remedy*. He didn't believe me at first, but he came around. Doc figured it out and explained why it worked. He talked about some ancient Greek guy named Archimedes who knew all kinds of stuff about water. I still didn't get it but I didn't want to seem dumb, so I nodded and agreed with him. Back then doctors were super-smart about everything, and a kid's job was to listen and learn.

While we were circling, several small powerboats came by and scooted under the railroad bridge. Even a lobster boat got right under by taking down his radio antenna, but we had our taller mast stuck in place with wedges, so we were stuck. Finally, an outboard skiff came along and said the railroad bridge was jammed and not working at all. They were trying to fix it.

Doc looked at his watch and spoke to the man in the skiff. “Listen, can you take this young fellow and drop him off upriver at the Falcon? His dad is probably getting worried about him. We should have been back 15 minutes ago.”

The two men seemed to know each other and I trusted Doc so I let him lift me out of *Remedy* and he plopped my butt on the middle seat of the skiff. Off we went with the big new Evinrude outboard screaming and the flat-bottomed skiff bouncing almost completely out of the water.

We roared into the Falcon's mooring area and, powering down, glided into the dock. The man wrapped a single line around a cleat and I clambered out of the boat. “Thanks for the ride,” I said. “That was a lot of fun!” He told me I could ride anytime I wanted, but I had no idea who he was. But I'd sure be looking for him in the future. I'd have to ask Doc who he was. One other thing I learned that day – power skiffs can be fun too!

Dad was in the parking lot sharing a cigarette with my friend Alan's dad, Mr. Falconi, who owned the marina. My dad was glad to see me, but he hadn't been worried at all. He already knew the worst thing to have on a boat is a schedule. My Pèpère was there with my dad and I was a little surprised to see him because any other Sunday I'd be at his house playing with my cousins.

I imagine I talked a blue streak trying to tell about my whole sailing trip. Then I remembered that Dr. Johnson was still stuck at the bridge. Pèpère suggested we go check on him.

We drove Dad's car down to where the two bridges were. We didn't see Dr. Johnson's boat circling out there so we went down to the docks and found *Remedy* tied up, and Doc swigging from a silver flask. I knew it sure wasn't medicine.

He found out the railroad bridge wouldn't be fixed for at least a day or two; the trains had been re-routed in the meantime. He couldn't get back to Falcon Marina but couldn't stay on the dock overnight either, because the commercial boats need the docks. He wasn't sure what he should do.

My Pèpère had a reputation as a local amusing "character," but was also known as very clever. He disappeared for a few minutes and came back with an empty metal trashcan. "Why the heck do we need a trash barrel?" Dad wondered.

"If I'm right, I'll get this sailboat under that bridge and back to the marina in jig time," said Pèpère.

"Why don't we just take the mast down?" asked Dad.

"That would be a pain in the (neck). Take too much time too. Plus we'd have to put it back up when we get to the Falcon." Pèpère winked at me. "Let me show Jimmy how easy things can be done if you use your mind rather than your muscles."

Pèpère placed the barrel in the river beside the boat way up forward with a dock line running through the barrel handles and tied to itself, making a triangle shape. The peak halyard was undone from the gaff and attached to the dock line above the barrel. Another line was tied to a barrel handle and hitched to an aft cleat on *Remedy* to act as a stablizer; Pèpère called this line a "lizard." Sailors and watermen have funny names for things.

Pèpère and Dad took turns pouring buckets of river water into the barrel. As they added water, the barrel sank and the mast began to tilt until the top hung almost directly over the barrel. Doc hauled in

on the halyard and the boat tilted a bit more. More buckets were poured into the barrel and Pèpère pushed it away from the boat with the boathook while Doc hauled in on the line from the stern cleat. More line was hauled in and *Remedy* was leaning far over, her starboard gunwale now almost in the river. The top of the mast was now much lower because of the angle created by the weight of the barrel!

"So, all we have to do is run the motor and drive her under the bridge," I said.

"Yep."

"But the boat's outboard isn't going to reach the water at that angle." The motor was on the port side of the boat and she was now listing deep to starboard.

"HmMMM ... didn't think of that."

Then I saw my new skiff friend shoot under the bridge heading back downriver, I waved and he waved back. I did a "come here" wave and he turned toward us.

"Not sure what you guys are doing but it sure looks like a fiasco waiting to happen. I'm guessing someone needs a tow," the skiff skipper laughed.

"Danny, I've got a little flask here you can borrow for a day or so," said Dr. Johnson, "and a free checkup tossed in."

"I'll pass on the checkup, Doc. The flask, however, makes sense."

We tied the skiff to the dock just ahead of the catboat. Then the men pulled the catboat and barrel forward to the starboard side of the skiff. Lines were passed and secured to *Remedy's* cleats, snugging both boats together, side-by-side (or maybe side-to-bottom was more like it.) Doc ran two extra lines diagonally from the rear cleats to the bows of both boats. "Spring lines, to keep things snug during the tow," said Doc.

Dad and I untied the skiff from the dock. Doc and Pèpère stayed onboard the catboat.

It took a few minutes and some good-natured ribbing to get things going but both boats finally slipped out into the channel. The catboat, at an awkward and unnatural angle, snuck under the railroad bridge with several feet to spare. How I wished I were still onboard!

Dad and I ran along the dirt path under the bridge in time to see the peak halyard released and Pèpère pulling the barrel back to the hull, untying the peak halyard and lashing the barrel tight to the aft cleat, allowing *Remedy* to float on her waterline, mast now straight up. Pèpère began singing "O Canada"-which always made me smile.



Dad and I brought the old Dodge back to the marina and stood on the dock watching Doc and P  p  re slogging back upriver under Seagull power. The flashy power skiff was long gone and Doc’s shiny metal flask with it, no doubt.

We tied *Remedy* up to the dock. The barrel was moved to the shoreline where Guy emptied it.

Guy was impressed. “Darndest thing I ever seen – a sailboat tucking its mast under the railroad bridge. I’ll have to remember that trick. It’s a good one!”

While we were getting ready to leave, a newspaper reporter showed up at the marina. He’d taken a photo of the two boats going under the bridge and he wanted to write the story. P  p  re was more than happy to oblige and embellish, and Doc had a bit to say as well.

The photo made the paper, but the story never ran. It was pretty hard to tell what was in the photo because both *Remedy* and the skiff were held in the confusing crisscrossed shadow of the iron span of the railroad bridge, and newspapers often don’t print pictures as clear as you might hope. But I can still see the whole thing in my mind, because memories can be clearer than the photos that try to catch them. The photo caption read: “Train bridge malfunctions. A sailboat manages to make it under.” Not exactly an exciting description, was it?

*My whole first sailing trip took all of five hours on a Sunday afternoon in June many, many years ago, but has lasted – as it should – for my five-and-a-half decades since. I can only hope that today’s kids can experience an equally memorable first sail.*



Artwork by Garth Wlochowski



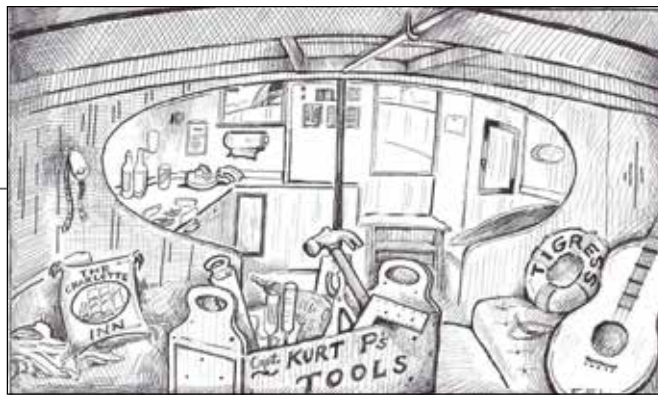
# Boat Building and Maintenance

Eric Peterson, Editor

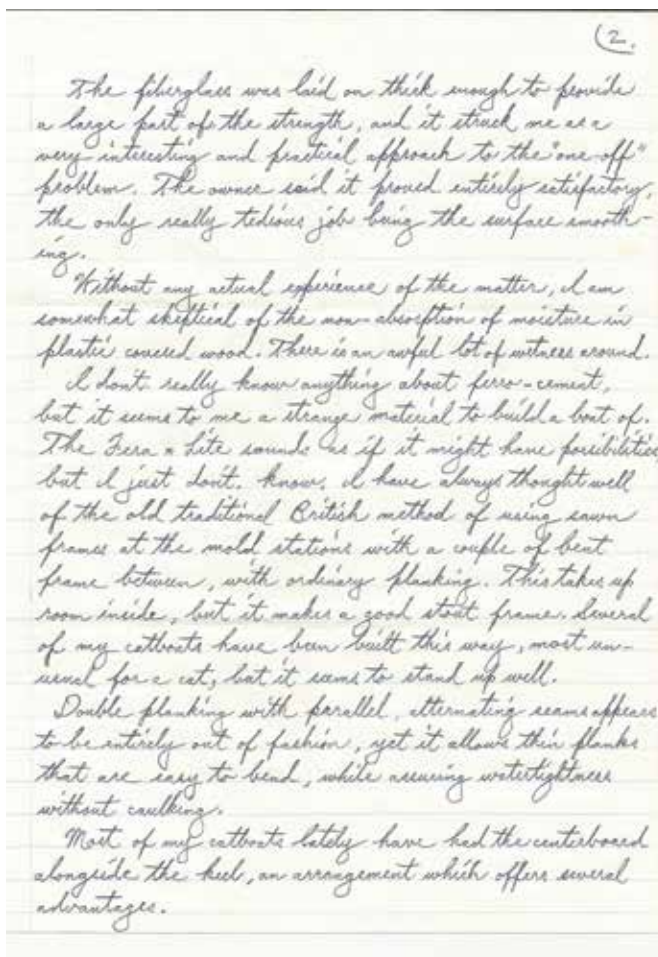
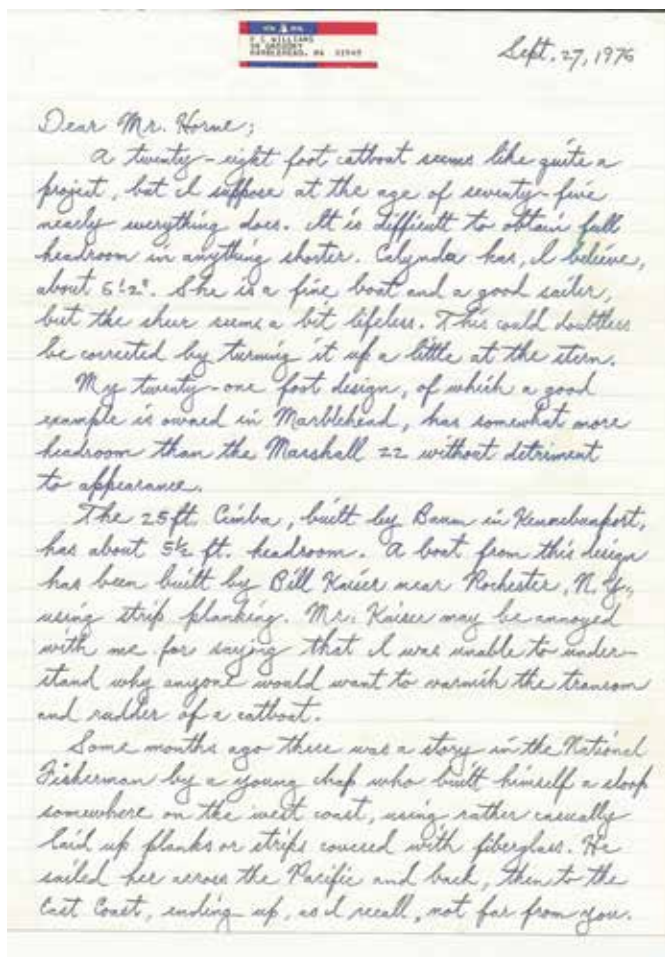
## Letters from Fenwick Williams

Bob Horne

Fresh from the terrific presentation *Catboat Legends* at the 57th CBA Annual Meeting, I began to think about the legendary designers of the catboats we love. When I was dreaming of building a big cat back in the '70s, I wrote to a few of them searching for knowledge and information. I received a brochure from Charles Wittholz (several catboat designs), and personal letters from Alan McInnis (25-foot *Tam-O-Shanter*) and Ted Brewer (25-foot *Chappaquidick*) that were formal and business-like. However, from



Fenwick C. Williams I received not one, but two, handwritten letters. At the time he was 75 years-old and could barely see, but still took the time to write an engaging letter and a response to my follow-up letter. He casually shared some opinions and observations that go far beyond the formal letters of his colleagues. He was not at all dismissive of the grandiose dreams of young man with lofty thoughts. This letter was received in September 1976 in response to my first inquiry.





I am pleased to receive your letter and to reply to it, as one never knows what the pleasant human contact may follow an inquiry. At the same time, I am trying to retire. For one reason or another I have almost invariably received almost nothing for my work, and since I am fortunately endowed with a modest but currently adequate income, I am inclined to just do my own thing in the years that are left.

Scarcely anyone shares my liking for the mainsail and mizzen rig, although Nat Hirschhoff considered it best for his own boats and his son Francis thought well of it. A man in Pennsylvania is planning a 24' cat-yawl to be built by Roy Blauoff in Boothbay, and the owner of the 21 footer in Marblehead believed he would use it on a larger boat, but that is about all. Birds and airplanes have the small surface aft, but boats, it seems, require jibs, especially one arranged to prevent all visibility ahead.

Don't hesitate to write further if you feel that any useful information is to be obtained from an embittered and superannuated crank.

Sincerely,

Fenwick C. Williams

In a side note, while I was writing to him, I was living in Owl's Head, Maine and would regularly visit the Lee-Nielson shop in Rockland to watch the building of *Whitehawk*, the 100-foot ketch to which Fenwick referred. I also got to know the shipwrights at the Newbert and Wallace yard in Thomaston and was allowed to watch the construction of the *John F. Leavitt* from inside the growing hull. The *Leavitt* was the coasting schooner built for commercial shipping that owner Ned Ackerman lost on its maiden voyage off New Jersey. This second letter from Fenwick was received in October 1976.

Hindsight is a wonderful thing. I sometimes wonder how much I could have learned had I kept writing to Fenwick. What kind of relationship could have developed between a young dreamer and "...an embittered and superannuated crank?" Fenwick C. Williams truly was a catboat legend.

Note: Also see *Fenwick Cushing Williams, Naval Architect*, *WoodenBoat*, No. 151, Nov/Dec 1999, pp. 74-83

October 8, 1976

Dear Mr. Horne,

I was pleased to receive your letter of the 4th. You are probably very well advised not to rush into a commitment. Many things should be considered, perhaps one of the not too difficult to answer being the matter of what one should do about a 10° diameter mast.

Calypso was designed while I was working in John Abline's office, so the plans would have to be obtained from that source.

Several week-ends ago Jon Kevin White, who is building the 15 footer at Penobscot Boat Works, planned to come to Marblehead with his wife and infant daughter. I am quite certain that I didn't write anything that could make his question his welcome, but he didn't show up nor have I heard from him. Perhaps some time when you are in Rockport you could find out if all is well; I have felt somewhat concerned.

John Selmer - owner of Rockport is a son of an old friend of mine, now deceased, who made me a very nice model of my 21 ft. catboat design. This model is in the room where I am writing.

The late Murray Peterson's youngest son Bill is working on the big ketch being built by Lee Nielsen in Rockland.

Perhaps I should not mention the fact that I

have plans of a 30 ft. catboat, but it tempt you toward an even more arduous undertaking.

I suppose, in planning other than conventional construction, one has to give careful thought to the connection between the keel and what would normally be the garboards.

Several years ago Newbert & Wallace in Thomaston built what I believe was supposed to be a replica of a 25 ft. Crosby cat which had been highly valued by the owner's family for many years. I never heard how she turned out, but I seem to recall that for some unknown reason the bottom paint was carried so high as to largely ruin her appearance.

Don't hesitate to write at any time. It seems likely that I will always be pleased to hear from you, and I don't find writing irksome.

Sincerely,

Fenwick Williams



# Improved Gaff Saddle

Jerry Jodice

Over the years, beginning with my first Marshall 22, *Mamie*, I have been troubled by mast scarring! In fact, I have never seen a Marshall 18 or 22 without scarred masts due to the design of the gaff saddle. Repainting annually is not my idea of a suitable solution! I have seen photos of a leathered gaff saddles, but a leathered saddle is costly for one without the talent for leathering, an otherwise impossible task. I decided enough is enough and began looking for suitable materials to protect the aluminum mast from the stainless steel saddle.

So I ordered a quarter-inch thick piece of one and one-half inch wide Teflon, thirty six inches in length from McMaster-Carr, an industrial supply company in New Jersey. This sheet had one side treated to allow adhesives to stick to it.

I cut two, lengths, shaped to the curve using clamps, and extending beyond the top and bottom edges of the saddle by one half inch. The length was approximately twelve inches and extended over the saddle sides to allow for final trimming to length. For the adhesive, I used a Loctite epoxy supplied in two plastic syringes, calibrated to provide the correct base and catalyst mixture...no sticky mess! This made for a simple application directly on to the treated surface of the Teflon. These were clamped in place while the epoxy cured at room temperature.

To further secure the Teflon, I then drilled a series of holes, countersinking each, through the Teflon into the saddle itself to allow the use of #6 flat head machine screws. Each hole was then tapped to accept the 6-32 machine screws. Looking back, the number of screw fastenings could probably have been reduced by half. However, not having long-term experience with this adhesive, nor its compatibility with Teflon, I figured more is better.

Over the Summer of 2018, I watched the position of the saddle under all points of sail. Lo and behold, no mast scarring! Slippery is good!!

The cost of a three foot length of the adhesive modified Teflon was about \$80; the machine screws and adhesive cost about \$25.

One other thing: The parrel on a stock saddle from Marshall Marine is permanently installed using compression ferrules and cannot be removed without cutting the wire or unstepping the mast. To remedy this, I put a small shackle between one eye and the

saddle. I can now remove the saddle whenever I need to.

This winter I hope to have the mast refinished with Awlgrip or similar product further providing a hard, scratch-resistant surface.



Improved gaff saddle – Teflon guards. Note the small shackle on the left end of the parrel.

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## A Nantucket Catboat – Hidden in Plain Sight?

Bill McKay

She certainly looked sturdy and heavy; she had a keel and drew a bit under four feet; she was not built for racing; she was built for scalloping and work in the harbor. From 1935-38 she was created in “spare time” by Charles Sayle Sr. Most of this account is from Bill Sayle who, though not born for another decade, grew up with stories of this build from his father, Charlie Sr.



Almost ready for launch in 1938?

Before we pay attention to the building project, it's important to know a bit about the builder. As a young man, Charles Sayle left Gloucester around 1929 after fishing on the Grand Banks for six years. With one bag of property, he was determined to head for either Block Island or Nantucket. Having made up his mind, he took a train from Boston to Hyannis. He had the great fortune on the train to meet a Judge Poland, who owned a house on the outskirts of town. One thing led to another and Charles ended up the caretaker for that home for the whole winter. Keeping the fires going, working the gardens and doing odd jobs around town, resulted in Charles saving enough money to eventually buy a modest home and small shop on Union Street, a perfect location for a man who loved the harbor.

By spring, Charles had become a fixture on the waterfront and anywhere else he could make a modest living. He quahogged, fished and scalloped. At a young age he found he was good at making ship models and carving wood pieces. He would do this his whole life. He worked on and for the special boats which frequented the island. One of these, the cargo schooner *Alice S. Wentworth*, was owned by Zeb Tilton of Martha's Vineyard. It was the last cargo schooner to work those waters.<sup>1</sup>

Charles married an island girl, Muriel Stafford, in 1942 and they had two sons: Charles Jr. and Bill. For many years he supported his family with his special skills: model-making, carving wood and doing whalebone scrimshaw products for Nantucket baskets.



June 10, 1959 Yankee Owner Reed Whitney (looking over Stern) and Charlie Sayle Sr., attaching Carved Eagle (Carved by Charlie) to the Stern of The Yankee.



Later in life: Charlie became a well know member and eventually Commodore of the Wharf Rats Club, down on the docks among the fishing and scalloping buildings. Charles Sayle Sr. died in 1994.

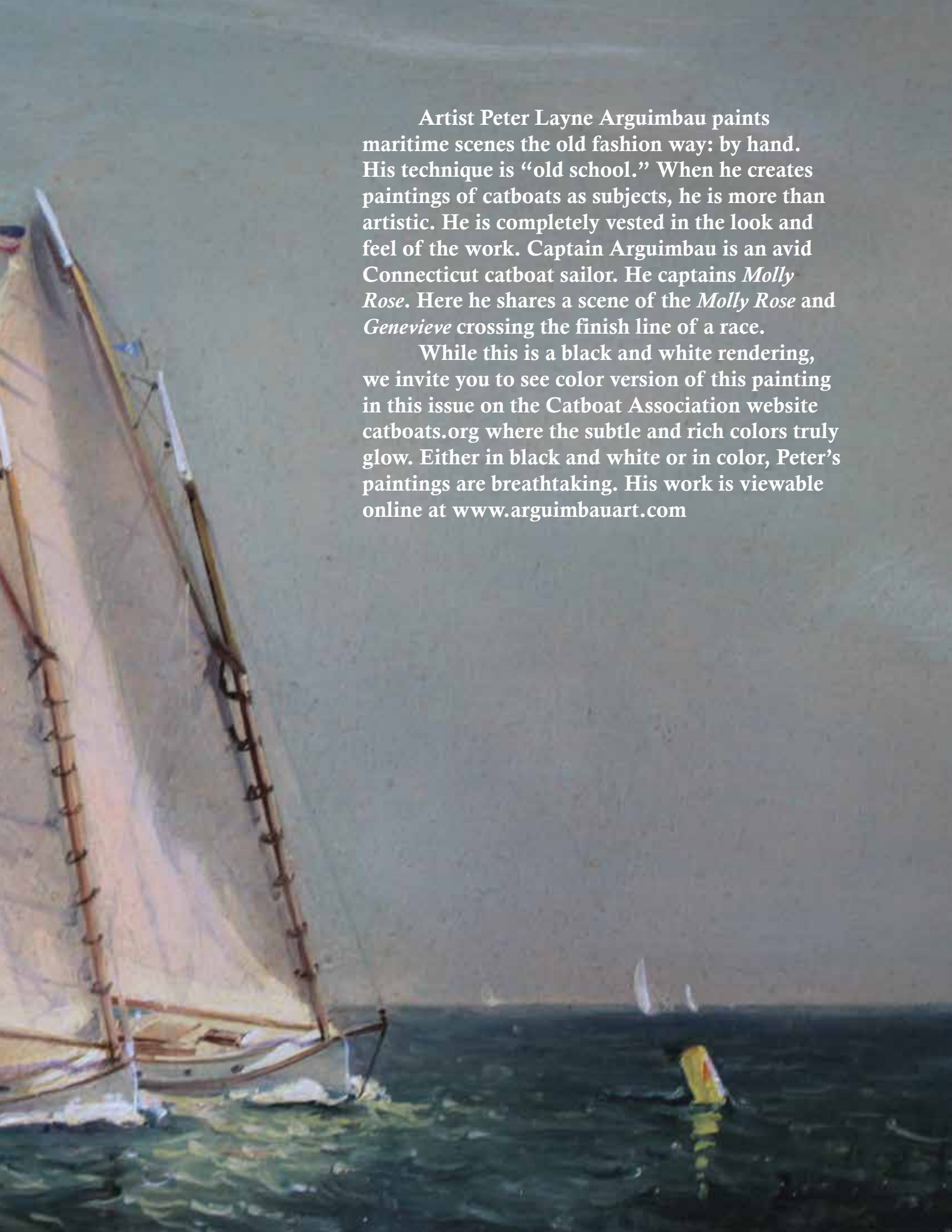
Today in 2019, we can still read of the select company Charlie Sayle Sr. had kept. Splash, the newsletter of the Egan Maritime Institute on Nantucket, took an in-depth look at boatbuilding on the island from the age of whaling through today. Visitors can learn the stories behind several famed island boat builders of the past. This includes the owners of "The Big Shop" on Chicken Hill where many whaleboats were built, the Brant Point Shipyard, the little-known Nantucket camels whaleboat and catboat builder Barzillai Burdett, whaleboat builder William Chase, and the well-known catboat designer and builder Stanley Butler, as well as Cliff Mazerolle who often hired Charlie for periods of time and helped him build his catboat and then sloop the *Argonaut*.

But now back to his catboat. His plan was to build a solid catboat to use as a scallop boat during the winter months when scallops were plentiful in Nantucket's large harbor.

(Continued on page 38)







Artist Peter Layne Arguimbau paints maritime scenes the old fashion way: by hand. His technique is “old school.” When he creates paintings of catboats as subjects, he is more than artistic. He is completely vested in the look and feel of the work. Captain Arguimbau is an avid Connecticut catboat sailor. He captains *Molly Rose*. Here he shares a scene of the *Molly Rose* and *Genevieve* crossing the finish line of a race.

While this is a black and white rendering, we invite you to see color version of this painting in this issue on the Catboat Association website [catboats.org](http://catboats.org) where the subtle and rich colors truly glow. Either in black and white or in color, Peter’s paintings are breathtaking. His work is viewable online at [www.arguimbauart.com](http://www.arguimbauart.com)



In his free time, he built the no name cat in a shed down near the docks and the harbor. Starting with an oak keel and then oak frames, he planked the 20-foot long by 9-foot 6-inch wide hull with mahogany. Her first engine was a four cylinder Crosley. But then he was hired by an off-island museum to build a number of models for their collection, and the build stopped. He figured the model-building would be a three to four year commitment; so scalloping and finishing the catboat took a back burner.

Before we leave this photo, look at the catboat on the right; that's young Bill Sayle's first attempt at a rebuild. Looking at it now, he believes it may have been a Manuel Swartz Roberts cat, with its distinctive coaming and cabin top. He learned a lot from this project, but ultimately the cat was too far gone and she could not be brought back to life.

Time for plan B. Charles decided that the workboat would become more of a sloop, a little yacht, perhaps for charters. He and a friend took out the centerboard, filled the keel, added an Atomic 4 engine and then did the amazing addition of five feet to the stern. The vertical stern of the catboat was replaced by a counter stern of about five feet. Deadwood was added to deepen the keel appropriately.



A rig was added of six shrouds with ratlines, two forestays for jibs and much strengthening for the bowsprit. Charlie also added some decorative features; most noticeable were the white rails rather than a coaming.



Launch Day, 1938.

In 1938, the catboat turned sloop, finally named *Argonaut*, was launched from the shed to the harbor.

Bill remembers his dad telling him of a magazine that came to report on this event. Of course, the cradle became stuck halfway to the water and Charlie had to do some quick thinking and coaxing to get her wet.





In the '70s, my children would often head up to the corner of the slips near the Chandlery. To them it was the Pirate Ship of Nantucket Harbor.



After Charlie Sr. passed on, *Argonaut* saw hard times. In the three-day no name nor'easter of 1991, she sank and suffered so much damage that she was almost beyond repair. She then sat many years in a shed. But in 1998, Charles Jr. undertook a complete rebuild at Pease Brothers Boatworks in Chatham on Cape Cod. His brother, Bill Sayle, visited often to check the progress of this hull-up rebuild from 1999 to 2000.



Back on Nantucket in 2000, *Argonaut* sailed again but not often. She did set out on a notable trip to Connecticut at one point.

They got as far as Cuttyhunk and an old woman there studied the boat, the captain and the crew for some time. She asked Charlie, "Who built the boat?"

"The old man," he replied. She must have thought he referred to one of the crew, Captain Jack (Dave Coombs as we remember him). After the six men walked and enjoyed the beauty of this island, they returned without Captain Jack; he took a zig rather than a zag and wandered off away from them. Back on the town dock, the lady asked Charlie Jr., "Hey, where is your father?"

"Oh, he died."

"So soon?" she answered. One wonders how long she thought about these strange men from Nantucket or looked around Cuttyhunk for some sign of Captain Jack.

And now, it has been five years since the passing of Charlie Jr. So *Argonaut* has been back in a shed and perhaps has not been wet for eight years. She has been owned by Charlie Sayle III from the time of his father's passing. What is her future? That remains unknown. What we do know is that all the details of Charlie Sayle Sr.'s original catboat are still hiding there within the hull of *Argonaut*.

Note: 1. To learn more, check out: *Historic Videos of Martha's Vineyard: Captain Zeb Tilton*, on YouTube. At one minute in, you can see Charles raising sails then leaning over the starboard bow.



# Stow It!

Peter Knowlton

I've had a 1969 Marshall Sanderling, *Willow*, for five years now, and although most of my sailing is around Salem Sound on Massachusetts' North Shore, I occasionally do a one or two week cruise.

The stock Sanderling has very limited "dry storage" other than the two forward shelves. I always seem to get a gallon or two of water in the bilge, which sloshes up under the berths, so what little can be stored there has to be in small dry bags, and isn't really accessible. Spare parts, tools, and lines are stored in Rubbermaid totes under the cockpit seats. But what about interior storage? The following presents several of my solutions.

**Forward shelf.** I installed a 20-inch deep shelf over the forward end of the berths. The shelf is made of 6-mm okume plywood (leftover from a dinghy build project), and has end boards of leftover western red cedar, finished with teak stain and varnish. To facilitate removal, I mounted two 1/4-inch aluminum channels (perfect for the 6-mm plywood) under the shelves with stainless steel screws. The shelf works well for light weight bulky items like my sleeping bag, light foul weather gear, spare shoes, boat mascot, etc.



The forward shelf with a mascot.

**Under Cockpit Shelves.** There is storage either side of the centerboard trunk, accessible from the cabin. I found I could just squeeze a 3-gallon Rubbermaid container under each side, but removal was difficult – they sat low and at an angle. My solution was to enlarge the openings as much as possible using a Dremel (and a good dust mask). The snap-in vinyl molding had deteriorated, and the fiberglass is non-

structural. A pair of tapered cleats were formed using leftover solid PVC trim-board and more of the leftover 6-mm plywood. One cleat was screwed to the shelf and the other cleat has two 3/16-inch brass pins that go into 1/4-inch holes in the shelf. This allows the shelf to just fit through the opening. A cockpit rebuild is a year or two away and at that time the cleats may be permanently installed and the shelf mounted with pins on both cleats. It appears the diagonal of the opening will just allow a piece of 6-mm plywood to fit through. Generally, I keep about ten 16-ounce water bottles and some power bars in one, and canned goods in the other. The attached photo is of an early rough mockup.



The under-cockpit shelf.



An under-cockpit container.

**Galley Shelf/Lap Table.** I keep my galley in a transparent water/air tight box (from one of the container stores), which takes up about half of the starboard flat. This box is large enough to contain most of my cookware and a single-burner butane stove in its storage box. This doesn't leave a lot of room, once the stove is set on the remaining flat. I've fashioned a lap table/shelf, just about half the flat size that fits on two cleats (yes, leftover PVC) attached to the centerboard trunk and storage flat face. To attach the cleats, I used one of my favorite (semi-permanent solutions)-3M extra heavy duty exterior two-sided mounting tape. This tape bonds to the centerboard paint better than the paint bonds to the fiberglass, so it is best to mark the location and carefully remove the paint from the mounting area. The shelf can be used as a lap table in the cabin or cockpit.



The shelf/lap table.

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# Cruising

Steve Flesner, Editor

## Sailing *Lazy Lucy* Home, Part III

Brent V.W. Putnam with Victoria I. Putnam

*Parts I and II of this series chronicled our journey from Manteo, NC to Portsmouth, VA, and from Portsmouth to the Toms River in New Jersey, respectively. This is the conclusion of our voyage to bring Lazy Lucy home to Falmouth, MA.*

**Monday, June 4 – Ocean Gate, NJ to Brick, NJ to Brielle, NJ via Toms River, Barnegat Bay, the Point Pleasant Canal and the Manasquan River**

*“There are no strangers here; only friends you haven’t yet met.”*

~ William Butler Yeats

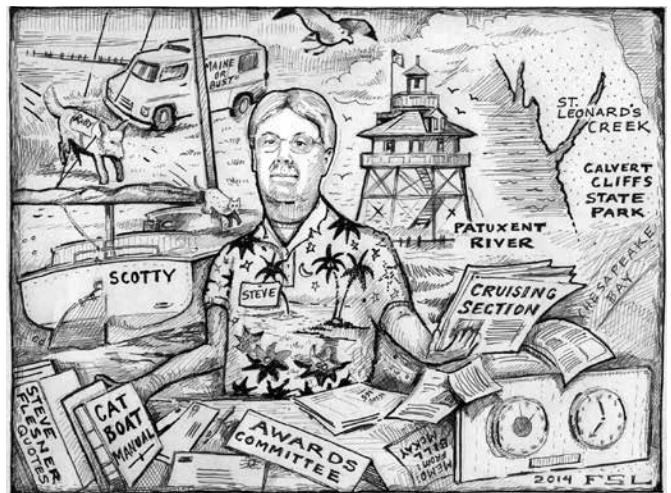
At dinner on Sunday night, Victoria observed that people along the way have been incredibly helpful. This was especially true of our experience at Ocean Gate; it was hard to imagine that people could be any more friendly, but today, New Jersey hospitality was at its finest.

Although it would be possible to get to New York in one day, the weather was still unsettled outside and we had to time our transit of the Point Pleasant Canal to accommodate the current. There was time to stop and smell the roses.

The day began at a cool 57 degrees; when we started this journey in North Carolina, it had been in the mid-80’s. After breakfast, topping off the tanks, and settling with the office at Ocean Gate, we motored out of the Toms River and hailed the bridge that links Bay Shore to Seaside Heights. The tender gave us an 11:00 a.m. opening, so we dropped the Delta for the second time and waited.

There was plenty of wind – the small craft advisory was still in effect until noon – but with a narrow, winding Intracoastal channel, a stuck centerboard and unfamiliar waters, we opted to motor, leaving the sail tied for the day.

It was a beautiful, relaxing stretch. The sun came out and warmed us and the wind quieted. We saw a Marshall 22 under sail, though they never came close enough to hail. In the distance we spied a large catboat motoring south. A view through the binoculars



revealed it to be *Silent Maid*. We were definitely in catboat country!

The current in the canal wasn’t going to ebb north until 3:30 p.m., so I called ahead to Beaton’s to see if we could tie up for a bit. Suzanne had been following our adventure on Facebook and knew we were in the area. As if on cue, Tom walked out to greet us as soon as we tied up. He immediately offered a tour.

*Gannet*, here from New York for a mast repair, was tied up at the dock, the A cat *Raven* behind her. In one of the buildings, the A cat *Mary Ann* was being prepped for the season.



*Gannet and Raven at Beaton’s.*

Tom took us up to the office to meet Suzanne. She offered to drive us down the street to pick up lunch at Jersey Mike’s. There was food on the boat, but when in Rome... Besides, we’d never been to a Jersey Mike’s. Along the way, Suzanne shared some history of the boatyard and described the damage that Hurricane Sandy did.

Before we left, Suzanne gave us her phone number and looked up some information about the Point Pleasant Canal. We had read that it could be



a difficult transit with the current, bridges and boat traffic, and the Beatons confirmed the need to be cautious.

It was a short trip to the canal, and as we approached the first bridge, I hailed the tender.

“I see you,” she immediately replied, “Keep coming and I’ll have it open.”

True to her word, the bridge deck rose quickly as we closed the gap. Once we were on the other side, she called the next bridge.

“When will I see them?” the second tender replied.

“Just look out your window!” she playfully retorted.

The second bridge rose as quickly as the first. Our transit was well timed and uneventful. There was a slight flood current – perhaps half a knot – against us which ensured that any problem would give us time to act without being swept into a bridge. Although the canal can get very busy on weekends, it was a Monday, and there were just a few boats out here with us.



Along the Point Pleasant Canal.

A short distance down the Manasquan River from the canal was the Manasquan River Yacht Club. We pulled into the basin and Ed, the dockmaster, helped us tie up. We had covered a total of 13 nautical miles from Ocean Gate over a leisurely six hours.

Within minutes, we had visitors admiring *Lazy Lucy*. New Jersey hospitality showed again when Kevin, a past commodore of the club, offered to let us use his car. When we declined, he handed us his phone number just in case we needed anything.

We had one more bridge in our way. Perhaps the hardest part of this trip was finding information about the bridges before we got to them. Thankfully there have been signs, and we called the phone number to arrange an opening. The voice on the other end sounded familiar. When I gave him the name of the boat, the second tender recognized us.

“I let you folks through earlier!” he exclaimed. Apparently, the phone number rings at all of the local bridges. He promised to have the Manasquan River bridge open at 6:00 a.m. tomorrow.

It was a short walk down the road to a convenience store for a few supplies and a restaurant for dinner. Back aboard *Lazy Lucy*, we watched the sun set over the Manasquan with an ankerdram – a dram of liquor to celebrate a successful passage – of that Carolina Rum.

### **Tuesday, June 5 – Manasquan River, NJ to New York Harbor (Jersey City, NJ) via the Manasquan River, North Atlantic Ocean, Lower Bay and Upper Bay**

*“What would an ocean be without a monster lurking in the dark? It would be like sleep without dreams.”*

~ Werner Herzog

The sun rose behind the Manasquan River bridge shortly after 5:30 a.m. It took a little effort to start the Yanmar, but it started. The National Weather Service was predicting five to ten knot winds, increasing to ten to fifteen knots with twenty-knot gusts, and three foot seas with a seven-second interval – perfect sailing weather.

The bridge opened to reveal a second bridge – a railroad bridge – behind it. Before we could hail them, there was a voice on the radio and the bridge was open. Then it was around the bend and we were into the Atlantic again.

At 8:00 a.m., I tried to raise Jim, WA1GPO, on my ham radio. We had tried a contact several times the day before, coordinating times and frequencies via texts. However, local noise and a finicky antenna tuner continued to plague me. This morning was no different. I could hear him on 3950 kHz, but he couldn’t hear my five watt signal and I couldn’t get the tuner to work on any other frequencies.

As predicted, there was ample wind, so for the second time on this journey we turned off the engine. Further out to sea off our starboard were several commercial fishing boats that appeared to be setting nets. It was about 8:45 a.m. and we were moving along nicely at four and a half to five knots. Victoria was at the wheel. I went below for some reason that escapes me now – probably because of what happened next.

“Oh my God,” Victoria exclaimed, “A whale!”

I poked my head out the companionway like a prairie dog to see the dorsal fin and flukes of a humpback whale diving a boat’s length off our bow.

We were in awe. Victoria more so; if my daughter feared anything out there, it was the potential of a collision with a whale. And there, within a boat's length, was a whale. Indeed, just two months after our encounter, a 20-foot recreational fishing boat was capsized in this very area by a whale. Whether it was the same leviathan that we encountered, we'll never know.

Victoria turned *Lazy Lucy* to port, away from the direction of travel of said whale and closer to shore where – we hoped – we would be less likely to encounter more whales.

Half an hour later, the wind was still quiet, so we shook out the reef. Under a full sail we were moving at more than five knots. It was glorious.

Rounding Sandy Hook, we started to encounter ship traffic, including an Italian warship. The southwest wind and inbound current pushed us along as we approached the Verrazano Narrows. At one point, the GPS recorded 7.9 knots. The traffic increased, so we dropped the sail, but it was a struggle to get it tied up in the choppy, gusty conditions near the Verrazano-Narrows Bridge. Clouds rolled in with a few light rain showers.

Victoria wrote in a Facebook post, "I have to say, going into such a big harbor with such grandeur, you can't help from feeling starstruck."



New York!

Indeed, it's hard not to feel a sense of accomplishment as we entered New York Harbor. This was the goal. Obviously we wanted to get *Lazy Lucy* home to Falmouth, but I only had two weeks off from work and it seemed that everyone – from the surveyor to Rebecca to my coworkers – felt that there was no way we could traverse the distance in that time.

Just four and a half hours by car, New York City is a reasonable drive from Falmouth. All we needed to do was get *Lazy Lucy* to New York and we could come

back and get her later. In spite of engine trouble and weather delays, we succeeded with time to spare. We just might make it home.

We made our way to the Liberty Landing Marina in Jersey City, just across the Hudson from lower Manhattan. The winds were still strong. Our first attempt at backing into the slip failed, so once again it was bow-in. We'd covered 45 miles.

Once again, *Lazy Lucy* attracted attention, this time from the dockmaster, Andy, who made it a point to come by and admire her.

Although we passed the Statue of Liberty on the way in, Victoria had never visited it, so we took the ferry to Liberty Island. There was some disappointment as it was too late in the day to climb to the top. Nevertheless, we got to see Lady Liberty up close and the 9/11 Memorial and the historic Central Railroad of New Jersey terminal in Liberty Park.

The marina was beautiful, but a little isolated with no conveniences within walking distance. The expense – more than twice the cost of two nights at Ocean Gate – meant dinner was aboard that evening. I warmed some pre-cooked chicken, steamed broccoli and fried Brussels sprouts with garlic as we watched the city light up at dusk.

### **Wednesday & Thursday, June 6-7 – New York Harbor (Jersey City, NJ) to Stonington, CT via the Upper Bay, East River and Hell Gate, Long Island Sound, and Fishers Island Sound**

*"Sailing is such a variable sport. There could be no wind, or there could be 25 knots. You never know what you're going to get."* ~ Hannah Mills

It was another late morning, this time because we needed to wait for the slack tide in the East River. After breakfast, showers and a visit to the chandlery, we left the slip and tied up at the fuel dock to get a few gallons of diesel and pump out the head.

There was a problem with the pumpout at the dock, so we had to wait even longer for the pumpout boat to arrive.

We left the dock at 11:30 a.m. It was about 65 degrees with some cumulus clouds and sun. A Marshall Sanderling – whose name we neglected to record – was motoring out ahead of us. We cut across the Hudson and around the Battery. We had a beautiful view of the Manhattan skyline and the bridges as we cruised up the East River.

Initially, Victoria was at the bow taking pictures,

but I called her back to the cockpit when I realized that we were moving up the river almost as fast as *Lazy Lucy* could go on her own.



Through Hell Gate!

It's possible to go too fast. On the third leg of our circumnavigation of Cape Cod in 2015, we left Chatham's Old Harbor at 5:30 a.m., having planned on a 12-hour trip to Provincetown at about four knots. A building wind from the southwest had us double-reefed and scandalized, but the water along the outer beaches of Cape Cod was relatively calm close to shore. In spite of having to stop and bail our dinghy, the combination of strong wind and relatively calm water had us reaching seven knots at times. It put us well ahead of schedule and into a terrible rip of confused, six-foot seas off of Race Point.

The pumpout delay, while adding an hour to our departure, actually assisted us through Hell Gate; it meant we were transiting not right after slack, but several hours into the flood. We were exceeding hull speed and at several points along the East River the GPS showed ten knots. In spite of the late departure, we were an hour ahead of schedule by the time we reached Long Island Sound. I began to fear something similar to Race Point might happen. Indeed, that The Race (the water between Plum Island and Fishers Island at the eastern end of Long Island Sound) and Race Point shared similar names seemed to portend a bad omen. But as the afternoon wore into the early evening, Long Island Sound lay placidly before us.

During the early planning for this stretch of water, we thought about stopping for the night somewhere in Connecticut. However, timing our passage through Hell Gate didn't coordinate well with the currents in Long Island Sound. Eventually, we settled on doing another overnight run that would carry us along the Connecticut shore.



A placid Long Island Sound.

By 6:00 p.m. we were about 2-1/2 miles south of the Norwalk Islands. It was calm when Victoria went below to get some sleep in advance of her watch, but by 7:00 p.m. a strong south wind had blown up. The previously placid sound was now boisterous with short period three-foot seas on the beam which were rolling *Lazy Lucy* uncomfortably.

I turned *Lazy Lucy* south to Long Island, hoping to get into the lee of the land and quieter seas. We were pounding our way through the chop when Victoria opened the hatch.

"What god did you piss off?" she exclaimed.

We slogged our way toward Port Jefferson and then turned east. Before handing the watch over to Victoria, I entered new waypoints into the chartplotter. We discovered that the starboard sidelight was out – it appeared to have been waterlogged by a wave, shorting the new LED – but conditions were too rough to fix or replace it. We had a lantern handy in the cockpit and the north shore of Long Island from Port Jefferson east has few harbors, so we didn't expect to see any boat traffic from that direction.

My watch began at midnight about two and a half miles off of Northville. It was a chilly 57 degrees, but the wind and seas had quieted and we were moving along at six and a half knots with some help from the current. Before Victoria turned in, we added five gallons of diesel from a jerrycan.

There was no fog and in spite of having slept, fatigue set in. I found myself doing squats in the cockpit in an attempt to ward off drowsiness. Lights could be seen on shore, including the Horton Point lighthouse, and a partly cloudy sky allowed some stars to shine through. Buoys flashed green and red in the distance. A crescent moon rose in the east, peeking in and out of the clouds.



We were off the Connecticut River when Victoria took the helm at 4:00 a.m. The eastern sky was aglow, hinting at a sunrise that was still more than an hour away.



Sunrise over Long Island Sound.

I was up at 7:30 a.m. Twenty minutes later we dropped anchor behind the breakwater in Stonington. As soon as the anchor set, Victoria dove below to sleep. We had covered about 115 miles over 20 hours.

**Thursday, June 7 – Stonington, CT to New Shoreham (Block Island), RI via Fishers Island Sound, Block Island Sound**

*“Seas were meant to be sailed by those with salt in their veins, and love in their heart.” ~ Anthony T. Hincks*

We anchored three hours ahead of schedule, the new route apparently having had more favorable currents. I added another four gallons of diesel and then sat in the cockpit eating oatmeal and watching Coast Guard Academy cadets on 44-foot sailboats leave the harbor for some destination unknown.

We’d planned on stopping at Block Island – conditions and time permitting – but figured that it would be after a night in Stonington. After reviewing our options and the weather predictions for the next few days, Block Island seemed to be an easy target today.

Victoria rested for about two hours. When she awoke, I presented the alternatives. Block Island it was.

We weighed anchor at 10:00 a.m. and raised the sail. There was a favorable ebb current to Block Island.

We motorsailed, close-hauled at about six knots on a five to ten knot wind amidst one to two foot seas. My boss texted me, but I didn’t recognize his personal cell number. Once we sorted out identities, I sent this picture.



Block Island Bound!

“Looks cold...” Allen texted, “But you look happy as hell!”

Yes, indeed.

We tied up in a slip at the Block Island Boat Basin at 1:15 p.m., having covered about 18 miles.

Sightseeing was in order. Block Island is reminiscent of Martha’s Vineyard, but more rural. We walked to the downtown of New Shoreham – the island’s only town – where several breakwaters make a man-made harbor for the ferries and a few other vessels. Lunch was at Three Sisters, a local sandwich shop, followed by dessert at Aldo’s Bakery.

We walked the mile and a half back to the Great Salt Pond. I replaced the alternator belt on the Yanmar as a precaution – it seemed a little cracked – and we cleaned up a little. Dinner was at The Oar, a restaurant overlooking the marina and decorated with – you guessed it – painted and signed oars from past patrons.

We had three days to get home, but really only needed one. Should we stay another day as originally planned? Block Island was beautiful and bucolic, and another day would certainly have been relaxing. But home was within reach and it had been a long two weeks. Tomorrow’s weather would be ideal and a favorable current late in the morning would make a relaxed departure possible. As night fell, we made the decision to depart the next day.



Sunset at Block Island.

### **Friday, June 8 – New Shoreham (Block Island), RI to Falmouth, MA via Block Island Sound, Rhode Island Sound and Vineyard Sound**

*“He set his sail and kept moving into the heart of the ocean until she calmed down. And once the storm was over all he saw was a place that no one could imagine and nobody had ever reached. And in the end the journey was worth it.”*

~ Akshay Vasu

Eldridge writes of “a curious phenomenon” that allows a vessel to ride a favorable current between eastern Long Island and Nantucket. To do this, we needed to be in Rhode Island Sound south of Newport by 2:00 p.m. Departing at about 10:00 a.m. would do the trick.

I didn’t need to wake early, but some habits are hard to break. The sun rose into an almost clear sky; a few high, thin clouds were illuminated overhead. A cacophony of birds were calling and singing. In the distance, construction noises echoed. It wasn’t really warmer this morning, but it felt like it. A southwest breeze had set in; underneath it is the salty, fishy smell of the ocean.

After a shower and breakfast, we topped off the fuel tank from the jerrycan but didn’t refill it. There was enough diesel to get home – and then some.

We departed at 10:00 a.m. with a six to eight knot southwest wind behind us. Knowing that the wind will pick up later, we put a reef in.

By noon, we were averaging six knots motorsailing with following seas, about 3-1/2 miles south of Point Judith, Rhode Island.

There was enough wind, so we idled the engine for a while. For the third time on this voyage, we were sailing.

Cuttyhunk was sighted at 2:30 p.m.; Gay Head was seen about thirty minutes later. We were home.

Well, almost. We still had to traverse the length of Vineyard Sound, and as we approached the gap between Cuttyhunk and Gay Head, *Lazy Lucy* got squirrely. The wind had increased to ten to fifteen knots and with the inbound current we surfed down two to three foot waves at eight knots. As the waves lifted the stern, the rudder lost its bite against the water and *Lazy Lucy* threatened to broach. I muscled the wheel over and we stayed on course, but that was only temporary until the next wave lifted our stern.

It took an hour or two, but as we got further into Vineyard Sound the wind and waves quieted. We took the sail down, but were still moving along at seven knots, boosted by the two-knot flood current.

The scene was familiar to us. Ferries passing back and forth between Woods Hole and the Vineyard. I tuned my ham radio to 147.375 MHz – a local ham radio repeater – and Jay, WB4KYW, returned my call. We chatted for a few minutes, but I had to get Rebecca, who is waiting for us at the Falmouth Yacht Club, on the phone to let her know of our imminent arrival.

It was about 7:00 p.m. when we tied up at the club just inside the Falmouth Inner Harbor. We had averaged more than six knots, traveling about 55 miles.

We were home.

### **Epilogue**

*“Look after your ship, and she’ll look after you.”*

~ John Vigor

During the sea trial in April, the Yanmar overheated shortly after leaving the dock. The surveyor diagnosed it as a rusted thermostat. Later, at full throttle, *Lazy Lucy* was only making four and a half knots. Unfamiliar with the boat, and wearing rose-colored glasses, I missed the warnings.

Upon arrival in Falmouth, there was some cleaning and maintenance to do. I changed the oil and filter and sent an oil sample to Blackstone Laboratories for analysis. The report suggested that there was, “coolant or cooling water contamination.”

As June became July, the Yanmar became harder and harder to start, and there were moments when – like during the sea trial – our speed over ground was less than expected. By August we were stuck on the mooring, my weekends spent troubleshooting instead of sailing. Releasing the compression on the forward cylinder facilitated starting, so I assumed a clogged injector and replaced it. When that didn’t work, Rebecca found a diesel mechanic.

The head gasket had been compromised. The cylinder head was sent to a machine shop for resurfacing, but it couldn't be reused – there was a crack in the forward cylinder.

In spite of this seemingly fatal affliction, *Lazy Lucy* carried us 600 nautical miles through a creek, two canals, five rivers, seven bays, seven sounds, dozens of miles of Intracoastal Waterway and (three times) into open ocean.

Was it luck? A miracle?

The superstitious might suggest that the offering of Carolina Rum worked. If you subscribe to John Vigor's Black Box Theory, our care of *Lazy Lucy* – replacing failed equipment, installing new and making whatever improvements were possible – were the deposits we needed to offset the withdrawals of the voyage.

But “care” might just be the operative word here. We took care of *Lazy Lucy*, and she took care of us.



Home at last.

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## Down on Dee Bay Hon

Steve Flesner

Crabs, sure we got crabs, we just don't got no pickers. The lament heard around the Bay and especially on Hooper's Island where, thanks to the foreign guest worker visa lottery, only one of the dozen crab processing houses was able to hire guest workers to pick crabs, the rest remained closed. The result is trickle down economic devastation in the seafood community on this Eastern Shore island that depends on the crab industry which affects every aspect of their livelihood. So, the end results....the price for picked crab meat was sky high and the price for crabs that the watermen sell was low – not the balance the waterman want to see and can survive on. Because of

the short supply of local crabmeat, many restaurants on the Chesapeake Bay actually ran short and had to import it from the Gulf states. Somehow, I'll bet a certain country club in Florida had no problem hiring foreign guest workers..!

Add the shortage of guest workers to the weather mix and things didn't get any better. Crab season started slowly as cold temperatures hung around in to late spring, then flooding rains came in late May and early June, followed by a period of developing drought before flooding rains resumed in July and August. 'Bout the only thing the watermen didn't have to contend with were grasshoppers and locusts! The heavy rains reduced the water's salinity which affected crab growth and migration. Typically, by early fall, many crabs would have migrated to upper portions of the Bay, but because the water was so fresh, they stayed further south forcing watermen to move further down the Bay and gas cost money! If that wasn't enough, the Conowingo Dam up north opened its flood gates and plumes of sediment along with tons of wood and junk washed down the Bay. Crabs won't stand in muddy water because it will suffocate them so they took off and headed south to the lower part of the Bay. Unfortunately, the lower part of the Bay was where the effects of Florence might have been felt so the watermen began pulling pots or putting them in deeper water. Ever wonder what that fox felt like when the hunting dogs were chasing him...you might ask a crab!

One enterprising Virginia seafood business owner figured a way around the crab meat shortage. Security video footage at his trial showed workers stuffing crabmeat from China, Indonesia, Thailand and Vietnam into blue-crab containers labeled “Product of the USA.” His creativity got him 45 months in a Federal prison and a \$15,000 fine for conspiring to falsely label millions of dollars worth of foreign crabmeat some of which was beyond its “best used by” date. We take messing around with Chesapeake Bay crab meat petty seriously...some of us even consider crab meat from other than the Bay to be “foreign!”

As a follow-up to my chance to taste muskrat stew, unfortunately, I'm still waiting. Larry said the board of health closed his favorite muskrat restaurant after one of the inspectors was bitten by a muskrat that wasn't quite dead yet...got to watch those teeth..... so much for ordering your muskrat rare! I may have another chance to try it this spring; and I'll order it well done, but if there is no Down on Dee Bay report in the winter Bulletin, you can guess what happened!





# Rendezvous and Race Results

Steve Flesner, Editor

## Vineyard Haven Catboat Rendezvous 2018

Drew Staniar

It was July 28th, we were on the Vineyard and at a catboat rendezvous; what else could one possibly ask for? The sun was out, and it was already hot as we gathered for the 10:30 a.m. skipper's meeting. The Vineyard Haven Harbormaster, John Crocker, welcomed us and asked that we have fun and sail safely. Once again, Eric Peterson volunteered as the Principle Race Officer (PRO) and explained the course, which consisted of five short legs to keep the sailing close and out of the ferry channel.

The start was off of Eastville on the eastern shore of Vineyard Haven Harbor. Emily Ferguson of Lands Edge Photography (link below) was aboard Eric's *Mary Gray* to take some shots of the entire race. (Her photos of the start clearly showed that Tim Lund aboard his expertly-sailed *Red Squirrel* won the start.) We beat in a ten knot southerly to the "No Wake" buoy at the end of the Eastville Point Beach jetty. Leaving that buoy to starboard, we sailed downwind to C"23A" off of East Chop. We then beat back upwind to N"6" leaving that to starboard and then a run to N"4" off of West Chop.



It was on that last run when things got funky. The wind lightened and went a bit southeast as we raced in the lee of Vineyard Haven's western shoreline. The ebb was starting to build, so our speed-over-ground (SOG) was faster than our speed through the water. *Pandora* rounded N"4" first and caught a puff in the dying breeze and escaped toward the finish line. *Red Squirrel* rounded N"4" in second, just as the wind completely died. *Eldridge's* [Tide and Pilot Book] indicated that the ebb was running at about 1.4 knots. A similar fate awaited *Ishmael*, as she too was becalmed and swept away at the last mark. Both boats could do nothing but watch in frustration as the tide and light air carried the remainder of the fleet through the ever-growing hole between it and N"4". Later-arriving boats rounded and inched toward the finish line in a light breeze. As the scoring indicates, there were some close finishes for the second to fifth place positions.

Around 3:00 p.m., the skies darkened, and the forecasted rain erupted. It was still raining at 5:30 when we all huddled in Mark Lovewell's garage for lively banter, food, and adult beverages. It's amazing how many sailors one can fit into a one-car garage when it's pouring outside.

### RACE RESULTS

Boat	Captain	Type	Construction	Finish Time
<i>Pandora</i> (1)	Drew Staniar	B. Huddlestun 20'	C. Molded	1:40:58
<i>Genie</i>	Ryan Peterson	M 22'	Fiberglass	2:00:30
<i>Moon Shadow</i> (2)	Jeff Lott	M 18'	Fiberglass	2:00:51
<i>Glimmer</i>	Jim O'Connor	M 22'	Fiberglass	2:02:02
<i>Salina</i>	Bob Betts	M 22' sloop rig	Fiberglass	2:03:00
<i>Bella</i> (3)	Doron Katzman	F. Williams 18'	Wood	2:03:42
<i>Pax</i>	Alice Goyert	M 18'	Fiberglass	2:06:33
<i>Tabitha</i>	Mike Murphy	M 22'	Fiberglass	2:07:39
<i>Zena</i>	Skip Richheimer	M 18'	Fiberglass	2:09:04
<i>Genevieve</i>	Bob Luckraft	Crosby 25'	Wood	2:12:04
<i>Julia Lee</i>	Charles Bowman	D. Stimson	Wood	2:12:20
<i>Cape Girl</i> (4)	Cal Perkins	M 22'	Fiberglass	2:15:00
<i>Ishmael</i>	Jay Webster	M 22'	Fiberglass	DNF
<i>Red Squirrel</i>	Tim Lund	M 22'	Fiberglass	DNF

## Notes:

- (1) The Hermon E. Howes Memorial Award for first overall went to *Pandora*.
- (2) The Ray Ellis painting went to *Moon Shadow* as the first Vineyard boat.
- (3) The Manual Schwartz Roberts trophy went to *Bella* as the first wood boat.
- (4) *Cape Girl* received the coveted last place award.

Land's Edge Photo: landsedgephoto.photodeck.com

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## Wednesday Night Racing

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Garth Wlochowski

Time goes by too fast. The summer is too short and the sun always sets an hour too soon. There is certainly never enough time spent sailing my Marshall catboat, *Mystina*. Six months on the water and six months thinking about how I can be on the water more. In my area, Wednesday night is race night for sailors on Long Island Sound. I thought to myself that I should go down not to race but to spend more time on the boat.

Wednesday is the perfect night. It splits the week up and there really is no one on the water except for a few dozen sailboats. I am really not interested in racing. A catboat does *slow* so well. There is something poetic about ghosting along at sunset as the hot summer day starts to cool down and the shore birds quietly come back to their roost. The way a catboat takes the slightest puff of air and glides you along the water with very little effort on your part is bliss.

I recruited my dad and a good friend Ricky as my "crew." My dad and I have been messing about in boats all my life but Rick was new to sailing and certainly catboats. I wasn't sure if he would enjoy the slow, peaceful pace of a catboat.

Rick met me at my house on our first night and we proceeded along the way to pick up my dad. With a picnic in hand we headed to Noank and took the boat out for a wonderful sail in seven knots of wind. Everyone I take sailing says the same thing, that they enjoyed it. The real test is when you invite them again

and either their level of enthusiasm diminishes or they suddenly become busy. I was delighted when on the second week I received a call from Rick wondering where I was; I hadn't even left work and he was at my house chomping at the bit ready to go. The *Mystina* Wednesday Night Race Crew was born. The only race we ever run is the one to get to the boat. After that we float around watching the races and try not to get in the way.

Racing represents two things to me – speed and stress – both in my opinion clash with the beauty and grace of a catboat. Time on a cat should be slow and savored. You're forced to use all your senses. Sit back and let the boat and nature perform their therapy on your soul. If at the end of the night you're not refreshed it's because you weren't on a catboat. When we tie up to the mooring at the end of the night no one is ever in a hurry to leave. When the sail cover goes on, there are still a few moments taken to look around and to relish what we just experienced.

The first few times out, there was a little confusion about who does what and what goes where but due to the simplicity of a catboat we soon became a well-tuned unit. We are up and sailing within fifteen minutes of arriving at the parking lot and using the bathroom (we are old and it's a long trip). Five minutes later everyone is digging into their dinner. Rick's whole wheat healthy something-or-other followed by Frito's. Dad and his gazpacho followed by an, "I really shouldn't..." chocolate chip cookie and I choke down whatever I could grab from the fridge. The flat wide body of the cat makes it the perfect picnic boat, never has an ice tea been spilled.

Nothing ever stands out on Wednesdays. They are always uneventful yet you wake up on Thursday morning thrilled about the night before and excited for next week. As my dad would say "You either get it or you don't."

Rick passed away from cancer last year and I can't help thinking about our Wednesday nights. Rick in some ways was a lot like our Wednesday nights: You either got him or you didn't. As my dad and I prepare for another year of *not racing* on race night we will set sail down one crew member. We will pull out our soup and sandwiches and look down in a hidden corner of the cockpit and spy a soggy old Frito and we'll say, "Yeah we get it." Rick was a lot like my catboat: not perfect but I couldn't tell you one thing wrong with him or her.

"Fair winds and following seas, mate."

# CCBA Wild Goose Chase on the Wye River

Butch Miller

Our usual host, David Bleil, was on injured reserve due to a quarrel he and his bicycle had with a pothole, so I was tapped to host this year's event and do the write-up.

The trip is the last event of the season and was scheduled to be held October 5-8, Columbus Day weekend, to coincide with the arrival of the earliest of the geese. Sometimes they show, sometimes they don't, thus the name "Wild Goose Chase."

I'm not sure exactly how, but a day was added to the weekend making it a four-day event in honor of Columbus! Since *Lark* and *Patriot* were the only two boats to take advantage of the extra day, we decided to make the first stop in St. Michaels to see a bit of the Small Craft Festival. Coming from the northwest, *Lark* had a nice broad reach in ten plus knots of wind; *Patriot* coming from Oxford wasn't so fortunate with a mixed bag. Evening at the anchorage in front of the posh Inn at Perry Cabin brought just enough rain to douse the outdoor festivities that often go late into the night. An early breakfast at the Carpenter Street Saloon was planned for Saturday morning and, fortunately, the one public dock space in town was available. Unfortunately, in October, early at Carpenter Street Saloon is ten o'clock! So, along with a few other gray-haired early birds, a walk about town was in order. Breakfast was great, as usual, and back to the boats we went.

It was a short but pleasant hop across the miles to the Wye in a light breeze. *Patriot* led the way and, near the mouth of the Wye, *Homer* and *Tenacity* fell in line with *Lark* and *Casco Cat* bringing up the rear. You'd have figured that was a well thought-out plan. Not so, but it does show that cats can be herded occasionally. After ghosting for a couple hours, *Lark* eventually gave in to the engine and caught up to the others. The anchorage for the night was Lloyd Creek not far up the river on the south side. Usually our group tends toward gunk holes but knowing that the Titcombs, on *Interlude*, may be looking to join us, we opted for a deeper, breezier anchorage. The Titcombs were headed south but chose to spend a few extra days on the Chesapeake while questionable conditions from hurricane Florence improved on the ICW. Fortunately,

they were in our area for the weekend and found us for a very enjoyable session in the cockpit and a quiet night at anchor.

Sunday morning brought a mass exodus of all but *Lark*. Phil and Frank had commitments and Mike and Rich had a two-day trip home. I had a date also, but in the river. First mate Denise was coming to join me for a day of exploration and to exercise her kayak. It was a perfect day with sun and very light winds. I picked her up at Wye Landing and from there we went up the Wye proper to the bridge then back down river past the estate with the black sheep and up Skipton Creek to Mill Creek where Dave Park kept his boat for years, then to Pickering Creek, Granary Creek and Dividing Creek where we found *Interlude* anchored in a quiet cove. After exploring further up the creek, we joined them for a chat and a tour of their beautiful yacht. After dropping Denise back at the landing, *Lark* headed down river to anchor for the night. With the wind being light, the eastern shore of Lloyd creek looked good, open but protected, with a clear view of the sunset. But it wasn't to be as a strange thing happened, strange for the Bay anyway. The bottom of my chosen spot was hard as concrete with not a chance of the anchor grabbing. It must be the hardest smoothest oyster bar ever. After several attempts I gave up and moved elsewhere, missing the sunset completely.

The trip home on Monday was a short couple of hours under engine with one stop to make a few casts into a boil of minnows; no luck.

In all, it was a great trip on a beautiful river, in great weather with some old friends and some new ones. Denise and her kayak got some exercise and saw some new sites.

And oh, the geese did arrive!



Fall colors and "Wild Geese" ...we arrived!





# Catboat Association

## 2019 Race/Rendezvous Schedule

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Steve Flesner, Editor

**Editor's Note:** Thank you all for sending your Race and Rendezvous Schedules for the 2019 sailing season. Don't forget to also send the results and write ups to [steve.flesner@catboats.org](mailto:steve.flesner@catboats.org). **Just a reminder that if we don't get race results, like who won(!) or an article about the race, there's liable to be a mutiny amongst your participants...only you can prevent forest fires!** We all 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 Osterville has been retired...it had a good run while it lasted!

### February 20-24, 2019

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

### April 24-26, 2019

The Classic Boat Rally  
Beaufort, NC  
Beaufort Yacht and Sailing Club  
[byscnet.com](http://byscnet.com)  
Contact: S.W. "Woody" Norwood  
678-427-2937  
[snorwood3@me.com](mailto:snorwood3@me.com)

### April 27-28, 2019

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 25-27, 2019 (Race 26<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 8-9, 2019 Race 9<sup>th</sup>

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

### June 9, 2019 - Subject to Change

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 14-16, 2019

Edgartown Catboat 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 22, 2019 –

#### Subject to Change

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 6, 2019

Cuttyhunk Rendezvous  
Gosnold, MA  
Contact: Tim Fallon  
401-252-1672  
[tim.fallon@catboats.org](mailto:tim.fallon@catboats.org)

### July 6, 2019 – Subject to Change

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

### July 7, 2019

4th Annual Barnegat Bay Rendezvous  
Beaton and Sons Boatyard  
72 Beaton Rd, Brick, NJ  
Contact: Henry Colie  
201-401-0292  
[henry.colie1@gmail.com](mailto:henry.colie1@gmail.com)  
Cat Gathering, fun "raid" race,  
evening clambake

### July 13, 2019

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 19-21, 2019

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

**July 20, 2019**

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

**July 26-28, 2019**

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

**July 27-28, 2019**

Corsica River Yacht Club Regatta  
Eastern Shore, MD  
Contact: Rich McLaughlin  
302-932-3222  
Rkmc12@gmail.com

**July 27, 2019 – Subject to Change**

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 2-4, 2019**

Buzzards Bay Regatta  
Sandpiper National Championship  
South Dartmouth  
New Bedford Yacht Club  
Contact: For all details of race:  
Buzzardsbayregatta.com and  
Sandpiperclass.org

**August 3, 2019**

South River Sail-in & BBQ  
Annapolis, MD  
Contact: Craig Ligibel  
443-949-7707  
Crail.ligibel@vml.com

**August 10, 2019**

Bass River Rendezvous  
Contact: Rick Farrenkopf  
37 Riverdale South  
South Dennis, MA 02660  
508-776-1074  
rickscatboat@aol.com

**August 10, 2019 – Subject to Change**

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 17, 2019**

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

**August 17, 2019**

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

**August 31, 2019 – Subject to Change**

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

**September 7-8, 2019 (race 8th)**

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

**September 7, 2019**

Duck Island Rendezvous and Race  
Old Saybrook, CT  
North Cove Yacht Club  
Contact: Craig Elliott  
28 Hunter's Run, Storrs. CT  
860-933-6941

**September 7, 2019 –  
Subject to Change**

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

**September 7, 2019**

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 13-14, 2019 –  
Subject to Change**

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 15-21, 2019**

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

**October 4-5, 2019**

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

**October 19-20, 2019**

Wye Wild Goose Chase Weekend  
Eastern Shore, MD  
Contact: Butch Miller  
(410) 271-2540  
anmiller03@aol.com

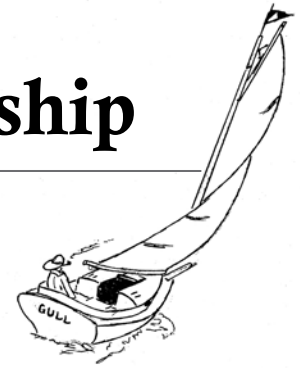
**September-October 2019 Sundays**

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



# Sailing Techniques and Seamanship

Butler Smythe, Editor



*Editor's Note: I'm 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.*

*I'm giving up this column with this issue, turning it over to Brent Putnam.*

## The Hatch Board

Butler Smythe

The companionway on any cabin-topped catboat, is an important element in the boat's design. It serves to close off the interior from rain and bugs, creates privacy and warmth, but more importantly, when out on the water, protection from the sea.

The companionway can be closed off in many ways: from traditional hatch boards (generally three) that slide securely into groves on either side of the opening, bifold or dual louvered doors, or a combination of the two. Other variations do exist, but these are the most commonly seen.

The most important "fact" is that bifold and dual louvered doors are generally not for offshore use. Why not? Should water fill the cockpit, the companionway should be blocked by a non-opening (and sturdy) structure that is equal in height to the cockpit seats, or coaming if at all possible. Some boats are designed with that in mind. Should the bottom of the companionway opening be lower than the seats, a strong lower hatch board should be in place, as dictated by the weather. If the companionway is open and the cockpit fills (drains closed, plugged or a deluge occurs), water can find the cabin, with potentially catastrophic results.

Early in my Menger 23 ownership, I replaced the lower hatch board with a King StarBoard panel. The original panel was a laminated board, not solid teak like the upgraded dual louvered doors above it in the photos. The hatch board had quickly started to delaminate – top and bottom. The StarBoard replacement is strong, heavy (will not float up), easy to make and to maintain. The original door hinges were also replaced with stronger and more functional ones,

but they are still not an ideal offshore configuration – but they work.

When offshore or in bad weather I always have the lower board in and the doors closed, with the sliding hatch fully closed so that the door's pintles could not lift out of the fixed gudgeons on either side of the companionway.

The solid black StarBoard panel shown is one I'd made for *Crow*, my Luders 33, as a winter companionway hatch board, but also suitable for offshore use that is easy to insert in one step vs. the three solid wood hatch boards, which I have onboard as well. Note that the cockpit seats are level with the lower part of the companionway.

In the photo depicting the bifold doors (my "old" Island Packet 35), note the pin hanging to the left side of the companionway. That pin is placed in one of three respective holes - when the first, second or third (last) traditional hatch board is in place. The pin securely holds the top board so it won't drop out or float up. Drop out you say? If the boat is inverted in a knockdown – yes, that could happen. Every time you go to a boat show and look at a companionway, think of this photo and the thought that went into the design. You can secure yours like that too. I'll add that the bifold doors should not be used offshore!



Bifold door with Lexan panels.





Menger 23 dual louvered doors - open.



Menger 23 dual louvered doors - closed.



Dual louvered doors with StarBoard lower hatch board.



One-piece StarBoard hatch board.

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## The DINK!

Butler Smythe

The Dink! What a term for the all-important dinghy that seems to follow some everywhere – even when rarely used. I've towed one seemingly everywhere and listened to its watery noises as it races and turns in my wake, and the waves that it so enjoys.

Not every dinghy is tow-friendly with some seeming to move well beyond the beam of the boat or tug impatiently on the stern cleat. The noise is always there and when it's not, you hope you realize it soon enough. I do love my '90 model Trinka 8 that I'd acquired used in '99. She used to hang off davits on my Island Packet 35 – a great place. That boat is gone and I've now dragged the Trinka behind a couple of boats, serving as my transport when visiting other boats, the shore and for sightseeing in thin waters. I also use it to get to my moored boats as a water taxi. Though I do dream of a Trinka 10, it's not needed. I even have a mast and sail (two in fact), yet rarely use them.

I can row as fast as a 2 hp. outboard, so have no use for one of those noisy things and the silence is great! I have had bad dinks too, with the Porta-Bote being the worst. It came with a boat I bought, but that's another story.

I'd been helping a friend deliver his boat recently, towing one of those rubber inflatable things you can sort of row, but no one does, and that requires an outboard to go anywhere straight. We had that water noise behind us for a while, but got lost talking and sipping on a beer over lunch, and then noticed the silence. It was not supposed to be that way. Back about a mile or so was the gray whale – her painter (no bridle and don't ask) and tow ring (singular) trailing in our wake. We found the raft and secured her, but soon lost it again as the other ring pulled free. It was hauled on board with much difficulty as soft, underinflated inflatables can be difficult to lift with remaining water in them. When onboard she was an unsightly mess. Not my boat and not my dinghy I thought as I analyzed the cracks in some of the 11 Taiwanese chainplates. His used dink came with his used boat.

So last summer, after a long noisy trip with the Trinka, I decided to do something different on my next one and took just my paddleboard instead. I stowed it on deck, I towed it behind me, and opted not to stow it in a cockpit locker that trip (it's inflatable I'll add) since I wanted to use it at will. Based on that experience, I have a new form of transportation on sailing trips. At 12'6" and capable of carrying 400 plus pounds, she's inflated with a hand or electric pump and gets me where I need to go, and get exercise too. It's not for everyone, but at only 27 pounds soaking wet and easily stowable (small diameter when rolled), it's available when you want it and hidden when you don't. I'll take that any day. I've thought about the

Trinka getting beaten up at the club dock when not on my mooring, waiting for me to return from a day's sail.... I'll spruce her up this year and find a better place to moor her too – for when it's more appropriate to row.

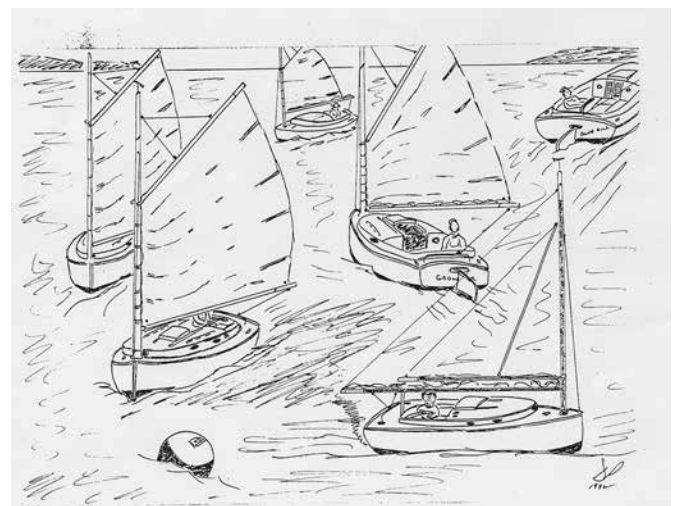
What do they cost? All I can say is shop around; look for sales too. Mine was under \$600, while I've seen other brands advertised in sailing magazines for over \$1,300. I shopped and inspected and bought. Check out: [towerpaddleboards.com](http://towerpaddleboards.com).



The Paddleboard.



They belong together.





# The Autopilot

Butler Smythe

I talked about my autopilot installation on *Caerulean III* a couple of times at this Winter's CBA Annual Meeting, so thought I'd submit a brief summation of it.

For my trip up from Solomons, Maryland to Maine in 2014 I knew an autopilot was needed. I decided – again – that the CPT Autopilot (cptautopilot.com) was my best option. I'd previously used one on my Island Packet 35 for an offshore trip from Anacortes, Washington to San Diego, California with great results, so this was a no-brainer. Then we'd surfed in thirty-plus knots of wind and large waves hitting 12.83 knots through the water, and she controlled the boat just fine. And yes, I was nervous and that speed was real – not GPS.

So in short, the CPT is:

1. relatively inexpensive - under \$1,200 at the time (now \$1,900);
2. a wheel control unit;
3. waterproof and well built/made;
4. simple (and fast) to install and remove;
5. as well as simple to operate, with no fancy bells and whistles I did not want or need.

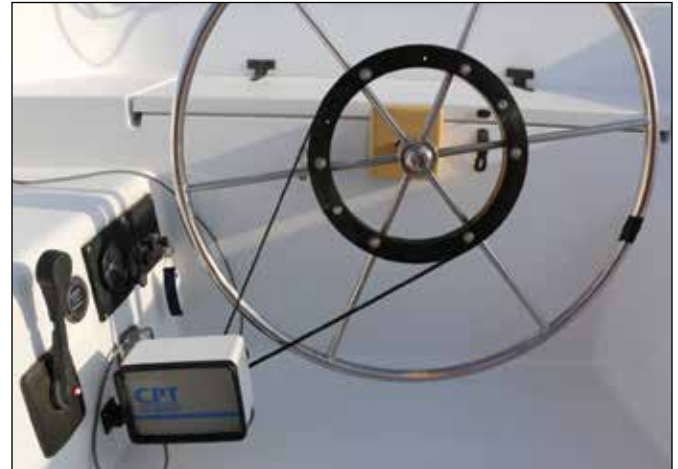
*Note: That's why some delivery skippers carry them just in case.*

I installed the unit in less than two hours, with only four bolts securing an "L" bracket to which the drive box was mounted. It was located on the starboard side of the cockpit (see photos) and the waterproof electrical connection was made close to it and out of the way. When uninstalled, the protective electrical connection cover has some relatively sharp edges and when installed unknowing crew might damage or be damaged by it – hence its location. The below deck wiring was routed to the electrical panel though I could have used the supplied battery clamps, but this was to be a "permanent" installation.

The only tricky part was getting the drive unit aligned with the wheel's slight two to three degree angle, so that the rubber belt and wheel ring were aligned and tight. I had to shim the forward bracket bolts slightly as well, as the cockpit was not square to the wheel.

The control unit installation was a joy. I bought a three-cup RAM mount that allowed me to mount the unit next to the helm or next to the companionway, providing easy and quick access to adjust heading, tack and other simple adjustments. To disconnect the belt from the wheel it was a quick pull of a knob at the back of the drive unit.

The CPT operated for over ninety-five percent of the trip, which allowed me to jump around to AC/DC and Motely Crue to my heart's content. I'd buy one again – if I only had a wheel.



The CPT autopilot on a Menger 23.



The controller with RAM mount.





# Navigation

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Skip Stanley, Editor

## Distance – How far is it?

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Skip Stanley

**Editor's Note:** *This is the third installment in a three-part series on time, rate, and distance, the foundation of all navigation.*

There are many ways to measure distance on the earth including yards, paces (4½ to 5 feet), rods (5½ yards), klicks (1,000 meters), miles, and kilometers, just to name a few. The most common in this country is the statute mile (5,280 feet). While seeming rather arbitrary, the statute mile is actually based on the furlong - the distance an ox could plow, or *furrow*, before tiring - which turned out to be 220 yards. The term furlong comes from the joining of the word "furrow" with the word "long."

In the sixteenth century the English Parliament officially defined the statute mile as eight furlongs. It's funny that in England today distances are now measured in kilometers (1,000 meters) while we in the United States still use the statute mile, despite efforts to impose the metric system. It's what we're used to and familiar with. But when it comes to navigation, one distance reigns supreme: the nautical mile<sup>1</sup> (1.15 statute miles). The nautical mile is linked to latitude.

Latitude and longitude matter little for land navigation, locations of land features being relied upon instead. On orienteering maps, these are shown in specific colors<sup>2</sup> relative to each other, along with the land's contours. These maps, incidentally, are aligned with magnetic north, not true north.

Nautical charts, on the other hand, are aligned with true north, and once out of sight of land, locating one's position is an entirely different matter. Celestial bodies provide the only reference points at sea.

Early navigators crossed oceans using what is known as *parallel sailing* to reach their destinations. They sailed north or south until they reached the latitude corresponding to their destination and then sailed east or west until they arrived. Latitude back then was commonly determined two ways: using the North Star (Polaris) or using the declination of the sun.

Because the North Star is fixed in the sky, and is

directly above the North Pole, its altitude (the angular distance above the horizon measured with a sextant) *is* the latitude. But there are two limitations with this method: (1) it can only be used at twilight, when both the star and the horizon are visible, and (2) it can only be used in the northern hemisphere.

The sun's declination (its position north or south of the equator), however, can be used in *both* hemispheres, and it repeats annually. Tables, found in various almanacs, show the sun's declination for each day of the year. You're likely familiar with the solstices (in June and December, the first days of summer and winter), when the sun is at maximum declination north or south; and the equinoxes (in March and September, the first days of spring and autumn), when the sun's declination is zero. If you know the declination and the altitude of the sun above the horizon as it passes overhead, it's an easy calculation to determine your latitude.<sup>3</sup> Again, parallel sailing can be used to get to the destination.

Latitude is measured in degrees starting from zero at the equator north or south to ninety at the poles. Latitude is made up of *parallels*; every line of latitude is parallel to the other and to the equator. This makes them *small circles* (they do not go through the center of the earth, nor do they converge). Each degree of latitude is further divided into sixty minutes and, here's the point, *each minute of latitude equals a nautical mile*.

Longitude, on the other hand, is comprised of *meridians*. Meridians are *great circles* (they pass through the center of the earth) and converge at the poles. Longitude is measured from zero at the Prime Meridian (located at Greenwich, England) to one hundred eighty degrees east or west. One degree of longitude also equals a nautical mile *but only at the equator*. Minutes of longitude get shorter as you go north or south and the meridians start to converge.

Navigation charts are Mercator projections. The problem with this, of course, is that they are depicting something that is round, the earth's surface, as something that is flat. On a Mercator chart, the longitude lines are kept parallel. To compensate for their convergence (shortening of a degree of longitude), it's the *latitude* lines which change (they're lengthened).<sup>4</sup>

When piloting, fixed objects are used to find a position. From there dead reckoning (DR) is used to deduce your next position along the course using time elapsed multiplied by the rate of travel to determine the distance to the DR position. At some point along the way a position is determined by taking a round of bearings or some other means. The distance run can then be measured on the latitude scale.

*Sources:*

Huth, John E., *The Lost Art of Finding Our Way*, Harvard College, 2013

Howell, Susan, *Practical Celestial Navigation*, Mystic Seaport, 1979

*A 1980 graduate of Maine Maritime Academy, Skip holds an Unlimited Second Mate license. Before coming ashore,*

*he sailed as a Third Mate with Exxon and as Deck Watch Officer in the U.S. Coast Guard.*

1. Also known as a geographic mile.
2. The colors are brown for landforms; black for rocks and man-made features; blue for water; green & yellow for vegetation; red or purple for overprinting non-permanent symbols.
3. For example: If when sailing in the summer in the north (the observer and the sun both in the north) the formula is  $90 - Ho$  (the sun's altitude) +  $d$  (the sun's declination) =  $L$  (Latitude).
4. You can see this for yourself. Take a small-scale chart, one covering a large area, and measure the length of a minute (of latitude) at the bottom and compare it to the length of a minute at the top; you'll find the minutes/miles at the top are longer near the top than at the bottom.

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# New Members

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Dave Calder, Membership Secretary

***WELCOME ABOARD to our new members since January 14, 2019***

Ron Beck, 2 Pierce Avenue, Gloucester, MA  
Andy Brown and Bonnie Post  
65 Egbert Street, Bay Head, NJ  
Jenny Buck, PO Box 671, Mantoloking, NJ  
Natalie and Bromley Dougherty  
105 Essex Road, Summit, NJ  
Walter Filkins, 84 Wright Lane, North Kingstown, RI  
Donald Fleming, 9 Austin Lane, Little Compton, RI  
Chris Foster, 55 Frederick Street, Chicopee, MA  
Bill Gallagher, PO Box 928, Bangor, ME  
Jim Haldeman, 269 Pine View Lane, York, PA  
Dave Hill, 24 Hemlock Drive, Essex, CT  
Paul Jordan, 245 High Street, Wakefield, RI  
Peter and Rebecca Koar  
8 Ridgeview Avenue, New Providence, NJ  
William Krewson, 5104 Waterloo Drive, Tega Cay, SC  
Michael and Sherrie, 7366 Hudson Park Dr, Hudson, OH  
David Lawrence and Monica Joyce  
11 High Street, Ipswich, MA  
Robert Mansfield, 94 Ridgeland Circle, Wallingford, CT

Sophie Massie and Charlie Alvis  
1801 Rugby Place, Charlottesville, VA  
Rob and Colleen McCabe  
467 Stow Road, Marlborough, MA  
Richard McLaughlin, 116 Pine Valley Dr., Avondale, PA  
Bob and Mary Nichols, 2909 Minnesota Ave, Duluth, MN  
Barry and Mirta Polonsky, 115 High Street, Hope, ME  
Stephen Rappaport, 808 East Blue Hill Road  
P.O. Box 8, East Blue Hill, ME  
Bill and Susie Rogers, 714 Howe Street  
Point Pleasant, NJ  
Todd and Mary Shipman, 25 Salem St, Charlestown, MA  
Dana Simpson, 54 Sawyer Road, Ossipee, NH  
William E. Smith, 24 Westmont Ave., Lavallette, NJ  
David Strong, 304 Schoolhouse Point Lane, Sequim, WA  
Chris Wedholm  
2036 N. Prospect Avenue, Milwaukee, WI  
John and Susan Hyde-Wick, 19 Park Rd., Woodbury, CT  
Ben Winthrop, 3 Essex St, Salem, MA



# Keeper of the Light

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Jay Webster, Editor

## More Catboat Legends: Jerry and Sammy Smith

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Jay Webster

One of the great pleasures of the Catboat Association is meeting and befriending interesting and wonderful fellow catboaters. The Association's Annual Meeting always reminds me of the talented, extraordinary people who have made up and serve the Association over the years.

Two of my favorites were Jerry and Sammy Smith who sailed *Puddleduck*, a Marshall 22, for almost forty years. Jerry was a lifelong sailor, yachtsman, manager of the New Bedford Yacht Club, and general manager of Concordia Company for two decades. Jerry cleared the Concordia Company docks annually for the Padanaram Rendezvous to the delight of all catboaters in attendance. He was also a loving and faithful husband to Sammy during her more than thirty years battle with cancer. Jerry could, more often than not, be seen at Marshall Marine and Concordia wearing his signature short shorts and puffing on his pipe. *Puddleduck* may have been the only boat in the fleet with its brass painstakingly polished by Jerry every year. Jerry was also an avid skier during the winter when he wasn't hanging out at the boat yard.

Sammy was an elementary school art teacher in the Dartmouth Public Schools. Among her many skills as an artist, she regularly painted original screen prints of catboats in all kinds of the crazy circumstances and places we catboaters seem to get ourselves involved in. Sammy graciously provided copies of the screened paintings each year to grateful participants at the Padanaram Catboat Rendezvous for more than twenty years. These delightful prints now decorate the homes of many catboat lovers. She also painted whimsical T-shirts, canvas bags, and crafted other prizes for winners and last-place finishers alike.

Sammy was a talented, friendly, and humorous lady who courageously fought a battle with cancer. When she was no longer able to paint her screen prints of catboats because of the cancer-fighting drugs, she



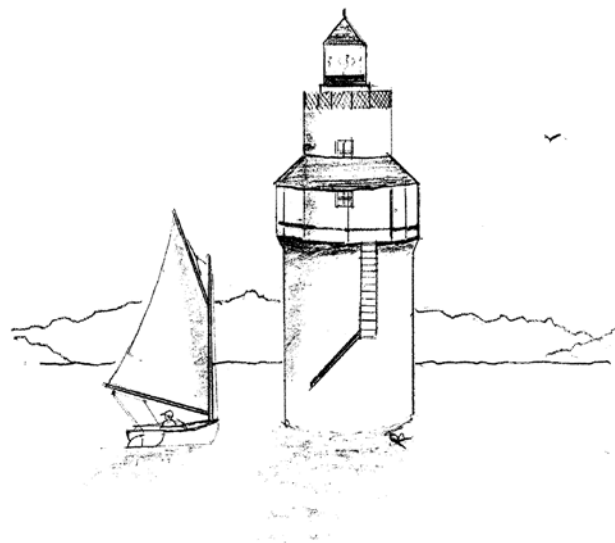
and Jerry created and sold reproduction miniature antique furniture to collectors at shows throughout Southern New England and to the world via the internet.

She and Jerry were married in 1964. Together they always reached out to serve and help catboaters in Padanaram and at the many harbors to which they sailed in their beloved *Puddleduck* with their children Anne and Matthew.

Jerry and Sammy's daughter, Anne Smith, currently organizes the All Catboat Vendor and Member Boat and Resource Show at the Catboat Association's Annual Meeting. Her husband, Bruce, skillfully restored the wooden catboat *Lottie Cates*, which they sail out of Fairhaven. Jerry and Sammy's son, Matthew Smith, following in his father's footsteps, works for Concordia.

Sammy crossed the bar in 2010; Jerry followed her in 2012.

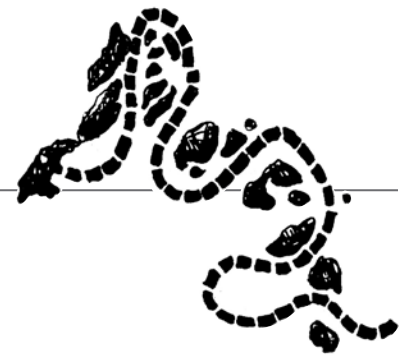
What wonderful catboaters!





# Short Tacks

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## “Go Slow. Think Ahead. Be Patient.”

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Skip Stanley

These simple words are attributed to Mr. Sam Teel, a professor at Maine Maritime who entreats his students to do this when shiphandling.

The last thing you want when approaching a pier or mooring is excessive speed. You need just enough to get where you're going and to come to a stop.

You need have a plan as to what you're going to do and be prepared if it doesn't work out. You need a backup plan. You need options.

And you have to wait for things to develop. You can't force the issue. Impatience can lead to all sorts of unfortunate things including: a damaged boat or dock (or both), a foul temper, poor word choices, ill-conceived actions, and hurt feelings, just to name a few.

Sam even has these words tattooed on his arm because they apply to not only ship handling but to life too.

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## Counterweighting a Tabernacle Mast

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C. Henry Depew

The use of a tabernacle to help lower the sailboat's mast is very handy but still takes a lot of effort. One person with a Chebacco sailboat (designed by Bolger) put about 20 pounds of lead in the base of the hollow mast to counterbalance the weight of the upper part of the mast. The owner says it works quite well. If interested, the information is in #57 of the association's blog: *Chebacco News*.

He got the idea after reading about yachts and barges on the Norfolk Broads in the U.K. using a counter-weighted masts to get their masts down (with the main sail still up) to get under bridges, and then get them back up quickly. Those vessels are in protected

waters and use a small block-and-tackle system inside the boat to help raise and lower the mast. With a weighted base one would still need some leverage attached to the forestay to help control things, but the stresses would be less and so would be the effort involved.

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## Factors Interfering with Electronic Navigation

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C. Henry Depew

Electronic navigation is quite useful as long as the signals to the GPS are accurate and the software is current. Problems can come from interference from without or within the boat. It seems that some LED lighting systems may affect unshielded electronics and your boat should be tested to see if that is the case. There are a number of articles in boating magazines on the subject and how to test for the potential problem, if you have LED on your boat.

Other factors can affect your electronic positioning system and electronic navigation in an area. Australia is currently such a place. The Australian continent is drifting to the northeast and by 2020, Australia will have moved about five feet since 1994. This is taking features marked on maps out of line with the global navigation satellite systems (GNSS) such as GPS.

Another non-electronic factor that might be of consideration is the drifting of the magnetic north pole to the northwest at about 34 miles a year. Paper charts show this drift as changes in the variation of the compass reading. If your electronic positioning system does not allow for this change in variation, your course may be a little off.

## Fixing Divots in a Wood Mast

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C. Henry Depew

Fixing divots in a wood mast can be both time consuming and lead to other repairs along the way. These can be especially common around the throat of a painted mast. One owner planned to strip off the paint, clean things up, and re-cover it with a mixture of linseed oil, turpentine and pine tar.

Once the paint was off, the first question was what other repairs had previously been made to the mast and how were they done. If contrasting color wood was used, a painted mast would likely be the best visual solution to the repair. If contrasting wood color from previous repairs is not a problem/consideration, one solution would be to use a clear, colorless filler (epoxy, etc) to fix the divots before refinishing the mast.

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## Rusty Bolt Heads

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C. Henry Depew

If you have a rusted, American standard bolt-head or nut that will no longer “take” the proper standard socket or wrench for the size, you might want to consider using metric one. Since the two sizes are a little different, a metric socket or wrench might just grab the damaged head or nut tight enough to allow you to turn it. The reverse is true if you are dealing with metric fasteners.

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## A Do-It-Yourself Mold Remover

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C. Henry Depew

The Jan/Feb 2019 issue of *Good Old Boat* had an interesting article starting on page 22 about a DIY mold remover using off the shelf ingredients that might be of interest to some of you.

## The Pilot's Laws

*The Pilot's Laws appeared in November 1984 in Bulletin No. 75 courtesy of the Old Gaffer's Association (and Mr. Bill Bridges). They're an amazing mixture of universal laws, proverbs, and maxims for all that go down to the sea in ships. Many of the Laws appear to derive from such landlubberly pursuits as science and computing, but all have a relevance to boats and the sea. Extensive cross referencing has revealed the names by which many of the Laws are known ashore and the work of one Paul Dixon in codifying the official rules must be acknowledged as the source of many of the shoreside names. Here are a few:*

### **Flap's Law of the Perversity of Inanimate Objects:**

Any inanimate object may be expected to perform at any time in a totally unexpected manner for reasons that are either totally obscure or completely mysterious.

### **Fourth Law of Thermodynamics:**

If the probability of success is not almost one, then it is damn near zero.

### **Gardening, Laws of (1st amendment):**

1. Other people's tools only work on other people's boats.
2. Fancy gadgets don't work.
3. If nobody uses it, there's a reason.

### **Graditor's Laws:**

1. If it can break, it will but only after the guarantee expires.
2. A necessary item only appears in a sale after you have bought it at full price.

**Herblock's Law:** If it's good, they'll stop making it.

**Homer's Five-Thumb Postulate:** Experience varies directly with equipment ruined.

**Lowrey's Law:** If it jams, force it. If it breaks, it needed replacing anyway.

**Occam's Razor:** Entities ought not to be multiplied except from necessity.

**Occam's Electric Razor:** The most difficult light bulb to replace burns out first and most frequently.



# Book Review

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Ned Hitchcock, Editor

## Confessions of an Armchair Sailor

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Ned Hitchcock

A few days before school was out, in the eighth grade, I stumbled across *Two Years before the Mast* by R.H. Dana, Jr. I was fascinated by this first exposure to writing about the sea. It was heady stuff for a kid in central Ohio who had seen some lakes, but no really big water. Some years later, when in high school, an aunt gave me the Modern Library Giant edition of “Moby Dick” with the illustrations of Rockwell Kent. Reading the first few pages, I was hooked. A vast new world opened up for me.

That early reading generated an ongoing habit of reading about the sea, sailing, and all the worlds associated with it. Since then I have read, enjoyed, and collected over two hundred books relating to the sea and sailing. These include the classics of Melville and Conrad, Dana, and the works of Monsarrat, Cooper, Masefield, Frederick Marryat, C.S. Forester, Jack London, Tristan Jones, Kenneth Roberts, Jules Verne and many others.

Recently I have been reading and re-reading some of Patrick O’Brian’s work, particularly the Aubrey-Maturin series. These books tell the story of the fictional Jack Aubrey as his career and life develop over the period of the Seven Years War between England and France (1756-1763). It all adds up to 20 volumes of fabulous adventure, based on real events. Deriving from a variety of historically accurate reports, O’Brian states in his author’s note that:

“From the great wealth of brilliantly-fought, baldly-described actions I have picked some I particularly admire; and so when I describe a fight I have logbooks, official letters, contemporary accounts or the participants’ own memoirs to vouch for every exchange... [Yet] within a context of historical accuracy I have changed names, places, and minor events to suit my tale.”  
(*Master and Commander*, pp 11 and 12).

O’Brian demonstrates great skill in managing the various events as he inserts Aubrey and his crews as well as Stephen Maturin – physician, spy for the English, musician, and friend to Aubrey – into the action. Any reader interested in sailing and naval warfare during that period will be well rewarded.

A very welcome and helpful companion volume to the fiction is the historical reference work called *The Wooden World: An Anatomy of the Georgian Navy* by N.A.M. Rodger. The author states that he had “tried to draw an anatomy of the inner life of the Navy.” The book covers in eight chapters all aspects of the sea service and shipboard life and includes among other things, discipline, patronage and promotion, and politics within the Navy and the larger English world. The title, *The Wooden World*, “was in colloquial use at sea in just the sense I require, to refer to the Navy not as a fleet of ships or an instrument of national policy, but as a society in miniature, a floating world with its own customs and way of life.” (p.14)

The collection of books discussed above adds up to many hours of reading pleasure for anyone interested in sailing and sailing history. The Aubrey-Maturin and the Rodger books are published by W.W. Norton & Company, New York, in both hard and soft bound editions. They are available online and in your favorite new or used bookstore.





# Brilliant Beacons –A History of the American Lighthouse

Peter Knowlton

September 14, 2016 marked the 300th anniversary of the lighting of America’s first lighthouse – Boston Light on Little Brewster Island, which marks the entrance to Boston Harbor.

For three hundred years, lighthouses have guided us on our voyages, great and small, and welcomed us safely back to port. Author Eric Jay Dolan, in 422 pages of this wonderfully researched and written book, covers the history, science, technology, design, construction, and politics required to provide us with today’s 1600-odd lighthouses. He backs up much of the information with excellent illustrations, sketches, drawings and photographs. If you wonder what a spider-lamp is - it’s illustrated, or how light passes through a Fresnel lens – there’s a diagram. All of the coasts of the United States, including Alaska and Hawaii, are represented, as well as many of the inland lakes – so there is a good chance information on one of your local beacons is covered.

Although all lighthouses are now automated, for over 250 years their operation and maintenance depended on keepers, who were often the first responders to maritime disasters. Two chapters are dedicated to the keepers; their lifestyle, responsibilities (in all kinds of weather), and their heroism – such as Ida Lewis’ 18 rescues while stationed at the Lime Rock Lighthouse in Newport, Rhode Island.

With their importance to commerce and revenue, lighthouses couldn’t escape politics. While colonial lighthouses were often locally funded (frequently by lottery) and brought in revenue through tariffs, in 1789 congress passed the Lighthouse Act, and the federal government took over. Until 1852, lighthouses were under the Department of Treasury when the Lighthouse Board was established to provide a more uniform and scientific approach to the siting, design and construction of lighthouses. In 1909, lighthouses were transferred to the Bureau of Lighthouses under the Department of Commerce, and in 1939, to the U.S. Coast Guard. These were not easy and linear transitions, and the descriptions of the politics and the players makes interesting reading. A brief summary of a local connection is presented, as follows:

Winslow Lewis of Wellfleet, Massachusetts, a merchant, was put ashore by President Jefferson’s embargo of 1807. To make a living he developed a

lighting system (which was, according to the book, based on European technology, but inferior to it) and received a U.S. patent in 1810. He demonstrated the light at Boston Light, and it was determined to be brighter and more efficient than the current light. He managed to get a contract from Congress to construct, illuminate and maintain lighthouses based on performance criteria. His system used less oil than predicted, and he was allowed to sell the surplus government-provided oil for a profit. He developed a close working relationship with a Mr. Pleasonton (who was in charge of lighthouses for Treasury), and had a basically “no bid” contract for the inferior “American standard” for over 30 years.

Lighthouses were often, and by necessity, built in exposed locations. But how is this done? How do you build on the tidal Minot’s Ledge off Cohasset, Massachusetts or the exposed Tillamook Rock off the entrance to the Columbia River? Could it survive a storm such as the Great Northeast Hurricane of 1938 or a seismic wave affecting Unimak, Alaska? All these are explained.

What about the lights themselves? Mr. Dolan takes us through the iterations from simple candles and reflectors, to the Mahapu’a Point lighthouse in Hawaii (whose Fresnel lens weighs 14-tons, stands 12-foot tall and has an 8-foot 9-inches internal diameter, and 1,188 prisms) to the last lighthouse built in 1962 in Charleston, South Carolina, with an initial carbon-arc lamp putting out 28-million candlepower. Today, many automated lights have solar-powered LED lamps and molded plastic lenses, or may even be “virtual” aides on your chartplotter. Increasingly, to hear a fog signal, you have to call it on your VHF radio.

In his appendices, Mr. Dolan lists 27 Lighthouse organizations (or chapters), and 95 museums. So if you are interested in lighthouses, there is likely something near you.

As the beam of the harbor light sweeps over your catboat, sit in the oil lamp-lit cabin, scotch in hand, and read a great book – *Brilliant Beacons!*



# Cats for Sale



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

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

179-2. 2016 Areys Pond 14 Catboat. Like-new condition boat motor and trailer only sailed in fresh water. Owner moved to APBY Lynx. Sailed 2017 and 2018 season. Options include: Tohatsu 3.5 hsp outboard, bronze motor bracket, Tidewater trailer, Cetol finish to all teak, cockpit and sail cover, bow eye, teak seats, inner laminated coaming, Egyptian Dacron sail with 2nd reef, enclosed centerboard trunk, carbon fiber mast 12lbs, travel cover and travel rack spar storage, brass rub rail, spring line cleats, flag, pig stick and lazy jacks. [tony@areyspondboatyard.com](mailto:tony@areyspondboatyard.com) (508) 255-0994 More info and pictures here: <https://areyspondboatyard.com/brokerage/areys-pond-catboat/>



179-5. 1898 Crosby 20' catboat. Patience is a classic Herbert Crosby, built in 1898. She is 20' x 10' with a 15 hp outboard. She is fiberglass over wooden hull, cared for by a Navy Chief during her time on the Chesapeake Bay. \$20,000. Robert (410) 398-1918 or email [rjones@torberthouse.com](mailto:rjones@torberthouse.com)



179-3. Sanderling trailer. It's dual axle, total gross weight is 3500 lbs. Tires wheels and bearings are only 3 years old, springs also replaced 3 years ago, and LED lights. The photos show a mast crane included, but it also comes with the original bow stop. It's in great shape, but i have no title. It's been used as a yard trailer for a long time. Some states don't require a title under 4000 lbs. It's up to you to determine if you can register it. I'll give you a receipt from me. The dimensions are 14 feet from the bow stop to the end of the galvanized frame and 5 feet from the bow stop to the hitch, 19 feet over all. [Mark.Williams.T@gmail.com](mailto:Mark.Williams.T@gmail.com) (203) 258-4755



179-6. 1980 Sarasota 14' Catboat. Rare catboat, exact copy of Beetle cat but fiberglass. Believe this was original fiberglass beetle and when company went out of business, molds went to Barnstable catboats. Varnish in pristine condition, safety gear included, brand new canvas bags either side of centerboard; Brand new lines throughout (all Samson warpspeed ii); mooring lines, fenders; Paint in great condition, Sail in great condition, new shackles throughout mast, brand new stainless anchor with SS chain and new line, everything kept in high quality mesh bags. Trailer has been completely rebuilt, all bolts replaced with SS, any corroded frame parts replaced, re-wired with new lights, SS lug nuts, new bunks (wood and carpet) new chain and shackles, new SS ratchet straps x2; Trailer alone is worth ~\$2500! Great boat to take trailer sailing or camping, very easy to pull behind car! This boat does not and will not need anything for next few years, it's good to go! Fits 3 adults or 2 adults and 2 children, we normally go two adults and the dog, he loves it! Big open cockpit perfect for camping, sleeps 2 inside comfortably. Sails beautifully, a dry little boat. Asking \$6,300 and will throw in a 2hp Tohatsu 2-stroke. Also have a Spartan bronze outboard mount which you can have for \$350. I hate to see it go after we spent so much outfitting it but the admiral is demanding a larger catboat! Jackieboy is located in South Florida. Come sail the Keys and drive it home! Antonio - 954 225 3337



179-4. Cassiopea is a keeled Catboat modeled after Charles Wittholz' Prudence. She is 25ft on deck with a 11.5' beam. Built in 1991 near Genoa Italy, she is Mahogany plank on frame. If you're a class boat racing fan, she won the Indian Harbor 2017 Catboat class and the Spirit of Tradition Division. and the 2017 Heritage cup Catboat class. With her wide beam she has plenty of room with 2 queen size berths. Contact [Mark.Williams.T@gmail.com](mailto:Mark.Williams.T@gmail.com) Features: Electric windlass, 100+ feet of chain. DC refrigerator. New water heater 2016; New wireless windex 2016; New waste tank 2016; New dripless shaft seal system and new bearings; Mast stepped, stripped and varnished 2016; Navtext data Depth sounder; Raymarine tiller pilot; VHF new 2016; Stereo with bluetooth new 2016; New battery charger 2016; Pressurized water and foot pump; Repainted 2018; Alcohol stove; 37 HP diesel Lombardini 1204. REDUCED: Asking \$35,000 - more pictures are [HERE](#).





179-8. 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



179-9. 1991 Apprenticeshop 18' Picnic Tug. BEAR. Heavily built cedar on oak by The Apprenticeshop in Rockland, Maine. Repowered with Yanmar 3YM30 diesel inboard. Custom trailer. Turn key! Reluctantly selling, too many wonderful boats. \$7,500. Located Mashpee, MA (Cape Cod). Eric Peterson 781 856 8873 hansonpeterson@aol.com



179-10. 9' DYER Sailing Dink. 2006, In excellent condition, like new sail, Custom sunbrella toast boat cover as well as matching custom cover for mast and boom, as well as Shaw & Tenny oars and oarlocks, been on the water probably less than ten times, Dyer rubrail and other upgrades. priced at \$1650, located on the central Gulf coast of Florida. Please contact Bill at 352-397-8760 or email wsloan908@gmail.com. Photos upon request. sister ship 9' Dyer dink



179-11. 1973 Marshall Sanderling Cat Boat. Excellent condition, well cared for! Includes 2003 Load Rite trailer with 12 ft. hitch extension. Hull Identification Number: MMC 182820773. Includes 2001 Honda 8hp 4-stroke engine, electric start, electric lift; Mast hinge upgrade. Located Orange Park, Florida \$12,000. rallsopp@comcast.net, 904-278-0329



179-12. 1974 Hereshoff America 18' catboat (Nowak & Williams Co.). LOA 18' 2". LWL 17' 9". Beam 8'0". Original owner. Includes sail, sail cover, steel cradle, cabin cushions, centerboard, all spars (mast, gaff, boom), boom crutch, and outboard motor (may need servicing after 3 years of storage). Original teak. Has been stored inside for winters. Located near Rochester, NY on Lake Ontario. Asking \$4500 OBO. Email catboatwny@gmail.com or phone 585-442-2960 for additional details or more photos.



179-13. For Sale: 1975 Legnos Mystic 20 hull #19."Gull" one of two "big rigs" modified in '82 from 272 sq ft to 344 sq ft, lengthened spars & mast, enlarged rudder. Hull epoxy sealed in 98. Bowsprit w/Bruce plow design anchor. Electric & manual bilge pumps, running lights, 10 gal water tank and 10 gal diesel tank, sink, stove, porta potti, 2 bunks, Marine VHF, antenna on mast. New sail 2011 in excellent condition, beige sail, hatch and tiller covers in 2017, New Westerbeke 12c2 diesel, 2011, low hours, yard maintained 3 blade prop. 2010 Load Rite, 5 star tandem axle trailer, surge disc brakes, bearing buddies, never in water. Asking \$17,600 firm, located Hartge Yacht Harbor, West River, MD. Contact: David Bleil, 410-721-0375, dbleil@verizon.net



179-14. 1985 17' MENDER 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 re-varnished. 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



179-15. Classic Catboat Yawl: Calico 23'9". Recently featured in CBA Bulletin #176 (Spring 2018) article "The Story of Calico and the McKays". Northern White Cedar on Locust. Bronze fastened. Marconi Rig. Genoa, Mizzen, Leeboards, Sleeps 4, wood burning stove porta potty, 16HP Inboard, extras. Looking for a good home for Calico. Illness forces sale. \$6500 or BO. Mashpee River (MA). Jay Hanley 781-686-4219 jay.hanley@gmail.com



179-16. 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



179-17. 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 \$15,000. More photos, click here: <https://www.cnsawyer.com/catboat> . Contact Christopher cns@cnsawyer.com Phone: (831) 250-5799





179-18. 1998 Apprenticeshop 22' Launch. Counter sterned launch with sailing rig designed by Robert W. Stephens and built 1997-98 by the Apprenticeshop in Rockland, Maine. Featured in WoodenBoat magazine 135, March/April 1997. Very similar to "A Launch Named Toast" in WoodenBoat 260, January/February 2018. Inspired by Gil Smith catboats. Beam 7'-1", draft 2'-6", lwl 19'-2", displacement 4,000 lbs. Inside lead ballast, fixed wooden keel, no centerboard. Beautifully and traditionally built using eastern white pine strip planks, bronze bolted and copper riveted to steam bent white oak frames. Structural elements white oak, cabin sides, coamings, floor boards, trim and hatches are black locust. Cabin top and decks resin coated Dynel over marine plywood. All hardware bronze, Edson bronze steering quadrant and Edson wheel, Small cabin sleeps two. Well maintained Yanmar 27 hp three cylinder fresh water cooled diesel, ss shaft, bronze 3 blade prop, ss prop cage, single lever control. Spruce mast, gaff and boom, new Bohndell sail, sail cover and cockpit cover. New electrical panel, house and starting batteries and wiring. Custom galvanized Load Rite trailer with new bearings and new hydraulic master cylinder, good tires tows with SUV or pickup truck. Not a project - the boat, engine, and trailer are in very good condition-not aware of any problems or defects. Used only several seasons, always stored under cover in a building. Located 3-1/2 hours from Boston and 1/2 hours from Rockland airport serviced by Cape Air. Asking \$9,750. polonsky@tidewater.net or (207)763-3264



179-19. 1985 Atlantic City Kitty 21' catboat. Built by Mark-0-Custom Boats. Fiberglass cat boat designed by naval architect David Martin. Boat was in storage (out of water) the majority of its life. Primary goal was to produce a roomy boat with standing head room. Built for day sailing or inland cruising. LOA 21' 3", LWL 17' 10", Beam 9' 6", Draft 2' board up, 5' 6" board down, displacement 5300 lbs. Sail area 350 sq feet. Yanmar single diesel powered. Boat currently located on Cape Cod, Mass. Additional features: enclosed head with holding tank, full galley with sink and alcohol burner. Folding teak cabin table, pressurized cockpit shower, 15 gallon water tank, 12 gallon diesel fuel tank, electric bilge pump, shore power and power cord, VHF radio, depth sounder, electric winch foot controlled for sail raising. Two batteries with isolation switch, Bulkhead mounted compass. Bronze center board winch, anchor and rode, dock lines, full cockpit cushions, duel battery charger, salon cushions with two convertible double berths, spoked Edson wheel with brake, All aluminum spars, main sail with 3 reef points, full covers for sail and steering wheel. Bulkhead mounted compass, transom mounted swim platform. Custom two axle Triad galvanized trailer with surge brakes. Trailer has 20' extension arm for launching from ramp.\$27,500. Contact John Sawyer sailemerade41@verizon.net 508-776-8378 or 508-771-9392



179-20. 1976 Legnos Mystic River 17' Catboat. This beautiful daysailer was restored over the last two years and is in excellent condition. She is 17' LOA with a 7' beam, and draws 17" with her centerboard up and 3' 6" with her centerboard down. Her hull weight is 475 lbs and her sail area is 141 sq. ft. She comes equipped with aluminum spars, mainsail in excellent condition, nearly new custom Sunbrella boom tent, and a Minn Kota electric outboard. She has a galvanized EZ-Loader trailer in excellent condition. Her wood is excellent or new mahogany, all bright with varnish. The hull was stripped and painted white, the deck is buff. she sports a red waterline stripe. Located in Kissimmee, FL. Asking \$6000. email at: grrrandpa@gmail.com



179-21. 1976 Marshall 22 "The Dude" Yanmar inboard diesel rebuilt in 2014. All new rigging and new radio also in 2014. Tanbark sail. New mast and new stereo in 2015. Sunbrella sail cover and dodger. Excellent condition overall. REDUCED to \$15,000 or BO. In Barrington RI currently. Contact John Coen at jcoen1@me.com or 617 571-8938.



179-22. 1977 Marshall Sanderling "BAY FLY" for sale. Complete sail away package: Trailer circa 2000-2002 1985 Evinrude Yachtsman 6 HP: runs like a top Professionally maintained; woodwork recently restored; clean inside and out 2 sails in good condition plus sail cover, cockpit and berth cushions Running rigging in great shape Anchors and dock lines included plus much more small stuff Mooring (100# mushroom) and tackle upgraded 2016 Located in Orleans on Cape Cod Contact Suzanne Leahy for a visit or for more information. Asking \$13,000. Email: sleahy1951@gmail.com Cell: 508-245-4688



179-23. 2001 Compass Classic Cat. LOA : 14' Beam: 7' Draft: 10" board up; 30" board down; Displ: 650# Maintained by Pleasant Bay Boat and Spar Co and completely restored on 2009: New rig including hollow mast, 147 sq ft sail, mahogany coaming, rails and centerboard trunk. Running rigging replaced 2017 2001 Load Rite trailer: serviceable condition; only used to launch locally Located in Orleans on Cape Cod. Asking \$12,000.Contact Suzanne Leahy for more information, or to visit. Email: sleahy1951@gmail.com Cell: 508-245-4688



179-26. 1972 Crosby design 25' Cat. Built to a proven 1920 Wilton Crosby Design by builders Newbert and Wallace in Thomaston, Maine. Featured in Stan Grayson's "Catboats." Thoroughly restored by Jon Agne including hull refastening (bronze), bottom stripped and red-lead, new cockpit sole and foredeck. Has 2006 Yanmar 30hp and 2016 Squeteague Sail used one season. Fall 2018: New Rudder and new 18" bronze three blade prop. Motors easily at 6 knots. Bronze hardware throughout. She is fast, seaworthy, and solid. Ready for the care of a new owner. In the water in Mashpee, MA. Asking \$20,000. (Note: photo at right is clickable for a large image in a new window; it was taken at time of launch, so halyards etc were temporarily rigged.) Kurt Peterson 508 524 6903 catboatkurt@yahoo.com



179-28. 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. Asking \$7000. 4master@downeastwindjammer.com 207-546-2927



179-29. 1995 Menger 19' Catboat. Beautiful, sought after model, name: Jezebel. LOA 19. Beam 8. Draft Max 4.50; Displacement 2900 lb; Rig Type Gaff Head Cat; LWL 18.50; Draft Min 1.83; Ballast 600 lbs. ; Mast Height 33.50; Sail Area /Disp.1 21.30 ; Bal/disp 20.68%; Disp/Len 204.47; One owner custom built Menger Cat. Built May 1995. Sailed lightly on private 2 acre fresh water lake, Never in salt water. Custom galvanized tandem axle trailer with surge brakes; All Harken Blocks and hardware; New England Ropes and Rigging; Marine Head, holding tank ; Sunbrella cushions V-berth with extra bed insert; Folding oak dining table; Professionally done bottom paint; Compounded every 2-3 years; Custom Sail Cover ; Custom full boat cover ; Outboard motor mount (no outboard available); Excellent condition. \$21,900. OBO. Contact Steve. Boatbutler@aol.com; (678) 595-9570 For more photos: [https://share.icloud.com/photos/0wGK3zi4jS5Cb2r7iC3kG\\_GzW](https://share.icloud.com/photos/0wGK3zi4jS5Cb2r7iC3kG_GzW)



179-30. Rare 1968 17' Hermann/Wittholz catboat. "Piccolo" is a great boat: solid, seaworthy, clean, easy to sail and completely ready to launch. Restored with many upgrades. Easy to sail Marconi rig (new Thurston sail, 2017); buff sail cover; 4hp/4cycle Johnson (fluids and impeller already changed for the season); hull epoxy white with buff decks and cabin top (professionally re-cored in 2016); five bronze ports; bronze cleats, chocks, and transom and rudder step; oak bowsprit with cast bronze anchor roller; mahogany forward hatch with screen; mahogany rub rails and coaming cap rail; new (2011) fiberglass rudder and ash tiller (both built by Cape Cod Shipbuilding); spare (long) locust tiller; custom folding mahogany cabin table, teak cabin doors (with screen); sleeps 2 on comfortable 5" foam/memory foam bunk cushions; three anchors; fenders; multi-season ablative bottom paint; new porta-potty; roadworthy two-axle trailer with LED lights. I love this boat. Can be seen in Seekonk, MA. REDUCED. Asking \$7500. email Steve: [contacts@sdamico.com](mailto:contacts@sdamico.com)



179-31. 1973 Marshall Sanderling Catboat. Excellent condition, well cared for! Includes 2003 Load Rite trailer with 12 ft. hitch extension. Hull Identification Number: MMC 182820773. Includes 2001 Honda 8hp 4-stroke engine, electric start, electric lift; Mast hinge upgrade. Located Orange Park, Florida REDUCED to \$10,000. [rallsopp@comcast.net](mailto:rallsopp@comcast.net), 904-278-0329



179-32. 1968 Hermann/Wittholz 17' Catboat Great boat for cruising/day sailing. Moving up to Marshall 22. Gaff rigged and ready to go with 2 sails; hull white with buff decks and cabin top; teak rub rails, coaming cap rail, cabin doors and hatch; bronze cleats; bomar forward hatch with screen; Yanmar diesel (20 hrs since rebuild); new cabin cushions; 2 deep cycle batteries; multi-season ablative bottom paint; Loadrite (single axle) trailer in great condition; vhf radio with mast mounted antenna, magma propane grill, alcohol stove, 2 anchors, fenders, boat hook. Boat is on trailer in Point Pleasant, NJ. Price reduced to \$4,000 obo Contact Jack at [jack.greene51@gmail.com](mailto:jack.greene51@gmail.com) (732) 892-4762

179-33. 1969 Marshall Kit 22" Catboat Dulcinea. She began as a dream.... ACTUALLY owning a Marshall Catboat! Engineering and metal know-how of my Dad and brother helped customize boat. We made stainless hinges; forged jackstay bow piece and larger blocks that make sail hauling easier. The keel was FILLED WITH fiberglass and has Styrofoam flotation. Breck Marshall recommended an Albin AD-2 Swedish Diesel believing its 546 lbs the right ballast for rough waters of Barnegat Inlet, NJ. It proved to be an excellent choice proved by many years of reliable starting and running; also helped with freshwater cooling and diligent engine maintenance. Spare filters, impellers, and an extra Jabsco water pump are included. Two 15 gallon stainless tanks supply fuel and water. Hull is white with grey decks and cabin trunk. Teak used throughout. Parquet cabin sole, folding doors for access to a two battery compartment and custom cockpit decking. Two pumps: large for bilge; small for separate engine compartment. Also 120 volt for shore. New LED Perko running lights installed 2017. Galley and bunk have Alpenglow LED lights. For swimming: a stainless step on the rudder and a collapsible ladder. New starter installed 2012. Tan Sunbrella sail cover and cockpit cover, two fold-up seats, 2 navy floating cushions; lifejackets, Porta-Potti, Sony AM FM radio/CD player, two anchors: Hi Tensile Danforth with 8' of chain and half-inch nylon rode. Instruments include a Danforth Compass, and Depth gauge. 8 foot fiberglass dinghy is included. Boat Location Lanoka Harbor, NJ 08734. Two Notebooks contain photos of her build along with all the equipment on board. in 2001 fair market value was estimated at \$28,000. 2019 asking \$22,000. John Marinovich 973-334-7162 [marinovich@optonline.net](mailto:marinovich@optonline.net)



179-34. 1974 Herreshoff America 18' catboat. Builder: Nowak and Williams, Co. Boat located in Duluth MN. Two sails, original flag and 2016 Quantum all white. New Thurston sail cover. Cockpit cover. Custom teak cabin floor. Electrical system with switching panel for navigation lights, interior lights, cabin fan, sink faucet water pump and bilge pump. All teak in good condition with Cetol. Dependable two stroke 1996 Johnson 9.9 hp outboard. Good solid boat ready for the 2019 season; comes with a Load Rite trailer. \$7000.



Phone 651-226-1059. Email [bobnich@icloud.com](mailto:bobnich@icloud.com). Sailing videos from last summer available.

179-35. 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 \$9,750. Also available: 2hp Honda for \$550. Located in NE Ohio. Contact Eric at [kretzmman4@yahoo.com](mailto:kretzmman4@yahoo.com). 440-222-2477.



179-36. 1968 Marshall 18' Sanderling. Good condition. Fair sails, john, 6 HP outboard, trailer, compass, anchors, History of back surgery and getting a new knee. I will be 90 in 2020. My loss is your gain. \$6,800. Take it away.. Presently in the water at Great Kills Yacht Club, Staten Island NY. Tom Hyland [catboatom@gmail.com](mailto:catboatom@gmail.com) 718-702-4478



179-38. FOR SALE. 1972 Marshall 18 ft. Sanderling "Sourpuss II," hull #246. Very good condition and mostly original. Recent improvements include replaced lower bulkheads with 'glassed plywood (2012), replaced forward two feet of cockpit sole (2012), replaced rudder pintles and upper gudgeon (2012), replaced compass (2013), rewired navigation lights with new LED lights and added 12 v. auxiliary receptacle (2016), installed rudder lock bar (2017). Gear includes: Original mast and new mast (2012) with Marshall tabernacle (folding mast); 2013 Load Rite galvanized trailer with less than 500 miles; 2012 Tohatsu 6 hp 4 cycle outboard with 3 gal. tank; sail was new in 2011 (per previous owner); mini deep cycle 12 v. battery, bunk cushions; Danforth anchor with deck mount and rode; rudder lock bar; 3 boom crutches (short, tall, and travel w/ mast slot); custom mast lifting tool; custom mast raising rig that fits on trailer; one large bumper; running rigging including "pig stick" halyard. Asking: \$13,900 (boat- \$7500; tabernacle mast- \$2800; trailer- \$2800; motor- \$800). Contact: Bob Horne, 1552 Halladay Road, Middlebury, VT 05753, tel. 802-388-7188, [rshorne@hotmail.com](mailto:rshorne@hotmail.com)



179-39. 2014 Horizon Day Cat 20' catboat. COM-PAC Yachts Hutchins with 2009 Magic Tilt 20' Horizon Trailer Fresh Water Lake Boat in SC Excellent condition, Bottom painted 2017, Pulled and cleaned annually, Diesel engine has less than 40 hours Mastendr Quick Rig Sailing System Accessories: Power Pack Yanmar 2YM15 Two Marine Batteries (New 2018) Electric Automatic Bilge Pump Garmin 740 w/Transducer & Navpod Clarion Stereo Cockpit Cushions (Color Coord) Sail Cover & Bimini (Red) Teak Cockpit Grate Transom Ladder 2 Anderson 28 ST Winches Racor Fuel Water Separator Bulkhead Mounted Compass. [krewsonw@comporium.net](mailto:krewsonw@comporium.net) (803) 547-3449





179-40. 1988 Menger 17 Catboat for sale on Long Island, NY. Much loved 1988 model with Yanmar diesel inboard. Engine has just been fully serviced-new hoses, water pump, thermostat, air filter, etc. 2 new batteries. 2015 Venture road trailer in excellent condition. Full canvas winter cover (needs re-proofing), canvas cockpit awning with expanding poles. Origo alcohol stove, porta potti etc etc +Extra rigid cushion to make double berth. Teak grating in cockpit. Teak blocks, oak mast hoops. Teak bowsprit with anchor roller. Re-wired with heavy duty marine electrical panel. Lowrance GPS on swing out companionway bracket. etc etc... Tabernacle mast, tanbark sail...decent condition. \$15,000. Can deliver in New England. email Paul at [pcben@optonline.net](mailto:pcben@optonline.net) for photos and more info... (cell is 631 987 3598)



179-42. 1981 Sunshine Tender with Venture boat trailer. This is a beautifully restored (2002) tender built by one of Maine's top boatbuilders, Duck Trap Boatworks, and kept under cover ever since. The tender is a 12-foot version of the standard 10'-6" model. She is cedar planked with riveted laps and ribs and bronze and copper fastened. Her bright work, oars and spars are beautifully varnished and fitted with bronze belaying pins. The sail has had little use and is in perfect shape. Trailer is also in good condition. Asking \$4500. Contact Dana 603-520-8718 or email at [danaasimpson@aol.com](mailto:danaasimpson@aol.com)



179-43. 1974 Herreshoff America. Midwest (Milwaukee) Catboat with original flag sail and a new sail that's slightly long in the foot. A retirement project whose time has never come -- structurally sound but in need of cosmetic work. Buyer's interests and qualifications are more important than price. (262) 241-9366 [bbauer1@wi.rr.com](mailto:bbauer1@wi.rr.com)

179-44. 1995 Menger 19' Catboat. This is the perfect sized Menger Cat -- easy to sail and easy to trail, with a roomy cockpit and plenty of space for 6 adults on a cocktail cruise. Sitting headroom below, drop-leaf table, 12v lighting, two double bunk inserts for lounging or sleeping at anchor. Sliding galley with hand pump sink, porta potti, lots of storage. Brass portlights and fittings. Outboard engine well for the included Torquedo Cruise 2.0 24v electric motor. Solar charging system including 24v panels, ProStar charge controller, inverter for 12v house electronics and 24v shore charger. Batteries included. Electronics and instruments include Pak Trakr battery monitor, Vetus Combi-3 depthsounder/knotmeter, AM/FM radio CD player with aux input, and compass. Anchor rode deck pipe and locker with deck mount anchor bracket, tabernacle mast, tanbark sails, and classic-look Dacron lines. Fiberglass hull and aluminum spars. Load Rite trailer, winter cover, new custom sail cover. Fenders, dock lines, and safety equipment included -- PFDs for 8 passengers. Fine condition and ready to sail. Indoor storage since 2018. Available for viewing Minneapolis/St. Paul MN. Asking \$19,500. Please contact [sailmail@att.net](mailto:sailmail@att.net). Additional photos at: <https://www.icloud.com/sharedalbum/#B0s5VaUrzBn9Yo>



179-45. Marshall 15' Sandpiper. Unknown year of manufacture. Purchased two years ago. Hull had been damaged and was repaired by Marshall Marine. There is no longer any evidence of former damage or repair work. Under my ownership the boat has never been in the water. Sail is brand new and unused. There is also a new sail cover and a new cockpit cover. All mounting hardware for the cockpit cover has been replaced. Trailer has been partially refurbished with new tire and bearings. Teak rub rail has been sanded and oiled. Mast is folding. Outboard Yamaha 4hp has been started only for purposes of maintenance. Previous owner did not ever



use it (I believe this to be true). For the previous two years the boat has been covered and stored indoors. Parting is sweet sorrow. But if your life is so screwed up you can't quite get around to putting the damn thing in the water, you don't deserve to own it. Irritable and grouchy in Essex (CT). \$14,000. Cecil 860-227-8022 [cecil@leathermanltd.com](mailto:cecil@leathermanltd.com)

179-46. Beetle Cat Parts, I have all the bronze fittings, a usable mast and boom, and a repairable gaff plus new jaws to fix the gaff. Also a centerboard, rudder, two tillers, boom crutch and various other wood parts, ribs, etc.. We unfortunately were not able to save the hull, built in the late '60s. Make an offer on all or whatever you need. Located Long Island, NY. [spudsailor@aol.com](mailto:spudsailor@aol.com)



179-47. 1976 Marshall 18' Sanderling for sale \$4000 obo no trailer needs work. Wickford R.I. 561,345,0306 Bob Morvillo [bobmorv@gmail.com](mailto:bobmorv@gmail.com)



179-48. 1975 Mystic 20 for Sale. I hate to have to do this, but MY Catboat needs to be sold. We have moved to South Carolina. My boat is a Mystic 20, Hull no. 8 and dark green with lots of added teak trim. The spars are all wooden, wooden hoops hold the sail to the mast. The sail is colored beige. A small bow spirit sports a hand carved Cats head, very nice. All the usual stuff is included: elec / manual bilge pump. The cockpit has a teak grid on the deck. All rigging is in fine shape. A 6hp 4 stroke OB mounts on the stern. The trailer is in great shape, never used to launch the boat, always launched by a boatyard travel lift. I believe my Catboat is worth at least \$10,000 and that's what I am asking. Please contact me at [chevierie1@gmail.com](mailto:chevierie1@gmail.com)



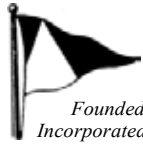
179-49. 2009 Stur-dee Catboat and Karavan trailer for sale. The cat is 14'4" long with a 7' beam, draft of 10'-3'6", and weighing 680 lb. She is manufactured with a fiberglass hull, oak seats, rails and coamings, non-skid deck, molded outboard motor well, fiberglass retractable centerboard and rudder and mahogany and ash tiller. The Stur-dee Cat has a large cockpit and a cuddy cabin. It comes equipped with a Dacron traditional Marconi rig sail with an area of 130 sq. ft., stainless steel rigging and hardware, sunbrella boom tent, mast carrier, bottom paint, and spare tire for trailer. Both the boat and trailer are in excellent condition. The Stur-dee Cat and trailer are a bargain at \$9800. [degour@verizon.net](mailto:degour@verizon.net) 757-665-4932



179-50. 1971 Americat 22' Catboat. Dimensions 22' x 10' x 2.5' / 5' 5,500 Lbs. (sorry no trailer), Palmer P60 gas inboard, Same owner since 1985, always sailed in fresh water, fiberglass hull and deck, original gel coat intact. Located in metro Detroit. \$5000. Contact John Engelhard at [johnecycle@yahoo.com](mailto:johnecycle@yahoo.com) or call (586) 533-2952







Founded 1962  
Incorporated 1983

# The Catboat Association Membership Application

One-time initiation fee: 20.00  
Annual membership/renewal dues: 40.00  
TOTAL (to join) 60.00  
*Annual dues thereafter are payable January 1st.  
Includes all publications for the year joined.*

We strongly encourage you to apply for membership, renew and pay online by going to: [www.catboats.org](http://www.catboats.org). Click on JOIN/REGISTER on the blue bar at the top of the page. You can find detailed instructions by selecting MEMBERSHIPS-HOW TO JOIN from the menu on the left side of the homepage. Once a member, you can update your information online at any time.

If you prefer to mail this application form with your check, please send to:  
**Membership Secretary, 262 Forest Street, Needham, MA 02492-1326**  
*Make Checks Payable to: Catboat Association, Inc.*

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

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

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

(IMPORTANT: Please provide Zip + 4 Code)

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

Telephone Number: \_\_\_\_\_ May we print your number in the yearbook? Yes \_\_\_\_\_ No \_\_\_\_\_

Email: \_\_\_\_\_ Would you like your email address printed in the yearbook? Yes \_\_\_\_\_ No \_\_\_\_\_

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

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

Homeport: \_\_\_\_\_

Former Name(s) \_\_\_\_\_

Former Owner(s): \_\_\_\_\_

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

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

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

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

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

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

*This form may be used for renewals and for information updates.*



**CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM**

Item	Color	Size	Qty.	Price	Total
<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>				\$20.00	
<b>Staff Shirt – Navy Original: L, XL, XXL, Burgee only: L, XXL</b>				\$30.00	
<b>Baseball Cap - Color Choices Below*</b>				\$18.00	
<b>Bucket Hat – Stone, Specify Original Logo or Burgee only</b>				\$18.00	
<b>Visor - Navy or White, Specify Original Logo or Burgee only</b>				\$15.00	
<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>				\$15.00	
<b>Wool Blazer Patch</b>				\$25.00	
<b>Tie Tack</b>				\$6.00	
<b>Burgee</b>				\$20.00	
<b>Tumbler – Classic (16 oz) or Traveler (16 oz with Lid)</b>				\$12/\$14	

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

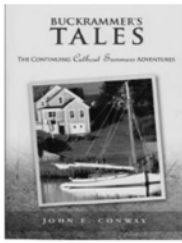
Total \$ \_\_\_\_\_

<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.**

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

# CATBOAT ASSOCIATION PUBLICATIONS ORDER FORM



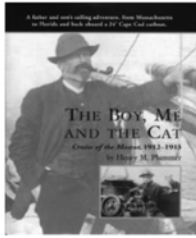
**Buckrammer's Tales**



**The Competitive Cat**



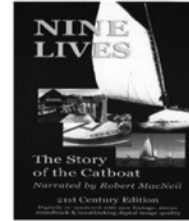
**The Catboat and How to Sail Her**



**The Boy, Me and the Cat**



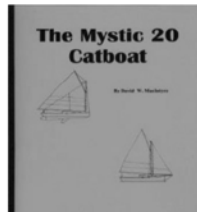
**The Catboat Era in Newport**



**Nine Lives DVD**



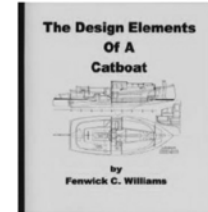
**The Boat That Wouldn't Sink**



**Mystic 20 Catboat**



**Rudder Reprints**



**Design Elements of a Catboat**

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

Ryan Peterson of Mashpee, Massachusetts sails the 25-foot Crosby catboat *Surprise* past the Statue of Liberty on Veterans' Day 2018. Her American flag sail was hand painted by his older brother, Captain Kurt, who charters the 1927 30-foot Anderson catboat *Tigress* in Edgartown on Martha's Vineyard.

Photo by: Bjoern Kils, New York Media Boat

