

Catboat Association Bulletin



No. 182



Spring 2020

ON THE COVER

Blew By You, a 1972 Marshall Sanderling owned by Mark Williams and Marlene Galizi, sits quietly on her mooring off the Indian Harbor Yacht Club at the end of the 2019 season.

Mark received the 2013 Broadaxe Award for the complete rebuild of *Blew By You*, documented in the Fall 2012 Bulletin.

Photo by Mary Alice Fisher (<https://www.maryalicefisher.com>)



IN THIS ISSUE...

Lead Editor: Skip Stanley

- 3 **From the Editor**
- 4 **Now Hear This**
- 6 **Features**
 - 2020 Annual Meeting
 - Beetle Cat Sailing – Athena Aicher
 - May the Best-Sailed Catboat Win – Nate Titcomb
 - A Talk by Halsey Herreshoff
 - Catboat Adventures – Ned Hitchcock
 - The 2020 Awards
 - A History of Communications at Sea – Brent V.W. Putnam
 - The Catboat Resource Show – Anne Morton Smith, Coordinator
 - The Catboat Kid: Back Aboard the *Dogwatch* – Jim Grenier
- 30 **Center Facing**
 - Salem Waterboat – A Painting by John Hutchinson
- 32 **Boat Building and Maintenance** – Eric Peterson, Editor
 - Low Cost Catboat Barn – Eric Peterson
 - Keeping Her Yar, *Victor* at 104 – Bill Kornblum
- 37 **Cruising** – Steve Flesner, Editor
 - Down By Dee Bay Hon – Steve Flesner
- 38 **Racing and Rendezvous** – Steve Flesner, Editor
 - Padanaram Rendezvous – Kristen Marshall
 - Vineyard Haven Rendezvous – Drew Staniar
 - Vineyard Cup – Drew Staniar
 - 2020 Race & Rendezvous Schedule – Steve Flesner
- 44 **Sailing Techniques and Seamanship** – Brent Putnam, Editor
 - Maintaining a Proper Lookout – Skip Stanley
- 46 **Navigation** – Skip Stanley, Editor
 - Compass Error – Skip Stanley
- 48 **Keeper of the Light** – Jay Webster, Editor
 - Catboat Legend: Breck Marshall – Jay Webster
- 49 **Book Review** – Ned Hitchcock, Editor
 - The Cruel Sea by Nicholas Montserrat
- 50 **Short Tacks** – C. Henry Depew, Editor
 - Trailer Tips – C. Henry Depew
 - The Pilot's Laws – Notes for Skippers (Part 2)
- 52 **New Members** – Carolyn Pratt
- 53 **Cats for Sale** – Spencer Day
- 57 **CBA Membership Application**
- 58 **CBA Merchandise** – Mary Crain
- 59 **CBA Publications** – Mary Crain

THE CATBOAT ASSOCIATION BULLETIN

The Catboat Association (CBA) is a private, non-profit, recreational and educational organization dedicated to the promotion and preservation of catboats and the traditions associated with sailing them, organized under the laws of the State of Massachusetts.

Membership in the CBA is open to all. Members receive: an annual subscription to the Catboat Association Bulletin, the CBA Yearbook, access to the CBA website, and periodic information about Association events and activities including the Annual Meeting.

Members receive the Catboat Association Bulletin (ISSN 2689-7067) published three times a year (spring, fall, winter) and the Catboat Association Directory. The single copy price of each is \$10.00. See the membership application within. Make check payable to the Catboat Association, Inc. and mail to: 322 Concord Road, Wayland, MA 01778-1121 or apply at www.catboats.org

Printed by Diverse Graphics Services, 15 Hitch Street, Fairhaven MA 02719. Copyright 2020, all rights reserved.

Where To Send... Editorial Copy

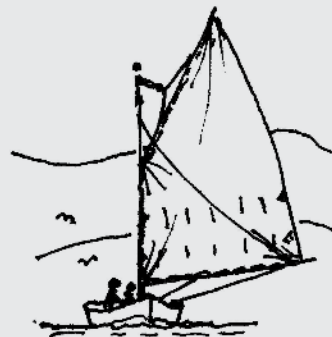
- *boat building and maintenance:*
Eric Peterson
112 Wading Place Road, Mashpee, MA 02649
(781) 856-8873 eric.peterson@catboats.org
- *book reviews:*
Ned Hitchcock
P.O. Box 316, S. Wellfleet, MA 02663-0316
(508) 349-1229 ned.hitchcock@catboats.org
- *cruising:*
Steve Flesner
2037 Indian Circle, St. Leonard, MD 20685-2400
(410) 586-8179 steve.flesner@catboats.org
- *history:*
Judy Lund
7 Middle Street, So. Dartmouth, MA 02748-3413
(508) 996-4864 judy.lund@catboats.org
- *navigation:*
Skip Stanley
94 Clarendon Street
South Weymouth, MA 02190-1351
(617) 755-7269 skip.stanley@catboats.org
- *sailing techniques and seamanship:*
Brent Putnam
824-A Lake Avenue #194
Lake Worth, FL 33460-3754
(561) 277-0339 brent.putnam@catboats.org
- *social media coordinator:*
Carol Thorsten-Stein
52 Flash Road, Nahant, MA 01908-1153,
(978) 764-1536 carol.thorsten-stein@catboats.org
- *keeper of the light:*
Jay Webster
25 Reservoir Road, Apt. B3
Pembroke, MA 02359-2847
(781) 826-7748 jwebster@catboats.org
- *editorial board:*
Mark Alan Lovewell
P.O. Box 2034, Vineyard Haven, MA 02568
(508) 696-4655 mark.lovewell@catboats.org

Dan McFadden
39 Boulder Ave.
Stonington, CT 06378-3004
(860) 333-7155 dan.mcfadden@catboats.org

Skip Stanley
94 Clarendon Street
South Weymouth, MA 02190-1351
(617) 755-7269 skip.stanley@catboats.org
- *proofreaders:*
Mary Crain, Teri Favreau, Jim Grenier, Peter Knowlton,
Dan McFadden, Bill McKay, Dave and Kimberly Morrow,
Eric Peterson, and Carol Titcomb.
- *line drawings:*
Unless noted, contributed by: Rex Stewart, Dave Park,
Charles Chapin, Frank Lovewell and John Kurgan.
- *photographs:*
All photographs are contributed by the authors unless
otherwise noted.

CBA Directory

- *policy, guidance, & general information:* **Tim Lund**
262 Forest Street, Needham, MA 02492-1326
(781) 444-9695 tim.lund@catboats.org
- *awards:* **Skip Stanley**, Chairman
94 Clarendon Street
South Weymouth, MA 02190-1351
(617) 755-7269 skip.stanley@catboats.org
- *invoices, donations, etc.:* **Tim Fallon**, treasurer
16 Maple Road, Warren, RI 02885
(401) 252-1672 tim.fallon@catboats.org
- *memberships & updates:* **Carolyn Pratt**
322 Concord Road, Wayland, MA 01778-1121
(617) 460-6310 carolyn.pratt@catboats.org
- *computer webmaster:* **Neil Titcomb**
38 Brookwood Dr., Stanford, CT 06405-2325
203-488-3088 neil.titcomb@catboats.org and or
Spencer Day contact info listed below
- *cats for sale:* **Spencer Day**
7 Cottage Place, Milton, MA 02186-4504
(617) 696-1067 spencer.day@catboats.org
- *advertising:* **Terry Gips**
6 Pacific Avenue, Mashpee, MA 02649
(508) 243-0987 terry.gips@catboats.org
- *CBA merchandise, bulletin back issues and publications:*
Mary Crain
17 Ocean View Avenue, Mattapoisett, MA 02739
(508) 758-8081 mary.crain@catboats.org
- *annual meeting coordinators:*
Eric and Dawn Peterson
112 Wading Place Road, Mashpee, MA 02649
(781) 856-8873 eric.peterson@catboats.org



WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

Notify Carolyn Pratt at the address above.

From the Editor:

I like books, especially old books. I would rather spend an hour meandering in a used book shop than a Barnes and Noble. Don't get me wrong, Barnes and Nobles are fine. It's just that in most retail bookstores you'll find pretty much the same books—bestsellers and whatnot. Not so in a used-book shop. Last summer, on a meandering trip up the Maine coast my wife, Teri, and I stopped in no less than twenty bookstores, most of them selling used books.

My bookshelf is filled with old books as well as new ones. One of my most prized is a copy of *The Black Arrow* by Robert Lewis Stevenson (1926) that was given to my father in 1940 when he was eight years old. Another is an original copy of *Mr. Roberts* (1946). Nautical books include *Sailing* by E. F. Knight (1939), five books on yacht seamanship by Francis B. Cooke from the early 1900's, and a 1942 edition of Chapman's *Piloting, Seamanship and Small Boat Handling*.

Naturally, my favorite tables at the Annual Meeting Vendor Show are the used-book tables. It's all I can do to walk away without a new used-book in hand. This year was no exception when I picked up a copy of *Adventures Down the Bay* by Wallace P. Stanley (originally published in 1902).

But of course there was more to this year's meeting than used books at the Vendor Show. In this issue, you'll find many of the highlights including summaries of the seminars, many written by the presenters. That includes the highlight: Halsey Herreshoff's keynote presentation on his family's history in yacht design and building. His talk was accompanied by many rare photographs and even a motion picture clip of an America's Cup practice in New York in 1903. The sheer size and power of these yachts was truly jaw-dropping.

Halsey himself was an America's Cup sailor—competing first as the bowman on *Columbia* in 1958



and lastly as the Navigator on *Liberty* in 1983—and said how impressed he was with the engineering of the current America's Cup contenders. When racing they are up on hydrofoils that require computers to stay balanced. Hardly boats at all, they are the very antithesis of a slow, stable catboats. He quipped, "But who needs a boat when you're all the time above the water?"

Old books about sailing reinforce how little has really changed in the real world of sailing small boats; it's still hulls and sails and sheets and spars and tillers and rudders and keels and centerboards and so on—the world where catboats live.

Skip Stanley
Lead Editor



Now Hear This:

Stay Safe

As this Bulletin is being assembled, many parts of the country are under stay-at-home orders, due to the Covid 19 pandemic. Let's hope by the time you read this things have returned to some semblance of normalcy.

Membership Renewals

Annual membership renewals are due the 1st of the year. Please check the CBA website (<https://www.catboats.org>) to see if your membership has expired (and, if needed, please renew it online, which saves time and effort). Also, sharing your email address will help greatly when it comes time to send renewal reminders.

CBA Mailings

Throughout the course of the year, we send out five mass mailings—three bulletins and one yearbook/directory and the dues bills. Without fail, we receive multiple returns from members who are away from their main address for extended periods—and these returns cost the CBA money.

You may not know but the website is able to store an alternate address for each of these mailings—you can even specify which address to use for which mailings. Please take advantage of this or email membership@catboats.org with updated information.

Your Amazon purchases can benefit the CBA

The next time you visit Amazon.com, use that purchase to benefit the Catboat Association. First, type in smile.amazon.com as the URL and you'll be asked to choose the non-profit of your choice as a beneficiary. Next, make your purchase as you normally would and a small percentage of the purchase price will be donated to us!

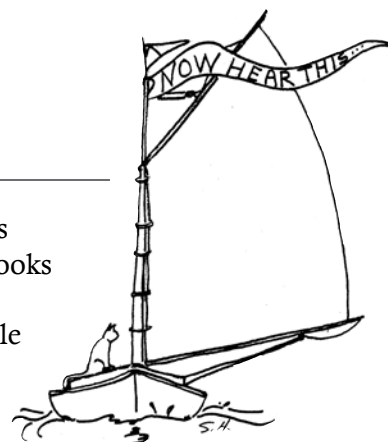
CBA Website

The CBA website (<https://www.catboats.org>) has a multitude of interesting things including:

- A gallery of photographs
- Member resources including: Annual Meeting information, instructions on writing for the

Bulletin, all previous Bulletins and Yearbooks

- The Races and Rendezvous Schedule
- Catboats for Sale Classified Ads
- And much more



Writing for the Bulletin

Who doesn't love a good sea story? Tell it. Got a good how to how-to? Send it. Learn something new? Share it. Take a look at the categories on page 2 and send it to the appropriate Contributing Editor. We use Microsoft Word. Include photographs 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 (.jpgs), 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.

That Goes for Photos too

Got a great shot of your boat or somebody else's—send it to us. We're always looking for a good cover photo. Tell us a little bit about it too, for example: where it was taken, what the occasion was, and who the photographer was so we can ensure they get the credit!

Change of Address for Membership and Renewal Payments

Please note the new address is:
CBA Membership Secretary
322 Concord Road
Wayland, MA 01778-1121

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 to bulletin.editor@catboats.org.



MARSHALL MARINE CORP.

New boat builds, full catboat service, parts and storage



New Boat Construction

15' Sandpiper, 18' Sanderling,
22' Marshall 22 & 23' Sakonnet 23

Complete Catboat Services

From gel coat repairs, painting and varnishing, to mechanical, rigging and carpentry jobs, we have the resources and knowledge to help.

Our skilled staff is ready to do any minor repairs or a major refit!

Brokerage

Whether looking to buy preowned or needing to sell your Marshall Cat, contact us. A variety of Marshall boats is always rotating through our brokerage. Check our Website!



www.marshallcat.com

55 Shipyard Lane ~ So. Dartmouth, MA

508-994-0414

geoff@marshallcat.com



Annual Meeting 2020

Coast Guard Museum Tour - The 2020 CBA Annual Meeting kicked off with a tour of the Coast Guard Museum at the Coast Guard Academy. About 30 catboaters were greeted by the curator, Jen Gaudio, who provided a personal perspective to all. Most notably, she brought out the actual medals of the legendary Captain Joshua James, the greatest lifesaver of all. He is credited with saving over 500 lives during his career as a Lifesaving Station Keeper in Hull, Massachusetts. James' medals are not on display but are kept in a safe in the back room. Among the many other artifacts, was the Congressional Medal of Honor awarded (posthumously) to Signalman Douglas Munro for his role in rescuing a company of Marines at Guadalcanal, during World War 2.

The tour was followed by a well-attended ice-breaker cocktail party back at the Mystic Marriott.

Saturday was a full day with many seminars and of course the **All Catboat Resource Show** with something for everybody from books to parts to banners and more. This year's seminars included:

Catboating for Beginners – Always a fan favorite, the Peterson brothers Kurt and Eric provided a wealth of tips and tricks on the nuances of sailing catboats.

Catboat Racing – Nate Titcomb explained the intricacies of handicapping to ensure fairness when racing. For more turn to page 12.

Long Distance Sailing in a Beetle Cat – Athena Aicher talked of her adventures with and in a Beetle Cat. Next page.



Eric Peterson uses his model to demonstrate sail handing.



Raising the sail.



Catboaters at the U.S. Coast Guard Museum.

Calming a Reluctant First a Mate – John Clark and Ned Hitchcock led a lively discussion on introducing a new first mate to the world of catboats and catboating.

Catboat Adventures – Jim Andersen discussed and showed a number of the videos he's produced of his travels in a Marshall 22. See page 17.

A History of Communications at Sea – Brent Putnam made a brief but entertaining presentation on the many aspects of communicating at sea. Turn to page 21.

The Keynote Speaker - The Legendary Halsey Hereshoff gave a fascinating presentation on the Hereshoff family history, naval architecture, boat building, the Hereshoff museum and much more. For a summary of his talk, turn to page 14.



Cabin Fever entertaining at the end of the day.



Beetle Cat Restoration and Long Distance Sailing

Athena Aicher

My relationship with wooden boats has been based on a tall-tale told to me by some friends a few years ago. In fact, my current life is also based on that little lie. It took years for me to realize it.

I grew up on Long Island's south shore and boats were always a fixture. I spent most of my summer weekends fishing with my dad or beach camping, clamming and exploring little islands in the Great South Bay.

As an adult, my first boat was an O'Day Daysailer—bright orange and with a little kicker motor that rarely worked. Mostly it spewed ants out from underneath the engine cover any time I tried to start it. I'm not going to get into the specifics. Suffice it to say, the *Caliper* was dismantled on a Fourth of July afternoon. I replaced the mast with a beach umbrella and the deck ended up covered with Astro-turf. I bought a new two-horse outboard. The "*Caliper Cabana*" was fun for a while, but soon I wanted a functional sailboat.

At some point during my search for a new boat, two friends of mine told me a story about one they had seen on Cuttyhunk. According to them, there was a lady out there who would sail this little boat all around the island. They said it was a "catboat" and at first I didn't know what that really meant (sorry guys). I thought it meant catamaran and I envisioned a Hobie-cat type, and that wasn't what I was looking for. But eventually they clarified; I learned about catboats, specifically Beetle Cats, and I raised an eyebrow. Simple rig, easy to single hand... The story piqued my interest and I started to do some more research about Beetle Cats.

I trolled Craigslist for a few months and drove all over the Cape to see a few boats. My friends, the story-tellers, Hilary and Greg, were in tow for support and advice: Never buy a boat alone. Nothing I saw was the right boat for the right price. Classic... I decided to go to the source.

At Beetle Inc. in Wareham they showed me a few boats, but they were all too expensive. When I made it clear that my budget was closer to \$1000 not \$10,000, Michele showed me a boat deep in the shed

that was "an IYRS outcast" whatever that meant. It looked like it needed a lot of work, but it wasn't that old. It was missing an important stem to keel bolt so the stem had sprung out from the keel, like the boat had a single-toothed overbite. It looked suspect, but Michele insisted it wasn't actually a big deal and that they could fix this "minor" structural non-conformity at the shop for cheap.

So I said, what the hell, the price is right, only \$1500. I can use a sander. What could possibly go wrong?

But I had no idea what I was doing. I'd never owned a wooden boat before. Michele at Beetle Inc. helped guide me through some of the hiccups.

Because I was such a "valued customer" at the local Woods Hole bar, the Landfall, I was able to keep my newly acquired vessel in the valet parking garage for the winter. It was covered and had electricity so I could plug away at my new boat project over the course of the winter months. I smeared epoxy on some planking defects. I put a bunch of patches on the cracked canvas deck with Bondo. They looked terrible, some more accidentally phallic than others... but they worked. I smeared fresh seam compound in the open plank seams. Mostly I made a mess. Then, I painted and varnished.



The seam-compound covered hull.

People came by the garage all the time. I wasn't even doing anything *actually* cool, or even correctly, but for some reason people were curious about my boat. Maybe it was the two feet sticking out from under the coamings when I decided to sand and repaint everything under the deck. Maybe they thought I was stuck? I think people are just drawn to the aura of a wooden boat. I was. And I didn't even know it at the time. A stranger even came by on his bicycle and dropped off some spare sails, a tiller and some old hardware from a Beetle Cat he used to own.

On a bright sunny day in early May I was ready to launch my new catboat, which by now I had christened *Salt*. I was so excited and feeling feverish to celebrate. The launch ramp was just down the street from my house so I thought it would be fun to hoist my big American flag from the gaff and ride down the street with the rig in and the flag blowing in the breeze. It would be so festive! Like a mini parade! Until the mast hit a low hanging branch and BAM! It all came down with a crash. The rig had snapped right at the mast partner.



Salt on her mooring.

Over the next two years I had some great adventures on that boat. Many with friends and many more alone. I felt like Huckleberry Finn all the time. I would sail to the Mackonickey bluffs on the Vineyard and haul the boat out on fenders. Then I would throw an anchor out on the sand for safe keeping and go for a stroll into town. I circumnavigated Naushon Island and spent the night anchored behind the breakwater in Robinson's Hole. I remember waking up early in the morning and watching the standing waves appear in the channel while I ate breakfast on the boat. I saw a few skiffs turn and retreat for fear of swamping in those waves. But I knew the tide would lay down in a few hours and I'd cruise right through with no evidence of the morning waves.



Ready to head for the launch...or not...

Remember story girl Hilary? She was there when the mast came down. So were some others. We were all speechless. I was embarrassed. There was nothing left to do but go back home and sheepishly call Beetle Inc. to see if they had any used masts I could buy in a jiffy. Luckily, it was early enough in the season. They still had a few I could choose from. I was delayed a few weeks for some re-rigging and varnish work, but I still got *Salt* launched by Memorial Day.



Sailing in Woods Hole.



Robinson's Hole.

I once woke up at anchor in Hadley Harbor with an egret eyeing me from its perch on my boom tent. And in Great Harbor one time we had a skiff-in movie night in. I sailed up to the oyster farming float and we watched *Jaws* on a sheet while we bobbed up and down in the summer breeze.

At some point during one of these small adventures, Hilary and Greg (the story-tellers) confessed that their tale about a girl and her Beetle Cat on Cuttyhunk was a complete fabrication. They knew I should have a Beetle Cat, so that story was their way to incept the idea for me. Clearly, it worked.

All the while I was having these little mini adventures and getting to know my boat, I was working as a chemist at the Woods Hole Oceanographic Institute. I became increasingly disengaged with my work and eventually decided that a career change was in order. I had learned about the IYRS School—the boat-building trade school in Newport, Rhode Island. Since I was having so much fun sailing and working on my Beetle Cat I decided I should at least try learning how to properly care for my boat. I had also been spending time gamming with the crew of the Gannon and Benjamin Marine Railway in Vineyard Haven and they were all so fun and seemed so happy to be doing their work that I thought maybe I could fit into that kind of a scene.

I was totally broke with no savings. But I had gotten a half scholarship to attend IYRS. The summer before I left for school, I decided to save some of the rest of my tuition money by living on my Beetle Cat all summer instead of paying rent. It was like camping. I remember more than one rainy night huddled under my boom tent listening to the

rain and feeling the occasional drop on my forehead. I even dog-sat for my friend's golden retriever for a few weeks. She slept on the starboard side of the centerboard trunk and I slept on the port side.



Dog sitting during the summer.

At the end of the summer I had to figure out a way to move from Woods Hole to Newport. Life rule #1: when you can arrive by boat, you should. I decided I would sail there on my Beetle Cat.

My first stop on the journey was a quick little rip over to Sheep's Pen from Great Harbor. I didn't leave with enough daylight to make it all the way to Tarpaulin Cove. It was an appropriate farewell to sit at anchor and watch the moon rise over the town I lived in for five years.

The next morning I left for Tarpaulin cove. I made one little lunch stop in Lackey's Bay. In my boat I could raise the centerboard and scoot over the sand bars into the calm warm water for a swim. You all know all about what makes it awesome to have shallow draft boats.

The next day, I scooted across the Sound towards Menemsha. I had planned to meet up with some friends in Chilmark for a few days. The sea breeze filled in extra fresh that afternoon and the only way for me to maintain steerage while I approached the Menemsha inlet was to scandalize my mainsail. I don't think folks in Menemsha see boats come in and out of the pond under sail very often anymore... and certainly not like that. I snuck all the way back through the small channel past the oyster farms into Quitsa Pond where my friends keep their swordfish harpooning boat *Skillie*. I rafted up to their dock and spent a few days digging quahogs, grilling striped bass, and drinking beers.

After waiting out some weather, I zigged back across the Sound to Cuttyhunk. I dedicated that leg of my journey to a recently deceased friend Keith Chapman. He was the first person who ever brought me to Cuttyhunk a few years prior and I had spent the earlier part of that summer watching him die from liver and kidney failure. He was only 29 years old. I came to Cuttyhunk via the Canapitsit channel. I was able to avoid the waves that often appear there by doing my classic move: raising my centerboard and threading the needle of rocks on the east side. It occurred to me years later that, in making my trip via Cuttyhunk, maybe I had become that girl from Hilary and Greg's tall tale, sailing her Beetle Cat around the island—getting heads to turn while doing it.



Off Clam Point in Quitsa Pond.

I waited out another few days of imperfect weather, anchored in a shallow area of the harbor. Far from the mass mooring chaos that characterizes Cuttyhunk in late August.

I had two friends with bigger boats meet up with me and we shared some meals together—the classic Bass Club breakfast and fresh lobsters from the dock.

The weather turned for the better and it was finally time to leave familiar territory. My friend Simon tossed me a Tupperware of lobster salad as I sailed past him in the outer harbor. I was soon past Penikese Island and into Buzzards Bay toward Rhode Island Sound.

I had plans to stop somewhere close to Horseneck Beach or the Sakonnet River, but the weather was too perfect to stop. I was having such a great time cruising with my butt parked on the side deck that I just kept going. Plus I was doing an excellent job evening out my tan lines. I had the tide with me for the late afternoon and early evening. It was a little tense passing the mouth of the Sakonnet River. There are lots of rocks and the tide flows pretty strongly. But *Salt* and I did fine.

It ended up being a ten hour sail to get from Cuttyhunk to the mouth of Narragansett Bay. The Pell Bridge and Castle Hill light were welcome sights.



Castle Hill Light.

I looked like a complete castaway in my salt-stained Hawaiian shirt and type five PFD. The zinc nose and lips didn't help either. As luck would have it, I was hailed by some fellow catboaters out for a sunset cruise on their tender. They whisked me over to the dock where they kept their Nonsuch and I had a "hot" shower while listening to pop music under multicolor LED lights. Life in Newport was going to be different. That was for certain.

After sailing to Newport I was able to keep my Beetle Cat on the dock at IYRS. I also happened to

meet a fellow student named Chuck. I used *Salt* as my secret weapon during our courtship. Somehow I was able to convince him to wake up pre-dawn on school days to go out for some sunrise sails... we've been partners in crime ever since.



Working at IYRS in Newport.

The summer between my years at boat building school I decided to replace the deck on *Salt*. She badly needed new canvas. I was sick of looking at those terrible patches. I felt confident in my skills to do repairs beyond smearing seam compound all over the hull. In the process of repairing the deck, I negotiated with a buyer and sold *Salt* for \$5000.

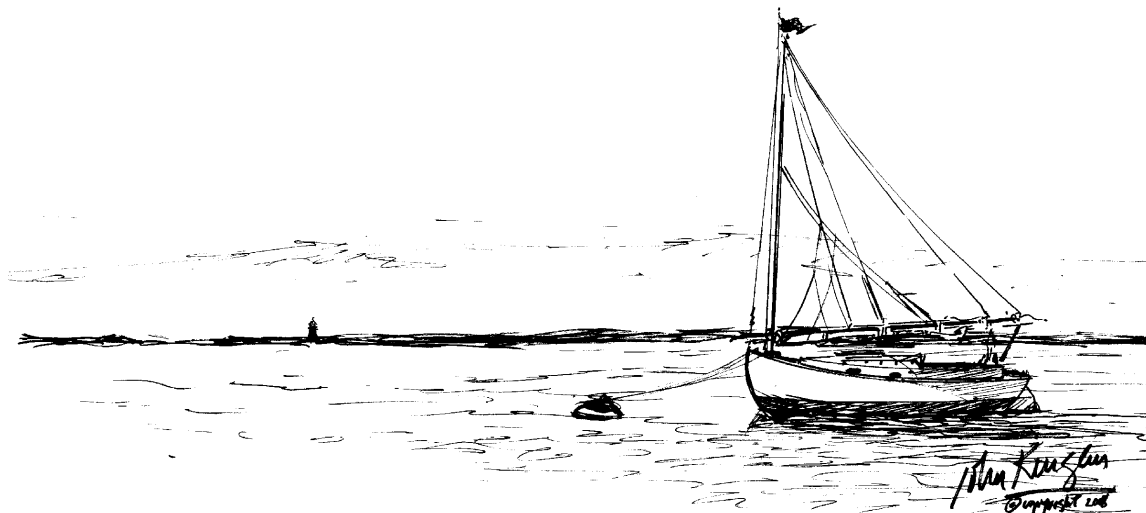


Salt with a new deck at IYRS.



Athena and Chuck.

Four years ago I graduated from IYRS and I've been working as a shipwright at the Gannon and Benjamin Marine Railway ever since. I've never looked back. And though I miss my adventures on Salt, as it happens, I've already been gifted a decrepit Beetle Cat called 9 Lives. It's amazing the life changing impact a single "white lie" had on the trajectory of my life. Who knew I'd end up realizing that story, becoming the girl sailing her Beetle Cat around Cuttyhunk and then all the way to Newport and into the beyond!



May the Best-Sailed Catboat Win

Nate Titcomb

Early in the summer of 2019, US Sailing was approached by Drew Staniar, on behalf of Tony Davis at Arey's Pond, to see if there was a recommended way to handicap small boats, specifically catboats, for the annual Arey's Pond Cat gathering. Tony recognized that the fleet of larger boats had been won consistently by the same boat year after year, something that was inhibiting participation. Everybody should have a chance at winning.

This project landed on my desk at US Sailing where, as the Offshore Director, I am responsible for all types of ratings and handicaps. My office is responsible for the issuance of the three measurement rule certificates in the US: the Offshore Racing Congress (ORC), the Offshore Racing Ruler (ORR), and the International Rating Certificate (IRC). I am also responsible for the management of the Portsmouth Yardstick rule (handicapping system) and to a degree Performance Handicap Racing Fleet (PHRF) in the United States. It could be said that my hobby and my professional life are one and the same; it is not often that a catboat kid gets the opportunity to work on something that directly impacts the kind of boat he grew up on and now owns.

In my official capacity, the standard answer to a handicap inquiry for small boats is to recommend the Portsmouth Yardstick. The problem with this system is that initial numbers are calculated on a very simple formula, based only on length and sail area. The ratings are then honed over time based upon results of racing. In theory this system is one of the most accurate, as the rating can frequently be changed, potentially after every race, allowing a continual leveling of the playing field over time for all boats. For this to work, however, boats have to be raced frequently, preferably every week against a variety of competition, something that doesn't happen with the typical rendezvous schedule for a given summer.

A boat may only participate in one or two rendezvous a year, which may or may not have been conducted under a handicap system and often not with a race committee committed to taking times for each finisher.

A system for catboats must be better at establishing the rating in the first pass to allow new

boats to compete (and have a chance at winning). There are very specific measurement rules in use today which use 3D geometry files that could work, but these require measurers who measure everything from the length of spars to stability of boats. I have yet to meet a catboater who would go to this extent to have fun sailing amongst friends! The ultimate solution would need to be simple, but with enough generally known information to be accurate.

I arrived at the following:

This formula looks at the length of the boat (averaging the length overall and the waterline length), the sail area, and the weight of the boat all expressed in feet, square feet and pounds respectively. At the end of the day, these are the principal factors that determine the overall speed *potential* of a given boat. From a rating perspective, we are fortunate that the overall consistency of the catboat hull shape means that so long as a boat has shoal draft and generous beam, this formula will do a reasonable job of leveling the playing field.

To account for propeller drag, the rating formula outcome is then multiplied by a factor of 0.98 if there is no exposed propeller, such as an outboard that is raised out of the water, or for boats with no propeller at all. I recommend this factor be adjusted based upon wind strength, potentially being decreased if there is very light wind, or increased towards 1 if the wind is howling.

The interesting thing about catboat propellers (in most instances) is that it is not the type of propeller, whether that be folding, feathered or fixed, two or three bladed, that determines the associated drag, but rather the size of the opening between the skeg and the rudder. Propeller drag has the most impact on boat speed at low windspeeds, and diminishes at higher windspeeds when a boat is sailing at "hull speed" (the theoretical maximum speed of a given boat).

As important as the formula is the method of scoring actual races, this system is designed to work on a "time on time" basis. This means the system looks only at the elapsed time on the race course, and does not use any distance factor. This is helpful for race committees, so they do not have to calculate a

course distance. It also make it easy to shorten the course should conditions require. Time on time also has the advantage of being more equitable when conditions are inconsistent or when there is current across the racecourse. Boats are assessed based on a percentage of their time on the race course. To score a race, the formula below is used to calculate each boat's corrected time.

To ensure the formula was accurate I needed past results and the specific parameters for each boat racing. Thankfully the boat specifics are available online from builders and aggregation websites like sailboatdata.com. Also this very publication is rich with catboat-specific race results. I compiled a small database of race results from the past several years and applied this system to make sure the changes to the finishes made sense. I wanted to ensure that the smallest boat in the fleet was not always the winner unless merited of course. I compiled this data in a spreadsheet, which I am happy to make available to anyone who asks.

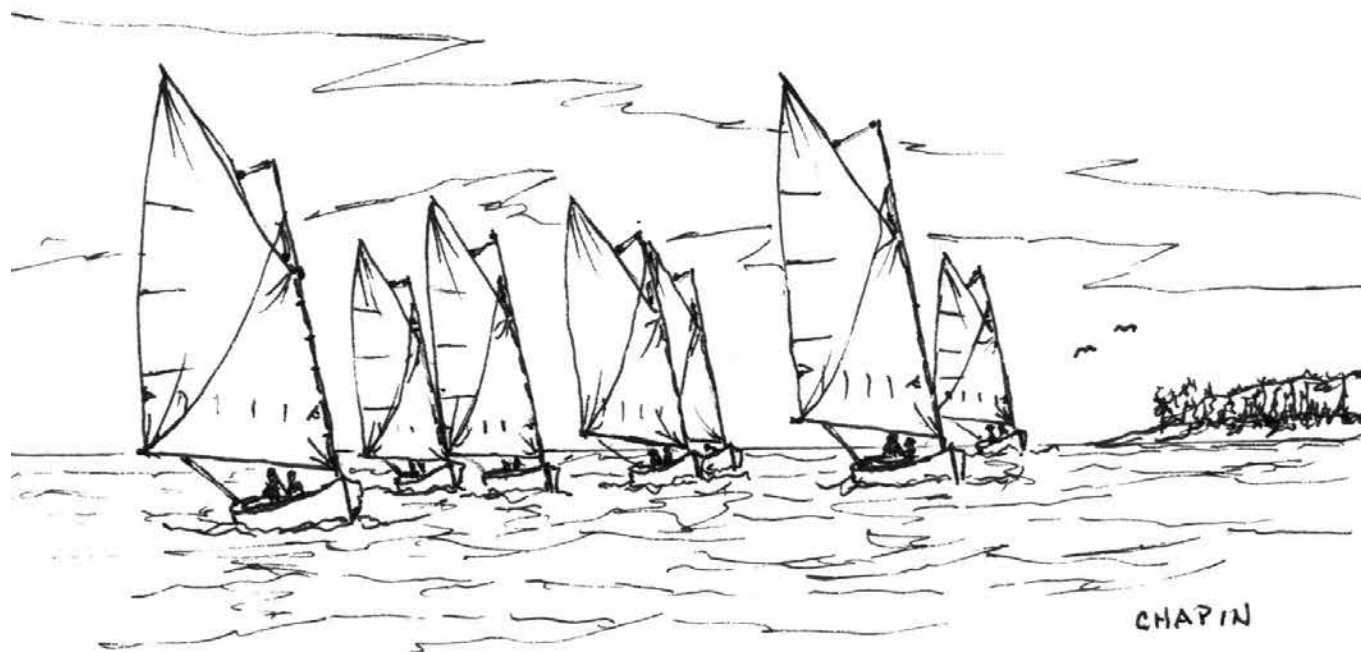
There are a few things to note about this rating rule. This is not the first time something like this has been used for catboat racing! In fact, the very first CBA bulletin described a system used at the initial Duck Island Rendezvous, where the CBA was started. In later years, that system was refined by Fenwick Williams and Charles Wittholz, both noted catboat

designers. That system used similar boat parameters, but relied on time allowance tables published by the North American Yacht Racing Union, the precursor to US Sailing.

I will be the first to admit this system sacrifices perfection in the quest for simplicity. It intentionally does not consider factors such as a boat's construction material, age, crew weight, or multiple windspeeds. As a result there are some known flaws. For example a Marshall 18 is always considered slower than a Marshall 22, which we know is only true in winds above 12 knots.

There is one thing that must be considered with any rating system. The rating rule is the perfect scapegoat for a poor showing on the race course. "I didn't miss that wind shift; my boat's rating is bunk!" The important thing to remember is that rating rules were created to ensure fairness and ultimately make sure we all have fun.

Nate is a catboat kid who grew up on Calynda, the 28 foot Fenwick Williams catboat yawl. His love for all things that float led him to the Landing School where he graduated from the Yacht Design Program. For the last 12 years he has worked at US Sailing, most recently as the Offshore Director issuing and managing the production of rating certificates as well as measurement for the major sailboat races in the US.



A Talk by Halsey Chase Herreshoff

Keynote Speaker at This Year's Annual Meeting

Introduction by John Conway: *The Herreshoff name is associated with some of the most innovative watercraft of all time, from America's Cup champions to historic pleasure craft. Halsey Chase Herreshoff, the grandson of Nathaniel Herreshoff, continues this tradition. He has designed over 32 boats. He got his bachelor's degree from Webb Institute and his master's degree from MIT. He served as a lieutenant in the US Navy. He began his career as a naval architect at the Bethlehem Steel Company, but ultimately left to focus on yacht design. His Freedom Yacht design changed the way people feel about unstayed masts. As an America's Cup sailor, he served on crews first as a bowman on Columbia in 1958 and as navigator on Courageous in 1974, on Freedom in 1980 and on Liberty in 1983. He ran for and became mayor of Bristol, Rhode Island (1986-1994). All that said, he is best remembered for starting both the Herreshoff Museum and the America's Cup Hall of Fame and, of course, for creating the Herreshoff America catboat.*

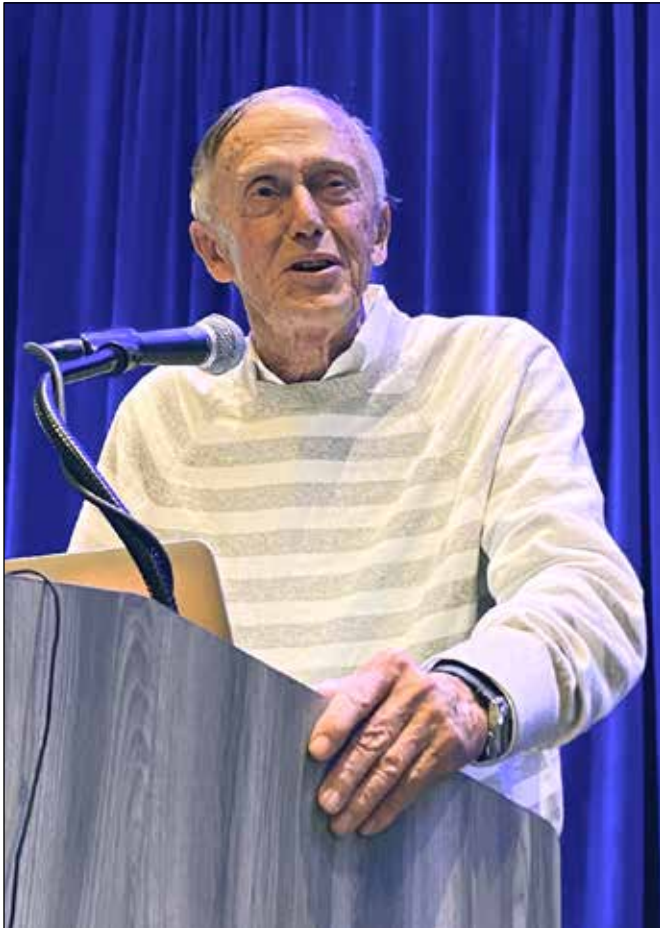


Photo by Emily Ferguson, Lands Edge Photography.

Opening with a picture of a Herreshoff America underway, he began: With the Herreshoff America, I tried to stay true to catboat tradition and placed the outboard in a well. It was the clients who wanted the flag on the America's sail (and it stuck). On the art of naval Architecture, there will be no equations. (I heard somewhere that Steven Hawking once said he lost 10% of his audience for every equation he talked about; so I shouldn't lose anyone.)

Where did the name catboat come from? I have a couple theories to share. The word "yacht" actually comes from Holland and some also attribute the name catboat to the Dutch.

Well, there was a weird clubhouse on a river in Amsterdam in the 1600's that had cats in the name and so the boats that were tied up there were known as catboats.

Another story came from the fact that catboats were used for fishing. Legend has it that when the boats would come in, the fisherman would allow cats to come aboard to eat the scraps from cleaning the fish, so people would say, "Oh, those are the catboats." I have had no idea which of these stories is true, but like the Loch Ness monster, isn't it a lovely thing to wonder about?

The history of catboats involves a great number of people and naval architects, but it's fair to say that the Herreshoff family got much of its illustrious career in catboats. My great grandfather, Charles Frederick Herreshoff, built a number of yachts that were named after his wife Julia, which, while not catboats, had many of the same characteristics. They were beamy and had a lot of ballast. In 1859, Mr. John Browne Herreshoff (who became blind but functioned quite well), then about seventeen years old, and Nathaniel Greene Herreshoff, then eleven and a half, decided to build a boat and make a trip to New York for the arrival of the great paddle-wheeler *Great Eastern*.

They built a boat named *Sprite*, which was a catboat, nearly half as wide as it was long. Nathaniel made the drawings and enlarged the section from the half model and participated that winter in the construction of the *Sprite*. We believe that *Sprite* is the oldest catboat in existence. The *Sprite* was the beginning of my grandfather's life's work. He and his brother sailed that boat all over the place. When

they sailed the boat to Edgartown, they got their first order for a yacht, after they won a race there. They attributed their start in boat building to that trip, cruising in a catboat down to Martha's Vineyard.

In considering the design of these boats, we really need to consider their history. They were designed in consideration of the shallowness of Barnegat Bay and places around Cape Cod. It made sense to build boats of shallow draft. And because they were shallow draft, there wasn't any way to put ballast low in the boat so they were built with a lot of beam for stability which, of course, contributed to their usefulness.

So, when those boats developed, about half as wide as they were long, shallow draft, and with a simple rig, the cat rig, with the mast way forward and no shrouds, they became very practical in America. And those characteristics were copied for the pilot boats in New York Harbor, which were also wide, shallow vessels.

The (huge) industrial show put on by Prince Albert was an occasion for the British to invite an American boat to race against their fleet. So the New York Yacht Club built the yacht *America*, which was pretty much like the pilot boats of New York, not exactly catboats but wide beam, shallow draft, to go over there.

Now in those times there wasn't the communications of today, so in England yachts developed in a very different way. Unlike our boats, theirs were very narrow and deep. This was because of the way taxes were assessed. Taxes were based on the square of the beam squared. This resulted in some truly horrible vessels. They used to be described as a "plank on edge."

To their utter astonishment, the *America* won the 56 mile race around the Isle of Wight. This was the beginning of the America's Cup. When it got back to the NY Yacht Club, we had different challenges. The early challenges from England were these long, narrow boats—and the American boats were like giant catboats—and the Americans won the races. So gradually the British boats got wider, and the American boats got narrower, and they kind of came together, but we prevailed for a long time (until 1983).

I have great admiration for the other builders of catboats: the Crosby cats who started around 1854, the Marshalls cats who started after World War 2 and the Beetle Boats. I have great pride that I designed the *America* and am greatly pleased to see these boats in harbors around the country.

We even made a few Americas without sails but with an engine instead.

On the subject of yacht design, anybody that sails will know about some of these things: There is a lot of talk about hull speed—considered to be the limiting speed of a boat underway. It's an arbitrary number because, in truth, any boat can go any speed with enough force to overcome the resistance or drag of the hull. Naval architects use the formula:

Hull speed = 1.34 X the square of the waterline length (sailing)

The components of drag are:

- Wave Making Drag – the expended by the boat that creates waves. The dominate drag at high speeds
- Friction Drag – of the bottom, depends on the area of the hull the dominate drag as low speeds
- Induced Drag – from the centerboard behaving as a wing; for the side force there is a certain amount of drag.
- Separation Drag – caused by the water being forced apart and coming back together astern.
- Sum of small details air – air against the hull, dodger, etc.
- Air Drag – of the hull itself moving through the air.

On the subject of stability, the considerations are: form stability, hull proportions—catboats are good here—and center-of-gravity stability—not so much. Light spars also—rigs that don't fall down – good for stability. When designing boats naval architects consider: boat length, displacement weight, area of immersed hull, hull shape and trim, keel and rudder type, engineering (building), type of rig, type of sails and the design of the deck.

He then showed a number of photographs and paintings and provided a little information about each. A few highlights:

John Brown Herreshoff, president of the Herreshoff Manufacturing Company

Nathanial Herreshoff, Captain Nat did not design his boats with pen and paper but instead by carving half models—there are 560—which are in the Herreshoff Marine Museum.

Captain Nat's house in Bristol, Rhode Island,

near a place called “Love Rocks.”

The *Sprite* in the Herreshoff Museum. It’s interesting that the *Sprite*’s beam continues nearly all the way aft.

The *Great Eastern*. A giant paddle-wheeler (about as big as the *Queen Mary*); had five boilers; the whole reason for building the *Sprite*; had lots of problems; caught fire; ran aground in Long Island Sound; laid the first transatlantic cables.

America’s Cup Practice. Fascinating motion pictures of America’s Cup boats practicing in New York Harbor in 1903, likely a downwind start, because the 84-foot whisker poles were rigged. The yachts were almost 150 feet long.

The J Boat *Lionheart*. Sailing in Newport.

The 12 Meter *Courageous*. 1974 Cup Defender. He purposely avoids talking about *Liberty* which lost in 1983. He does mention that it was painted red and said never race a boat that’s painted red; red is a slow color which they found out. [This brought a chuckle from the audience.] See the back cover . . .

Halsey then answered a few questions from the audience. Here are a few:

When was the last time the *Sprite* was in the water and would you consider sailing her again?

Good question because she was on a truck when she was given to Henry Ford. At that time she would have been out of the water for quite a while. It could be that it wasn’t sailing after 1920. So the suggestion of the gentleman that we sail her again is a good one, maybe when the museum becomes fifty years old next year...

Any plans of putting *Clara* in the water and sailing her?

The *Clara* was a very important boat designed by Captain Nat in 1886, and named for his wife Clara, and it had a lot of new things. It was probably the first real yacht that had outside lead ballast, and he did that by fastening it in with a lot of straps up into the deadwood. It was a very able boat. It impressed Mr. E.T. Morgan who became the owner of *Glorianna*, which was built a few years later. The *Glorianna* is considered the forerunner of the modern

yacht. We don’t have a mast for the *Clara* because in the restoration we didn’t do that. She was restored with the wonderful support of Joseph Robelage of New Jersey and maybe I’ll talk with Joe about your suggestion that we build a mast and sail her.

Of all the Herreshoff boats you’ve owned, which one was your favorite?

I do have a big trouble in life—I have too many boats. To tell the truth the one I like the most was a boat I owned: the *Cossette*, which was a moderately wide but flat boat that I built, actually I built a number of them, in the 1970s. It just had a great feel of being a stiff boat, fast to windward, and pretty fast downwind too because she was light. So, I guess that was my favorite.

How much did the early builders rely on early model basin testing in some of these designs?

Of course Olin Stevens was a great aficionado of the laboratory for model testing in Hoboken, New Jersey and he relied on it a lot. However, there is always a big worry of scaling the results. If you take a regular model and put it in the water and tow it, the problem is that you’re measuring the total drag of the model, which in turn is resulting from the combination of the factor mentioned earlier. Well, the most dominate elements are the wave drag and the frictional drag. Unfortunately, they don’t scale up to full size by the similar mathematics. In later work at MIT, I found that you really have to go with very large models to get good results.

Why did you go with a steel centerboard for the *America* instead of wood?

Simply for the weight. I wanted to get weight low in the boat to provide more stability.

Editor’s Note: The talk, in its entirety is available on YouTube. There is also a link to it on the CBA website.



Catboat Adventures – Jim Andersen

Ned Lund

This seminar was dedicated to Dr. Jeremy B. Whitney. It was based on Jerry's article "Gunkholing in Buzzards Bay" published in Bulletin No. 120, Fall 1999, ten years before his death on February 13, 2018, at the age of 89. Jerry sailed and cruised his Marshall 18, *Kittywake*, from 1970 through 2017 and was a member of the CBA from 1977 to 2017. A hair-raising and hilarious memorial tribute titled *Sailing with My Dad, Jerry Whitney*, by his daughter, Susie, appeared in Bulletin 176 in the spring of 2018. Look up both articles and you'll understand where Jim Andersen started from.

Jim presented over half a dozen YouTube videos he'd made while onboard *You Betcha*, his Marshall 22. Set to music they show, in gorgeous color from the sky and sea the special, tiny shallow harbors especially welcoming to shoal-draft catboats. You must see the drone shots to appreciate the beauty and isolation from the cruising hordes.

To find the videos, go to YouTube.com and search for "Catboat Adventures." When you find the channel, if you click on "subscribe" and then on the bell icon you will be notified when new videos are posted; more are promised for next year.

Don't try to get into those gunkholes without a hard copy of Jerry's 1999 CBA article in front of you. Remember it was written for an 18 footer, not a 22. I was either with Jerry or on my Marshall 22 *Red Squirrel*, when I went to most of them. Be careful! Jerry told me that he frequently had to get out of *Kittywake* and lift the boat over rocks on the way to Sheep Pen Pond and Lackey's Bay on the northwest end of Naushon Island and the Pasque Island marsh. The West End Pond at Cuttyhunk used to be passable, but only at full moon high tide—it's now too silted in except for maybe a dinghy or kayak. However, any entrance there is probably frowned upon as that pond is currently used for aquaculture.



2020 CBA Awards

Phil Livingston, Chairman

Photos by Emily Ferguson, Land's Edge Photography.

Dolphin Award – Butler Smythe



Fred Sherriff presents the Dolphin Award to Butler Smythe.

The Dolphin Award is presented for exceptional service to The Catboat Association.

This year's recipient, Butler Smythe, served as the Sailing Techniques and Seamanship contributing editor from the spring 2015 (Bulletin No.167) through the spring 2019 (Bulletin 179), writing and editing numerous interesting and informative articles during that period. He served as the Lead Editor for two CBA Bulletins, a major contribution of time and effort.

Butler also served on the Awards Committee, including as the Awards Committee chairman. He helped bring the awards process into the 21st century by replacing the paper record keeping system with an electronic one. This new system replaced the boxes of paper records the committee had to work with on an annual basis. Additionally, he teaches kids to sail thus grooming the next generation of catboat sailors.

Plummer Award – Tim Kallman and Kate Grinberg



Brent Putnam presents the Henry M. Plummer Award to Kate Grinberg and Tim Kallman.

The Henry M. Plummer Award is presented to skipper and/or crew who completes a voyage of note or to commemorate a significant act of seamanship. This year's recipients, Kate Grinberg and Tim Kallman have done both.

When they took delivery of their Marshall 22, at Marshall Marine, they began their first voyage of note. They sailed her from Buzzards Bay to Galesville, Maryland on the Chesapeake Bay. The boat was new to them and the cruise allowed them to gain experience and much needed confidence along the way. That cruise took 14 days.

Once was not enough and, when their son announced he was getting married on Cape Cod in July of 2019, they said, why not sail there? So, they sailed back to Bass River on the Cape, another 14-day sail. This trip was chronicled in a two-part series which appeared in the CBA Bulletins 180 and 181.

Then In August 2019 they sailed back to Maryland, another 10-day trip.

All three voyages involved offshore sailing and transits of the Intercoastal Waterway, the heavily trafficked NYC waterway and a multitude of bays and sounds. Their seamanship skills were tested each time.

Broad Axe Award – Bob Horne



Skip Stanley presents the Broadaxe Award to Bob Horne.

The Broad Axe Award is presented to recognize a significant achievement in catboat construction which includes the restoration of an old catboat or the building of a new catboat.

This year's recipient, Bob Horne had always had the dream of one day building a large catboat, but life always seemed to get in the way.

Following his retirement in 2012, Bob figured a smaller project would be more fitting, so he decided to follow a set of plans by Fredrick W Goeller Jr. from a 1910 issue of *The Rudder* magazine with a few modifications for comfort: increased freeboard and seats so he wouldn't have to sit on the floorboards.

Using mostly wood from his land, which he milled on his own band saw, he began building literally from the keel up—setting up station molds and planking from sheer strake to keel then fiberglassing and fairing and sanding.

He added frames, deck knees and seats to the interior. To the deck, he added a little more camber than the plans called for because he thought the original plan “looked a little flat” so that when finished, as Fenwick Williams would say, “it looked about right.”

The rudder and centerboard were fabricated from ¾ inch plywood.

The mast, boom, and gaff were from trees cut on his land about six years before and shaped by using an inside-out sanding belt turned with a half inch drill.

For a sail, he used an old Sanderling sail reduced to 187 square feet.

Christened *Meremar* (after his granddaughters Meredith and Mardi) the 15-foot catboat was launched into Lake Champlain in 2019

The complete story, titled Building a 15-Foot Catboat in Vermont, appears in the fall 2019 CBA Bulletin, No. 180

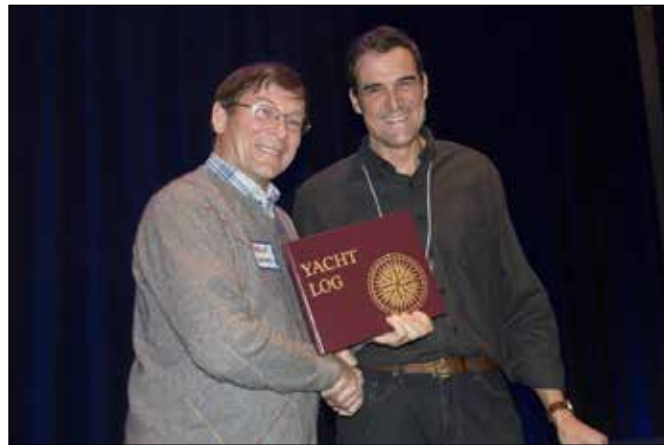
John Killam Murphy Award – Steve Flesner



Phil Livingston presents the John Killam Murphy Award to Steve Flesner.

The John Killam Murphy Award is presented for exceptional service to the Catboat Association. This year's recipient, Steve Flesner, not only sits on the Steering Committee but is the Contributing Editor for the Cruising and Races and Rendezvous sections of the CBA Bulletin. Keeping track of all the race results, rendezvous stories and cruising yarns and the accompanying photos takes a very talented individual. As if this wasn't enough on one's plate, he is also the Commodore of the Chesapeake Catboat Association. Herding cats around the Bay is a big job and Steve makes it look easy. Additionally, in his spare time he collects “stray cats” to refurbish from such faraway places as West Virginia, cleaning them up by applying varnish by the gallon.

Editor's Choice Award – Frank Lovewell



Skip Stanley presents the Editor's Choice Award to Frank Lovewell.

The Editor's Choice Award is presented to an individual who has made a significant contribution or contributions to the Catboat Association Bulletin.

Since the Association's founding in 1962, the Bulletin has been the way the membership stays connected. From its humble, three-page beginning, members have shared their stories, their triumphs and lessons learned, news of races and the rendezvous, as well as recipes and remembrances with intelligence and a touch of humor. But more than just words on a page, it also contains photographs, drawings, and other illustrations. And many of the drawings are those of this year's recipient: Frank Lovewell.

Frank began drawing and painting at a very young age. It was not unusual to see him in his younger years walking around downtown Edgartown

with an easel and the tools of an artist. He and his twin brother Jack spent a lot of time on the shore doing paintings of boats at their moorings, at the dock, and even a few on the beach. They made paintings of houses, barns, and just about anything that said "iconic Martha's Vineyard."

Long before he got his driver's license, Frank could be seen bicycling between Oak Bluffs and Edgartown with a fresh painting on the back. In the summer, folks would hire him to do paintings of their boats at their docks.

During the cold war, Frank served in the Air Force where his artistic ability was also celebrated. However, while stationed in Anchorage, Alaska, instead of painting boats or houses, his commanders had him doing illustrations of jet planes and pilots and other things to tell the Air Force story. His efforts brought good humor to a serious branch of the Armed Forces.

Returning to Edgartown on Martha's Vineyard, he's continued his painting and drawing.

He now lives in his great-grandfather's house on the Vineyard.

His drawings, many of them quite whimsical, continue to grace the pages of the CBA Bulletin.



**Computer assisted
gaff sail design and cutting
for precision sail shape
and optimal performance.**

508-563-3080



- Personal service and attention to detail since 1976.
- Custom-made, competitively priced new sails.
- Sail washing, annual inspection and storage.
- FAST, high-quality sail repairs.

www.CapeCodSailmakers.com

Off Route 28A in Cataumet, MA
Open year-round, Mon.-Fri. 9 am - 4:30 pm
Saturdays 9-Noon



A History of Communications at Sea

Brent V.W. Putnam

Presented by CBA member Brent Putnam, “A History of Communications at Sea,” started a walk through history with one of the seven wonders of the ancient world: the lighthouse at Alexandria, built around 300 B.C.

An FCC-licensed amateur radio operator, Putnam did not shy away from discussing the use of radio at sea, but did not dwell on it specifically, noting



Radio is the most modern form of communication at sea. Here, the author is pictured with a ham radio aboard his catboat *Lazy Lucy*.

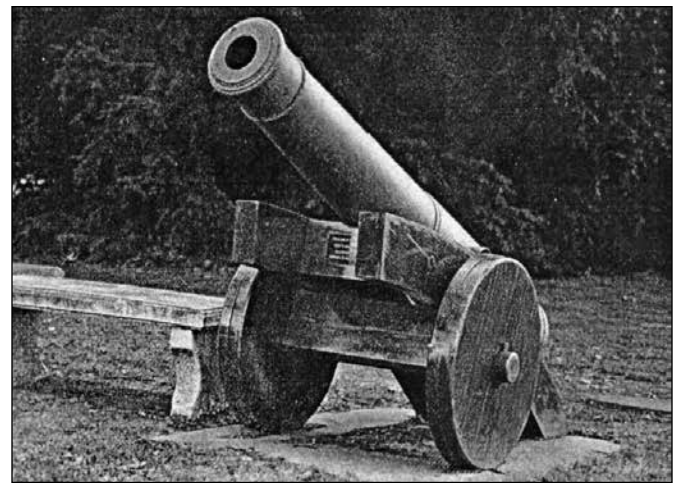
early in the presentation that all communications are via sound or some part of the electromagnetic spectrum—which includes not just radio, but light. As they do today, modern lighthouses not only warn sailors of danger, but beckon seafarers, like the ancient beacon at Alexandria, denoting the location of the harbor.

Interspersed in the presentation were questions for the audience. “What is the oldest signal flag?” That drew puzzled looks. The answer? The yellow “Q” flag we use today to signal quarantine. It was first mentioned in Dutch literature from 1630 A.D.—and used for the same purpose.

Not to be left flat-footed, the audience tossed answers out for subsequent quizzes, though the responses were not always correct. Although the question, “When was the first radio distress signal sent?” brought to mind the *Titanic* disaster, that wasn’t the first. On March 17, 1899, the *Elbe* ran aground on the East Goodwin Sands, a sandbar southeast of the Thames River estuary. A nearby lightship—equipped with one of the first Marconi radios—sent a distress signal on behalf of the stricken vessel.

“What is significant—radio-wise—about *Kon Tiki*?” was much more familiar to those present, who

correctly noted that archaeologist Thor Hyerdahl sailed the balsa raft *Kon-Tiki* west from Peru on a quest to prove that the inhabitants of the South Pacific islands could have originated in South America. So what does this have to do with communication? Hyerdahl’s expedition had with it an amateur radio station, LI2B, to maintain communications with the world.



Sound is one way to communicate at sea. The earliest way to communicate in the fog was via guns. This is the Boston fog gun, circa 1719.

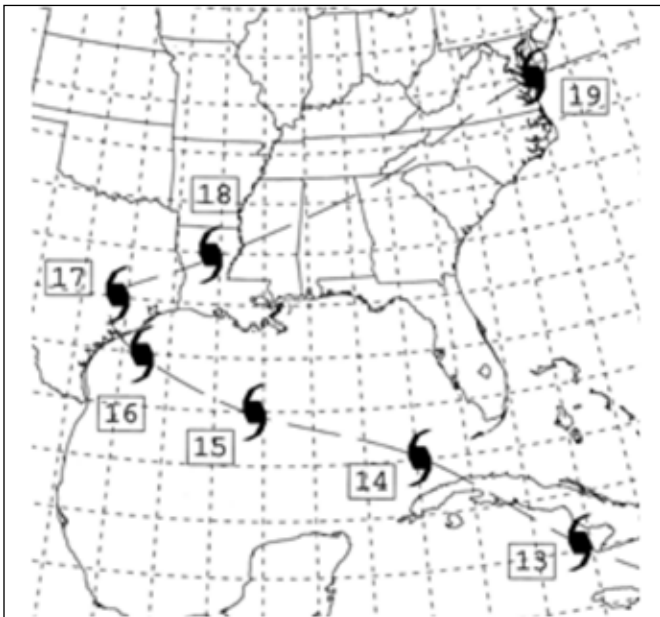
What other interesting tidbits of information did attendees learn? Signal flags at sea began with the French. Bertrand-François Mahé, comte de La Bourdonnais created a series of three-flag signals in 1738. The English eventually caught up. Who today hasn’t heard of Lord Admiral Horatio Nelson’s entreaty, “England expects that every man will do his duty,” flown at Trafalgar on October 21, 1805?

The first recorded requirement of the use of the traditional red, green and white running lights was in a set of regulations issued by the British Admiralty on July 11, 1848.

Our modern signal flags—such as the aforementioned “Q”—began life in 1817 with Captain Frederick Marryat and his “Code of Signals for the Merchant Service.” By 1854, these had become the popular “Universal Code of Signals,” but they were limited because of their design (one of the flags looked like the French national flag). In 1857, the British Board of Trade developed the “Commercial

Code of Signals,” which itself evolved into the “International Code of Signals” by 1870—and has not changed since.

In 1859, the first foghorn, a steam-powered device invented by Robert Foulis, was built on Partridge Island, in Saint John, NB, Canada. Later replaced with more modern devices, the foghorn on Partridge Island was retired on May 5, 1998. At the time, it was the oldest running fog signaling device in the world, turned off because no one could hear it! Enclosed bridges (and radar) on modern ships had made it obsolete.



Another bit of trivia: the track of the 1875 Indianola Hurricane, prompted the US Army Signal Corps to create the hurricane warning flags.

In a nod to guest speaker Halsey Herreshoff, Putnam noted the first radio broadcast of a sporting event: The America’s Cup race on October 16, 1899 between Nathanael Greene Herreshoff’s *Columbia* and the challenger *Shamrock* was broadcast from the *SS Ponce*.

Christian Hulsmeyer patented the radio detection of objects on April 30, 1904.

Although every nation had some sort of rudimentary radar (an acronym for RAdio Detection And Ranging) working when World War II broke out, it was on August 12, 1940 that John Randall and Harry Boot were able to generate echoes at a wavelength of 10cm using a cavity magnetron, paving the way for the creation of smaller radar sets that could be installed in aircraft.

Interestingly, emergency communications at sea was largely unchanged for decades following the Titanic disaster. On July 5, 1912, the International Radiotelegraph Convention established a series of watches & quiet periods on the 500 kHz maritime frequency (600-meter wavelength). Not until 1988 were changes made, when amendments to the 1974 Safety Of Life At Sea (SOLAS) convention created the modern Global Maritime Distress and Safety System (GMDSS). This system retired the use of Morse code and monitoring of the 500 kHz band in favor of Digital Selective Calling (DSC), NAVTEX (automated weather and safety information) and the satellite-capable Emergency Position-Indicating Radio Beacon (EPIRB) at 406MHz.



Flags have been used for centuries to communicate at sea. Burgees identify owners, captains and yacht clubs. This is a screenshot of Burgees.com, website of the International Burgees Registry. Note the CBA burgee!

Of course, there was more history and communications, and more questions for and from the audience than can be communicated here.

The presentation concluded where it began—with light. Flares are another method of communications at sea that had been largely unchanged for decades. Today, mariners can opt for electronic flares, and Putnam held aloft a USCG-approved battery-operated flare as it blinked “SOS.”



The Catboat Resource Show

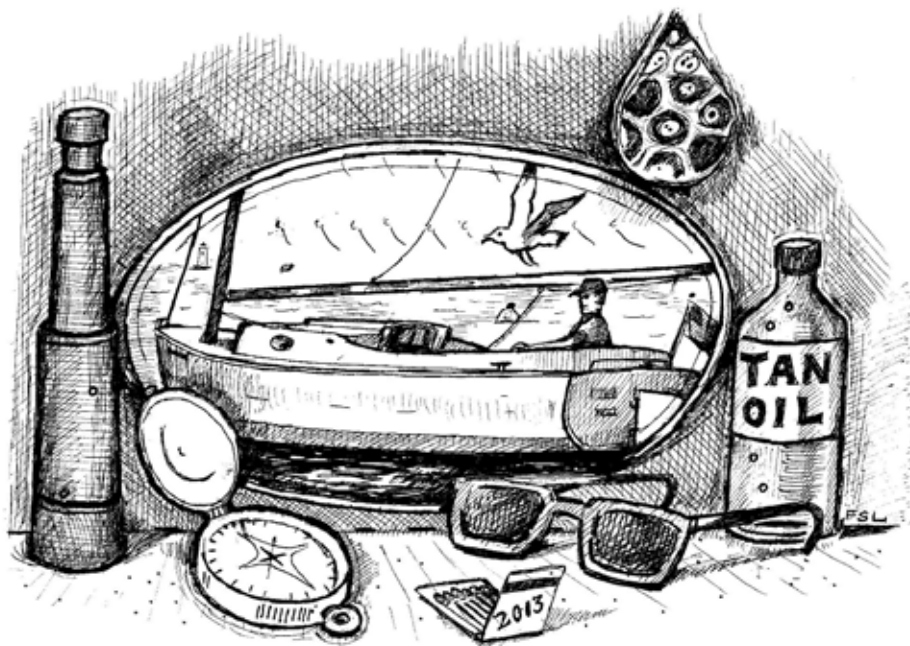
Anne Morton Smith, Coordinator

This year's event brought together a truly amazing group of vendors:

Arey's Pond Boat Yard
Peter Arguimbau
Beetle, Inc.
Brewer Banner Design
The Beveled Edge Tools
Catboat Adventures
Connecticut River Books
Cats & Gaffers Regatta
Cesar's World Jewelry
Sandy Hall, author: *The Mouse on the Catboat*
Peter Krantz, author: *Riding the Wild Ocean*
LBI
Layton's Loft
S. V. Marmalade
Marshall Marine
Pert Lowell, Co.
Quantum Sails
Sea Fever Books
Southport Island Marine
Squeteague Sailmakers
Nicole St. Pierre Textiles
T & L Tools
US Sportswear

The Catboat Association extends a heartfelt thank you to all who joined us to help make Saturday a terrific experience for our members. The expertise you shared, the incredible art, literature, tools and accessories you have to show and sell, and your many diverse perspectives on the catboat experience all make the day a joy for people whose enthusiasm helps make the sailing world go 'round. We'd hug you if we could, but as this issue of the Bulletin is being put together we are social distancing due to the Coronavirus COVID 19.

We hope to see you all back in Mystic for the **59th Annual Meeting of the Catboat Association on January 30, 2021**. Do mark your calendars. As always, we welcome newcomers and hope you will share your show experience with vendors of all kinds—from boatyards and outfitters to jewelers, clothiers, hardware purveyors, upholsterers, knotters, authors, and fine artists, or any other sort of folk you'd enjoy. Also! Please consider sharing your own boat-related projects with us—photos or real life—we'd love to learn with you and enjoy your work. There is no charge to participate. Email anne.smith@catboats.org for more information.



Back Aboard the *Dogwatch*

A Catboat Kid Story

Jim Grenier

The knocker on the front door was in the shape of a gaff-rigged catboat. That piece of cast iron bolted to the glossy green-painted wood was enough to tell me this would be an interesting visit.

I was there with my dad.

I had bicycled past this house earlier that day while helping my older brother, Mike, with his new paper route. Mike, at 13, had taken over the route when school let out a few weeks ago. He had been helping Plunk for a year and took it over when Plunk took a helper's job working with his dad, who was a carpenter. And now I was Mike's helper at a penny per paper, rounded up to \$1.00 a week. I helped every day, except Sundays, so I earned only 20 cents a day. If I wanted a day off I had to get some other kid to take my place, which usually cost me 25 cents, or some of my marbles, or something else in trade.

I hadn't taken special notice of that house as I pedaled by it earlier that day, but I did notice the green Willys Jeep truck in the driveway. I really liked those old Jeep trucks with the flat fenders and V-shaped grille. Guy, the yard boss at the Falcon Marina, had one.

What made this truck really stand out was the block lettering on the door, "Animal Control Officer." That meant dogcatcher.

So after we dropped off the last newspaper Mike and I biked home. It was the second day of July and it had been hot and muggy. I was worn out. Mike's paper route took us all over our end of town. We had delivered 99 newspapers! Mike's new route was twice as big as any other in our town. And we weren't allowed to just roll the papers up and toss them into yards like you sometimes see on TV. Oh no! Each paper had to be placed onto the hooks under a mailbox or stuffed behind a front or side door for each customer. That meant a lot of jumping off a bike and running up walkways. We each had our own big canvas bag slung over our shoulder filled with as many papers as we could carry. Riding a bike was harder with those bags because they added a lot of weight and would make the balance all off, but we did what we needed to and got things done. With

both of us working together, Mike on one side of the streets and me on the other, it took about two hours each day to finish the route. Even longer on Fridays when we also collected money.

When we got home, Mom wanted to know if we had seen Snowy, our male Springer Spaniel, anywhere. "He's not in the yard. I've called all the neighbors but no one has seen him," she said. Snowy was a handful because he was so full of energy. He could jump clear over our picket fence and we'd sometimes find him many streets away, looking for dog friends. (Dogs in our town weren't allowed to run free; we had leash laws back then too.)

So, as hot and tired as we were, Mike and I grabbed a leash, climbed back on our bikes, and pedaled everywhere we could think of. We asked our friends, we yelled Snowy's name. Nothing. No one had seen him.

So where do you go to look for a dog that has disappeared? The dogcatcher. And I knew exactly where he lived.

When Dad came home from work, Mom told him Snowy was missing. He said to hold supper for a bit because he was going to drive around and look some more. I suggested that he call the dogcatcher first because we had already looked everywhere. Dad said that was the better idea. He dialed the phone. "Yes, hello. I'm looking for my dog. Yes. Uh-huh. He's a large, nearly all-white Springer. Liver and white, one ear is liver and he has a spot on his back. You do? Great! Where?"

When Dad hung up I tugged at his pocket to get his attention. "I know exactly where he is," I blurted. Back in those days, we didn't have GPS phones or even town maps, so locating a specific address wasn't always easy.

Dad and I arrived at the dogcatcher's house ten minutes later. We could hear Snowy barking out behind the house. Dad asked me to act really sad about Snowy being locked up because it might help to get a break on the fine. I figured I could try, but I really didn't want to be a cheater.

I stretched up and slammed the catboat doorknocker. Wham! Wham!

When the man opened the door, I recognized him instantly. I hadn't seen him up close for years, but I knew it was the same Mr. Thurlow who owned *Dogwatch*. My dad didn't recognize him, though he should have, considering they had met before.

The two grownups talked a bit while hovering around the front door. My dad tried to haggle a lower fee in order to free Snowy from the backyard pen. Dad turned to me but I simply couldn't act sad. Instead, I asked, "Is Cringle here?"

Mr. Thurlow and my dad looked at me as if I had spoken a foreign language. "Um, yeah, Cringle is right here. How do you know Cringle?"

As quickly as I could, I told my pram fishing story—a story both of the adults already knew—and ended up mentioning I also knew his nephew Colter, niece Colleen, and their Beetle Cat *Tweety*.

"Why don't you both come in and say hi to my dog then." Thurlow invited us in with a wave.

Cringle waddled out from another room to greet us. No longer the sleek muscular dog I remembered from five years ago. Her belly was swollen and swaying as she walked. Then I remembered she was going to have puppies.

My dad and Mr. Thurlow talked about training dogs, raising puppies, and ended with shotguns and duck hunting, and a bunch of other things that bored me. It didn't matter because Cringle brought me an old tennis ball that I rolled to the other side of the room, which she fetched about a dozen times. Cringle snuffed my face and gave me dog kisses.

Though Mr. Thurlow was clearly older than my dad they seemed to have a lot in common, including my Uncle Normie, who, it turned out, owned the daddy to Cringle's soon-to-be puppies. My uncle's black Labrador was named Pitch and was locally famous because he retrieved for senators, governors, and bigwigs when they came to hunt ducks on Woodduck Island.

Uncle Normie would also be getting the best puppy—the pick-of-the-litter—because Pitch was the daddy dog.

We spent about a half-hour inside and Snowy even ended up in the house with us, sniffing Cringle and all the furniture. Mrs. Thurlow brought out a plate of cookies from the kitchen. Both dogs thought that was such a great idea, I split one between them.

Dad never had to pay for Snowy's cage time. Instead, Mr. Thurlow invited us back to see the puppies, which would arrive in only a few more weeks.

Back on the stoop, I asked why he named his catboat *Dogwatch*. I had guessed it was because cats are always keeping an eye out for dogs. Nope! He said it was one of those clever names that had a double meaning. "Watch" was a shipboard term meaning a time period for sailors to "watch" things aboard and around the ship. Mr. Thurlow explained a "dogwatch" was between the hours of 4-8 p.m. The other dogwatch meaning was a bit more personal: as a dogcatcher, he was always on the "watch" for stray dogs. Even after all these many years I still think that name was pretty clever. The fact it was for a "cat" boat simply adds to the twist.

Mr. Thurlow invited us to come for another ride on *Dogwatch* on Wednesday, which was the 4th of July. He wanted to see the fireworks from his boat. My dad said he was taking my family to the park to see the fireworks; maybe we'd take a raincheck. (A raincheck means that you need to put something off for some other time. Most rainchecks are never used because people forget about them.) I hated rainchecks.

"Please Dad, please?" I couldn't act sad, but I was a world-class beggar. "Let's go see the fireworks on *Dogwatch*!"

After some back and forth with Dad, Mr. Thurlow piped in, "Bob, maybe you should let Jimmy go with me. I could use a first mate. Cringle can't go until well after her puppies are whelped. I could use the company."

Dad responded, "Well, I don't think my wife will approve, but I'll talk to her and see what happens."

"Well, considering I once saved your lives (heh, heh) and I let you have your dog back for free, the least you can do is lend me Jimmy as first mate on the 4th. If it helps, I can see if my niece can come too. Her brother, Colter, is off in the army and I bet she could use a friend and a good time right about now."

"Have him at the yacht club by 6:15 in the evening. We'll leave the dock at 6:30. If he's late, he'll miss the boat. Not sure when he'll be back because the worst thing to have on a boat is a schedule. But definitely by 10:00. And I'll bring him home."

The deal was struck.

It would be fun to be back on the boat that started my love for catboats, and especially if Colleen would go. The downside was that Colleen would probably be the first mate because she was a relative and a more experienced sailor. That would be okay. I wondered if we might go swimming or use a tow-rope like on *Tweety*.

On Wednesday, we arrived at the yacht club at 6:00. I had been driving my dad nuts since 5:00. I just couldn't sit still. I bet he was glad to be rid of me.

The yacht club parking lot was paved with crushed clamshells. There was a wood-shingle building with a covered porch and a tall flagpole with the American flag high up, and our state flag and a colorful triangular flag hung out on spreaders tugging on halyards—all snapping smartly in the breeze. There were people launching dinghies, carrying oars and duffle bags, and ferrying boats onto and off of the docks. Everything was extremely “boaty.” Two guys were running an outboard in a barrel, water boiling over the sides.

Colleen saw me and came running over. “My uncle said he invited a friend along with us, but I didn't know it was *my* friend. This is going to be so much fun! Fireworks from the boat are *way* better than the park!”

By the time we got down on the dock and onto the boat, we were both laughing up a storm. Though we had just met a few weeks ago it seemed like I'd known Colleen forever. She warned me that being on a boat with her uncle wasn't the same as with Colter on *Tweety*. “You need to know Uncle John is much stricter. No fooling around, and we are supposed to ask permission to do almost anything. He's an old Navy man and sometimes gets too serious. But don't worry, we'll still have fun. He said you'd be the first mate and I'm the second mate.” A surprise promotion!

As promised, the two hands on the clock on the cupola over the clubhouse both dropped to number 6: the 6:30 mark. We let most of the lines go. The stern line was unknotted but remained wrapped around the dock cleat. The diesel engine sputtered a few puffs of bluish-white smoke and Mr. Thurlow pushed the throttle up a little and popped the shift lever into reverse. As the boat backed down the stern line tightened and the bow began to swing outward away from the dock. I had wondered how we'd get off the dock while sandwiched between two larger powerboats. But here we were, still in the same spot but with the bow spinning outward towards the club's mooring field. With a quick expert flip by Mr. Thurlow, the stern line was free and we were off.

When Mr. Thurlow decided to raise the sail, Colleen took the wheel while I untied all the sail gaskets. “Keep her into the wind!” cried Mr. Thurlow. I scampered back into the cockpit. “Jimmy, lower the centerboard.” I undid the rope from the centerboard cleat and it slipped through the hole as the heavy

board went down. Fortunately, there was a good-sized figure-eight knot that stopped the line from dropping through the hole too.

Mr. Thurlow grabbed the throat and peak halyards and hauled them up together, hand over hand. He stopped about halfway up to haul only the throat halyard because the gaff was starting to peak. It's important to bring the gaff up parallel to the water; at least until the gaff jaws are where they need to be. If you don't do this, the weight of the gaff and sail push against the mast and make much harder work. Mr. Thurlow explained all that while he was hauling on the halyards.

Finally, the sail was up and we “fell off” so that we caught the breeze in the sail. It always fascinated me how a flapping sheet of fabric can turn into an elegant, and stiff, curved wing when catching the wind. Suddenly, silently, you are moving through the water with only the hand of nature to drive you. It's a true wonder.

We sailed around the bay on the rising tide. We zipped in and out of the mooring field, around several channel markers and ghosted through a flotilla of mallard ducks who came right up to the boat looking for treats. But even the ghosting came to an end around 8:00; the sail hanging there, doing nothing; the boom lazy and doing nothing important. The wind often dies in the evening around here.

The *Dogwatch's* engine was restarted and Colleen and I let the sail down, each of us on a separate halyard, and carefully folded it between the boom and gaff. We both were hoping for a compliment from Mr. Thurlow. He said it all looked very shipshape, especially when I finished with the “harbor furl” gaskets that Doc had taught me on board *Remedy*.

Now that we were motoring upriver, Colleen and I went “down below” into the cabin. Not much had changed since I was aboard five years ago. There were two bunks, two “cat-eye” ports, the same old coffee mug, and the pile of blankets bundled up forward for Cringle. Colleen showed me the brass hand pump and how it sent bilgewater into the centerboard trunk. There was a duffle bag under one of the bunks that had binoculars, raincoats, spare lines, charts and a half-empty rum bottle.

I tried lying down on one of the bunks but it wasn't very comfortable. It didn't have a pad, and with the boat moving and sloshing side-to-side, I started feeling not-so-great. I decided being up in the cockpit was much better.

By dusk, we were at the far shore, about a quarter-mile opposite the park. There was a large, low, dark

wooden barge moored off the park that blocked the view. There was a large lattice wall set up on it. The barge was for lighting off the fireworks. I could see men moving around it fiddling with tubes and boxes, getting things ready for the show.

We dropped the anchor and the tide drew us back until the anchor caught in the mud bottom, swinging our bow directly upriver. Many other boats arrived and anchored near us while we talked about Cringle and puppies and Colter and Snowy and baseball and Gunsmoke and Red Skelton. I stuck my hands into my armpits and did a “Gertrude and Heathcliff” routine (older folks might remember that). Colleen gushed about Ricky Nelson.

More and more boats joined us. There were skiffs and sailboats and lobster boats with full families aboard. Two 40 foot party boats (some call them dayboats) set anchor near us. The people aboard tossed us bottles of soft drinks and candy bars as they passed by. This was a giant floating party! I spotted Guy and Alan on one of the cabin cruisers from the Falcon Marina and waved, but they didn’t see me. It was getting dark.

A Coast Guard 40 footer came along and asked a couple of boats to move closer inshore. They were anchored in the channel, which is not allowed.

The cars in the lot by the park started honking like crazy and flashing their headlights; people were getting impatient! A single rocket streamed upward and burst right above our heads. The honking stopped.

Actually, that explosion was pretty far up and not exactly above our heads, but close enough and big enough to make you feel that you were right underneath it.

Soon the 4th of July show was full on, with rocket after rocket hissing upward, giant flowers of sparkling colors bursting in the sky leaving shadows of smoke clouds drifting behind them as they wilted and disappeared. All explosions made noise, but I was a fan of the ones that didn’t do much other than throw off a few big sparks and a big white flash followed a second later by a huge BOOM. Colleen liked the enormous blooms of sparkling gold best. They reminded me of the chrysanthemums my mom grew. Those were my mom’s favorite fireworks too.

Mr. Thurlow sat quietly and watched, smoking his pipe. The pipe’s glow was the only light showing on the boat whenever there was a pause in the show. He let us go forward to sit upon the cabin roof. My craning neck started getting sore so I asked Mr. Thurlow if I could lay down up there. I saw only the

glow from his pipe move up and down and understood it as a silent “yes.” Colleen and I laid on our backs with our hands behind our heads on the cabin roof and looked straight up into the night while burst after burst of shimmering, hissing, whistling, exploding color lit our faces.

When there was a pause in the rockets, it looked like there was a fire on the barge itself. I remembered the men I had seen on the barge earlier but figured they could jump in the water if they needed to. The string of fire raced up that lattice wall, which transformed into a giant American flag—red, white, and blue sparklers! We could hear a roar of cheers and clapping from the park crowd. The smoke from the flag display drifted across the river and we could smell it.

As those sparklers died out the rockets started up again, far more rapidly than the whole first part of the show. Two, three, or four at a time—a deafening riot with color overlapping color; the sky as bright as daytime!

The cars started honking again, adding to the celebration. The boats around us began blasting their horns and ringing their fog bells, people cheering and whistling. Colleen and I were up on our feet punching our fists into the sky and yelling along with everyone else. Mr. Thurlow ordered us to stop jumping around. He didn’t want to fish us out of the river if we went overboard.

The trip back to the yacht club under power was fun because we were in the middle of this parade of boats with lots of lights and horns. One of the party boats had a guitar player and the people on board were singing popular folk songs. When they broke out into “God Bless America” most of the boat horns stopped and you could hear voices throughout the boats singing along. Even Mr. Thurlow croaked out a verse.

This unexpected catboat trip has lasted my whole lifetime. That’s how it is with some events. I thank Snowy for bringing me back to Mr. Thurlow, Colleen, and *Dogwatch*. You can bet I got Snowy a special treat with my first paper route money. And, yes, I was able to sign up Mr. Thurlow as a newspaper customer that night, rounding up brother Mike’s route deliveries to exactly 100.

To this day, many, many years later, I still yearn to be on a boat for the 4th of July fireworks event. The cannon-like bursts and weeping golden blooms always bring me back to that special night in 1962 and to the catboat *Dogwatch*.



EST. 1954  CAPE COD

AREY'S POND BOAT YARD

*Builders of
Award Winning
Custom Catboats*

*Full Service Boat Yard
Canvas & Sail Shop
Boat Brokerage*

Arey's Pond 2020 Events Calendar



A fleet of catboats sail at the 27th Annual Arey's Pond Cat Gathering on Pleasant Bay. The event is open to all catboats and other traditional sailing vessels. All proceeds benefit the Friends of Pleasant Bay's conservation efforts.

New This Year: Arey's Pond 14 Worlds

The Arey's Pond 14 Worlds is the newest event on the catboat racing circuit. It will bring together owners and racers of 14' Arey's Pond catboats from across the globe for an annual regatta on Pleasant Bay.

Participants are encouraged to sail in both the 14 Worlds and the Cat Gathering.

Visit our website for the most up-to-date event & registration information.

APBY Spring Seminar
April 25, in South Orleans, MA

Mystic WoodenBoat Show
June 26-28, in Mystic, CT

APBY Wednesday Night Sails
*Wednesdays at 5:30pm in
July & August, weather permitting*

Namequoit Sailing Association Races
Sundays at high tide in July & August

2020 Arey's Pond 14 Worlds
August 14, on Pleasant Bay, MA

28th Annual Cat Gathering
August 15, on Pleasant Bay, MA

Newport International Boat Show
September 17-20, in Newport, RI

**For more information,
visit areyspondboatyard.com
or give us a call at
(508) 255-0994**

AreyPondBoatYard.com - (508) 255-0994 - info@areyspondboatyard.com

The Salem Waterboat off Derby Wharf

Painting by John Hutchinson

In the 19th and early 20th centuries, cat-rigged workboats known as water boats provided their services in many ports in this country. These handy cat boats supplied fresh water to vessels that were unable to come alongside the pier to obtain potable water. It was a common practice for the skippers of these useful craft to augment their income by selling advertising space to local businesses, and painting the notices on their sail. These ads would be geared toward mariners, whose vessels they serviced, as well as other ships anchored in the harbor.

Prior to starting work on this painting, I researched Salem newspapers for advertisements that might have appeared on the sail of this workhorse. Such ads were likely to include information about chandleries, hotels, saloons and eating establishments and even haberdasheries.

To my knowledge, there never was a water boat that served Salem harbor. Nevertheless, the knowledge that such vessels had existed interested me enough to use one as the subject of a painting.

Note the ad for Wenham Lake Ice just above the sail's tack. Known the world over for its purity and clarity, this ice was harvested from nearby Wenham Lake. This marvelous product had Queen Victoria's Royal Seal of Approval. A two-foot thick block of Wenham Lake Ice was kept on display in London's Piccadilly Circus. It was boasted that the print of a newspaper set up behind it could easily be read through the block of crystal clear ice.

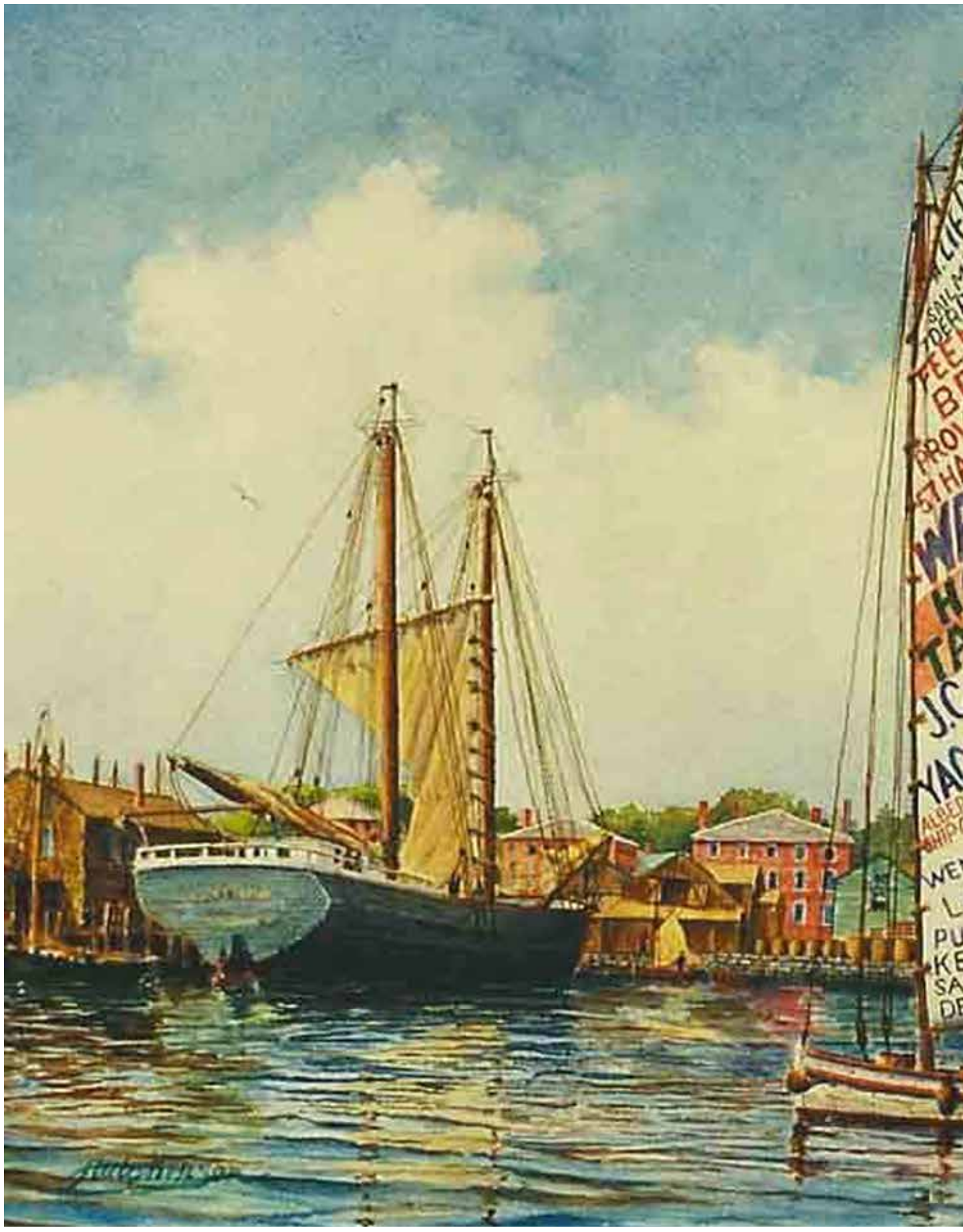
A close examination of this painting reveals the casks of fresh water on the craft's deck and the pump to transfer it to the waiting ship. To the stern of the waterboat, a hand liner is grappling with a good-sized flounder; these fish were abundant in the inner harbor in those days. In the background you see the Salem Customhouse and the head of Derby Wharf to the right of the waterboat's sail.

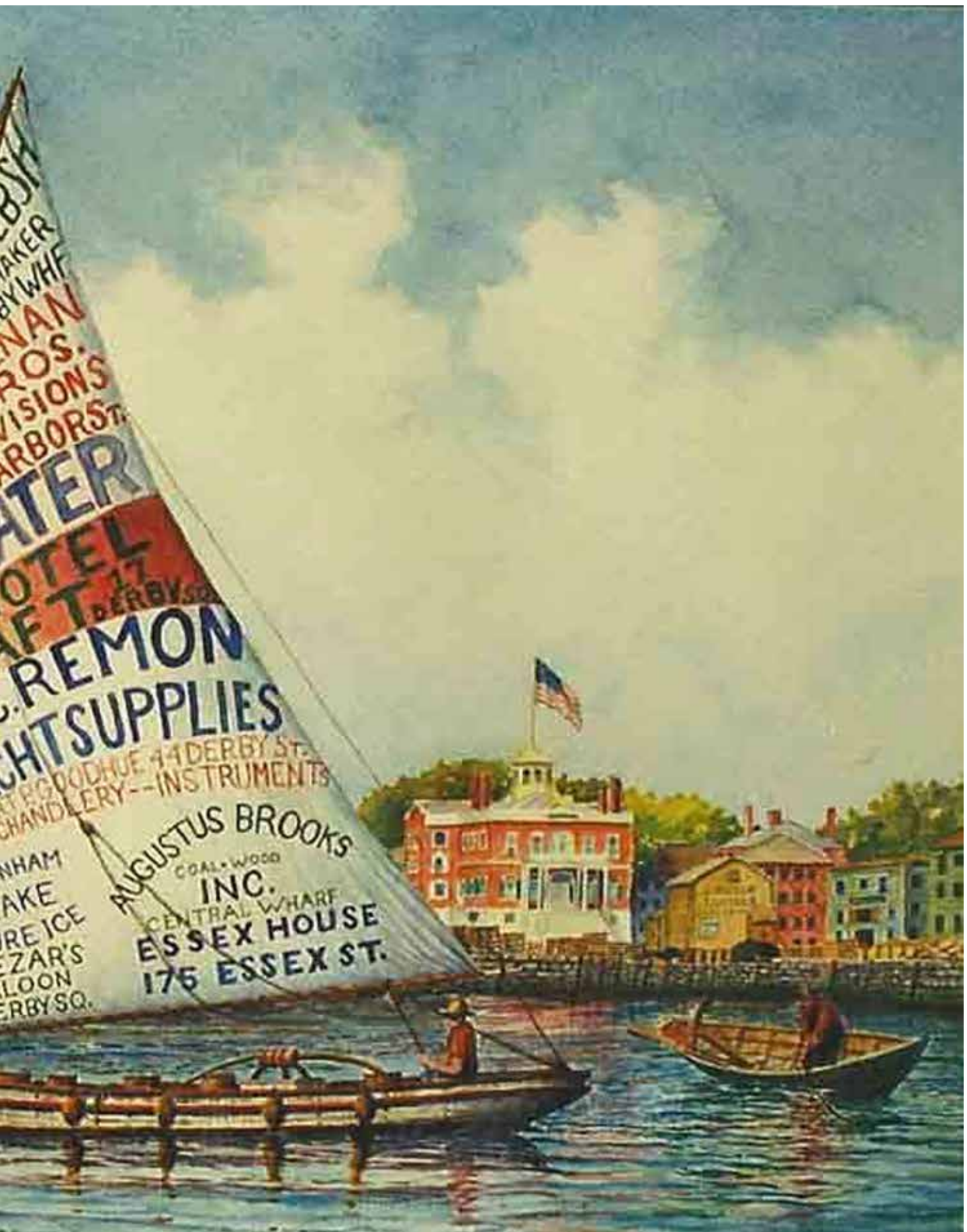
From the Artist:

My love affair with the catboat has been a longstanding one. In fifty years of artistic endeavor, I have produced in excess of 2,500 paintings covering a broad range of subject matter. More than fifty of those have been of catboats. Whether it is ten or forty feet in length, the catboat is a wonderful vessel. I had a fling with one once: a 1929, 22½ foot beauty built on Martha's Vineyard by Charles Deering. Always regretted parting with her; the flame has burned on since we parted.

Early in my career, the sea and the vessels that ply its waters led me to concentrate on paintings of ships of varying sizes. Soon after my wife, Cindy, and I tied up alongside one another in 1981, she persuaded me to broaden my subject-matter horizons, which I did—to my great good fortune. Among the subjects I've done have been landscapes, portraits of my daughters, wildlife, florals, antique wooden bodied station wagons, and dog portraits. While my favorite medium is watercolor, I've used pastels, oils, acrylics, crayons, colored pencils, and, once, smoked-down cigarette butt ends to do a portrait. Their sizes have ranged from large murals to two by three inch "minis." Among the surfaces painted on have been ceramic tiles, Easter eggs, sea scallop shells, sea clam shells, oyster shells, and the tops of antique wooden boxes. Over the years I've also dabbled in wood carving, both free-standing and bas-relief.

From 1975 until 2010 my wife, two daughters, a series of black labs, and I lived in a home on the shore of Juniper Cove in Salem, Massachusetts. My studio was next door, a restored fisherman's shack on the water's edge. What a spot to live and work! Ten years ago my family, along with the current dogs, moved to the family homestead in Chatham on Cape Cod. Here I have continued my artistic endeavors. Five years ago I began to write and illustrate a series of children's books about a small field mouse named Bertie. View them and a small sampling of my paintings at: www.bertiesadventures.com





Boat Building and Maintenance

Eric Peterson, Editor

Low Cost Catboat Barn

Eric Peterson

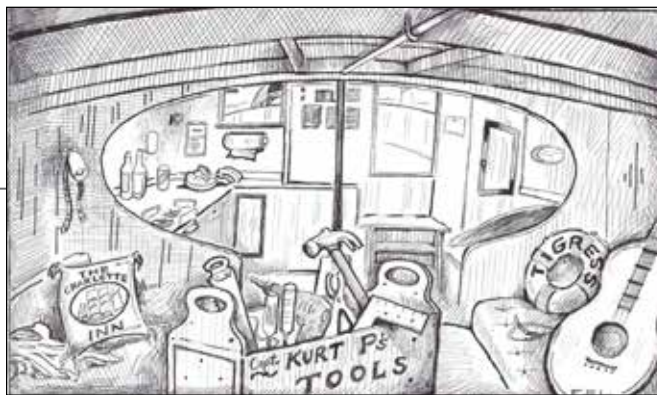
Since I'm the editor of your Boatbuilding and Maintenance column, I'd like to suggest the ultimate catboat maintenance tool... a barn!

I know many of you already have one... I have built or helped build eight or nine barns over the years—the early ones for my father and sisters' ponies when I was a kid. The biggest barn I've built so far was started for *Molly Rose* before I even came to an agreement with the seller. *Molly's* barn was thirty by forty with twelve foot clear height and a dirt floor (key for maintaining naturally high humidity!). Later, I learned the benefits of a peastone floor: keeps your shoes clean and can be kept wet for added humidity in the building. I built that barn alone, and the cost was \$2,500 (Yes, \$2,500) in 1993. I sold that property ten years ago and even though it's a long way to any boat ramp, our son Kurt still rents the barn from the current owners for *Tigriss*.

My two most recent barns are on my current property, and not so low budget; both have wooden floors (two by sixes on the dirt with sleepers). *Pinkletink* is squeezed into the small one this winter and *Prudence* (formerly *Planet*) is in the other larger heated "boathouse" (twenty-five by thirty-five feet) getting a makeover and some refastening below the waterline (future article).

Once you have a building around your sweetie, you can easily control the humidity inside and greatly reduce swelling time when you launch if your cat is wooden. This is bound to extend the life of your catboat. My barn doors are open as I write this because it's raining and the outdoor humidity is 88%. When it stops raining, I shut the doors and the humidity stays high in the barns for many days.

The other huge advantage is obvious: you can work on your boat without worrying about rain or dew interfering with progress and you'll never need to cover your boat again!



Pinkletink tucked in for the winter.

The secret to a manageable project and a low budget is a small stock list. The most economical construction method is a pole barn. A pole barn can be built with no concrete! For my thirty by forty foot barn I used pressure treated four by six inch columns at eight feet on center. Eight feet on center means there will be no waste as only an inch or two will need to be cut off the eight-foot stock. This no-waste approach should be carried through the entire project. The columns are buried four feet deep for frost and

wind protection and I toe-nailed a twelve inch chunk of four by six inch flat pressure-treated on the bottom of each “pole” as a footing for some extra bearing on the soil. Two by eight inch flats, were used to span the columns and support the siding; these will be shelves later. For siding, I used one by eight inch vertical native pine from my local sawmill, about half the cost of lumberyard lumber. One by two inch battens over the seams completed the siding and it is quite good looking when weathered in. Roof rafters were two by tens at four feet on center with two by four inch perlins at thirty inches on center (laid flat over the rafters) to support the roof sheathing.

The roof, bought from Agway, is corrugated galvanized steel panels which can be ordered cut to exact needed length and is available in different colors. These panels are easy and fast to install and come with hex drive screws with rubber washers already on them. An air nailer is a must if you want to complete the job in your lifetime. You will drive every spike in one second. Stainless ring nails are recommended for siding and battens. Don't forget to take the length of your spars into consideration when planning your barn. Between barn storage and faithful use of my sailcover, I can go at least a couple of years without having to varnish my gaff and boom.

Getting a permit for a pole barn can be challenging and may be impossible in some locations as many building officials haven't seen too much of this. A conversation with your local building inspector is a good place to start. Pressure treated wooden foundations are allowed in most states' building codes. Velocity zones (within 1 mile of coast) can also be problematic with more stringent building codes because of higher winds.

You will need to be realistic about how much wind a pole barn can endure—a protected spot isn't a bad idea. The barn I built for *Molly Rose* is now twenty-seven years old and is in excellent condition. You will also need to come up with a way to build doors and add some cross bracing.

If you get serious about this and would like to pick my brain, I'm easy to reach at eric.peterson@catboats.org or 781-856-8873.

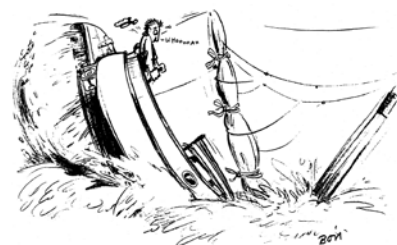
When I started my first pole barn, I was thinking telephone poles and huge custom hinge. This isn't necessary as all the lighter components will work together to provide plenty of strength, just like a well-built catboat. Enjoy!



Make your barn big enough to avoid embarrassing remedies!



The \$2,500 barn.



Keeping Her Yar, *Victor* at 104

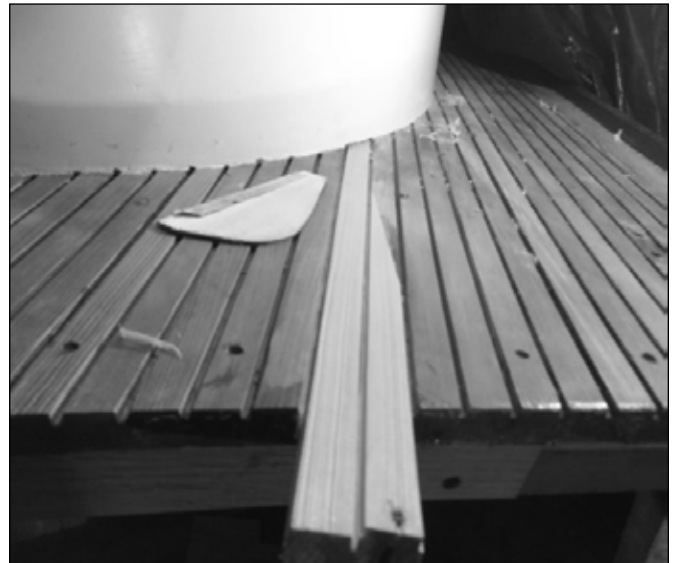
Bill Kornblum

Victor is a twenty-six foot Wilton Crosby catboat built in Osterville Massachusetts in 1921. She was a charter fishing boat out of Vineyard Haven before she turned up in Long Island Sound in the 1950s. She was “given” to me after I found her in the weedy corner of a Bronx Boatyard in 1989. At the time, we were sailing a 1911 Wilton Crosby twenty-four foot cat named *Tradition*, definitely not a candidate for restoration. Although semi-derelict, *Victor* had exactly the size, the lines, and even the pedigree, I was looking for. There is a photo of her on page 102 of *The Catboat Book* by John Leavens. You might also enjoy reading the full story *Tradition* and *Victor* in my book, *At Sea in the City*.

The late Michael Kortchmar of Greenport, New York restored and converted the old fishing boat—unfinished cabin, cobblestone ballast, live fish wells in her deck—into an ample family cruiser. She was relaunched in 1998. Tom Wells, the chief carpenter during the nine-year restoration, continues to work on *Victor*, either in his shop in Port of Egypt, between Greenport and Southold on the North Fork of Long Island, or in Clark’s Boatyard in Greenport, where the work described here took place.

Repairs on her stern and steering will complete a three-year re-restoration project that has included spars and rigging, deck work, new plumbing for the enclosed head, and more. We owe a special thanks to the folks at Edson Marine of New Bedford, MA, who

produced the original rack and pinion steering gear, in business in New Bedford since 1859.



Victor has a laid deck of hard yellow pine. Two strakes showed some rot at the transom and needed replacement. The entire deck needed to be reefed out and re-payed with Boatlife caulking.



A ding in planks at the transom due to an owner mishap at the Barren Island Marina in Jamaica Bay about ten years ago will be repaired by scarfing new cypress planks.



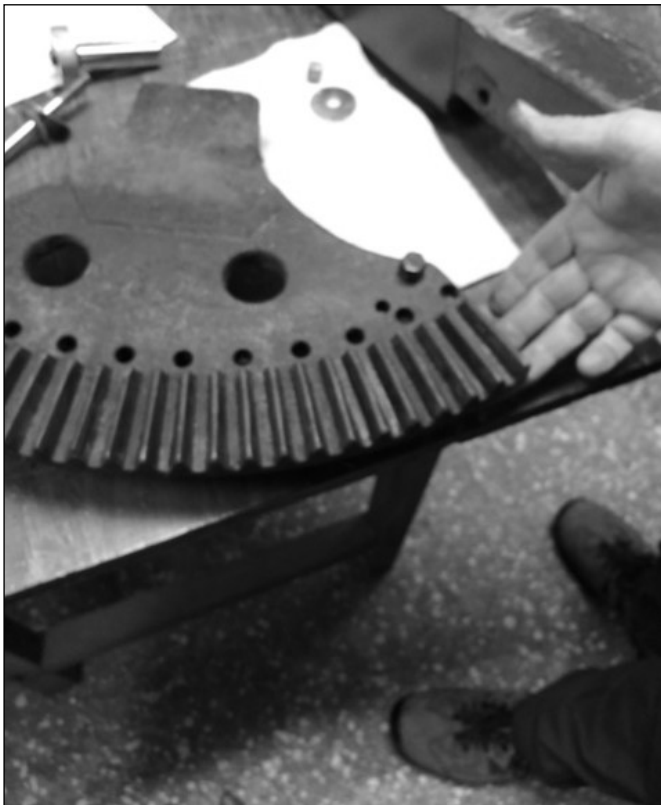
Twenty-two years after restoration in 1998, the 1916 catboat *Victor* had developed rot in two oak transom planks and part of the aft frame. These are being replaced by Tom Wells in Greenport, New York.



The original steering gear from The *Victor*. Note broken teeth in the pinion gear. Edson Marine located a replacement. The old, existing pinion gear is cast iron. The new one will be nickel bronze. Fortunately, the base shown here was in very good condition.



Shipwright Tom Wells fitting bolt through oak tiller on cast iron rack. The original Edson steering gear is still in service.



Original cast iron rack of the rack and pinion steering gear. The teeth show wear, but were not broken.



Where the tiller bolts onto the rack there was a problem because of the lip on the rack was rusted and thin. Tom used epoxy with carbon fiber to build it up for a tighter fit



The original, the Edson people say rare, bronze steering wheel. This wheel will be refurbished.



Victor sailing in Hull Bay before she returned to Greenport, New York in 2015. The photo was taken from the *Saltine*, a Joel White Pooduck Skiff, built as a part-time tender for *Victor* by Noah Kornblum, with fatherly assistance, launched in 2014.



Note ding in planks at transom portside. The perpetrator is shown above.

My wife, Didi Goldenhar, and I, with the help of younger friends, plan to bring *Victor* home to Reynolds Channel, Long Beach, New York on the south shore of Nassau County. Our grandchildren and their friends are now old enough to fully appreciate her outstanding qualities. Each time we raise the sail or throw out a fishing line will be a double blessing, where the first, of course, is to be together and alive.

William (Bill) Kornblum taught sociology and environmental psychology at the Graduate Center of the City University of New York (CUNY) from 1973 to 2017, where he also directed a research unit for the U.S. Department of Interior's National Park Service. His latest book, written with Stephan Tonnelat, is International Express: New Yorkers on the #7 Train (Columbia University Press, 2017). He has been a member of the CBA since 1979.



Cruising

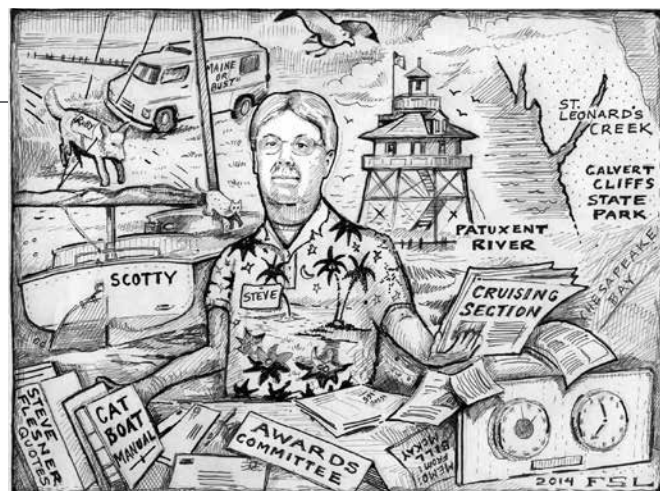
Steve Flesner, Editor

Down on Dee Bay Hon

It's like saying goodbye to an old friend. *Gull*, David Bleil's Mystic 20, has found a new owner who will be taking her to a lake near Little Rock, Arkansas where there is another Mystic 20. Small world! Captain Bill Hoover and Peter Jenkins sailed her down to the Bay shortly after the Hoovers settled outside of Annapolis in the late 70's. *Gull* soon became a fixture in all the catboat races and across the finish line many times...before David Morrow and *Anna* stepped in! After Bill passed away, David bought *Gull* and hired "Speedo" Jim Ohlmacher as chief engineer and crew. Okay ladies, you had to have been there—probably best you weren't! The photo is what we call "Catboat Gothic" taken while they were on one of our long cruises going up the Potomac River. So, from the CCBA gang on dee Bay, so long *Gull*, fair winds and give your new owner as much joy as you gave us.

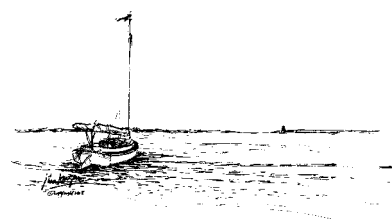


Catboat *Gothic*: David and Speedo Jim.



“Oh no, not again Mr Bill...please don't mess with our crabs!”

The report from Hoopers Island looks grim. The Maryland seafood industry is facing a massive shortage of laborers to pick and process crab meat for the second time in three years. The Labor Department received applications for 100,000 visas in a lottery in January, but only 33,000 were available. Six of the nine crab-picking operations at the core of the states seafood industry do not expect to receive the H-2B visas that allow them to hire about 500 women from Mexico to pick crab meat for sale in grocery stores and restaurants. That could cost the state more than 1000 jobs and as much as \$150 million in economic activity. It's the trickle-down theory that again devastates the seafood industry on Hoopers Island and anyone associated with it. A shortage of picked crab meat can lead to an increased supply of crabs being sold by the bushel, driving up the price of local meat and reducing prices for steamed crabs. The price for a bushel of crabs goes down because no one is picking them, hitting the watermen right in their pocketbook. One seafood operation said, “How the heck you going to run your business on a lottery...?” Go figure. I don't have an answer for that unless your kid is looking for a summer job picking crabs in a crab house. I wouldn't bank on that one! Once again, don't mess with Mother Nature and don't mess with our crabs!



Rendezvous and Race Results

Steve Flesner, Editor

2019 Padanaram Rendezvous

Kristen Marshall

We were blessed with clear blue skies and plenty of sunshine for the 2019 Padanaram Rendezvous! Catboaters from near and far made the trip this year to partake in the festivities. Many of the usual attendees from the North Shore, Narragansett Bay, the Cape and Islands were on hand as well as a number of local Padanaram sailors. The farthest travelers were from Nashville, Tennessee and North Carolina.

Many arrived on Friday afternoon to start the weekend early and sample some of the fine ales crafted by Nate Titcomb complete with custom 3D printed CBA tap handles. Could that have been part of his racing strategy to slow the competition down the next morning?



Team Titcomb, Nate & Joy with their Trasherator full of home brew!



Thirty-two catboats of all sizes participated on Saturday and the much anticipated parade through the bridge stopped village traffic again but, as usual, nobody complained as they got to witness a beautiful sight. It's quite a testament to the boat handling skills of catboaters that so many boats can file through a narrow passage on a busy summer morning as if it was choreographed well in advance.



Sanderling starting line, close quarters!

The winds were a gentle six to eight knots to start the day and increased a little bit as the afternoon wore on. Rex Brewer on *Peregrine* won back the trophy he held for consecutive years, 2015-2016, in the Marshall 22 Class. Charley Appleton on *Emmalina* pulled out all the stops and won the Sanderling division by a wide margin to make it a Wickford, Rhode Island sweep of these two classes. Charley is a multiple past winner in Padanaram.

At first we didn't think there would be enough wind to move the wood cats but these worries were quickly dissuaded when we saw Mary and Andy Crain's *Dolphin*, the beautifully restored 1893 George Huxford-built 30 foot cat, glide over the starting line and get small on the horizon in a matter of a few minutes. They went on to win the Breck Marshall

trophy as the winner of the wooden cat class. Well done for a first-time competitor and we hope to see them back next year and beyond.

We had two altered cats (sloop rigged or other) this year and we had a first-time winner with Chip Lamb on *Silver Alert*, his sloop rigged Sanderling. There was less than 30 seconds between the two altered cats so there was some close competition.



Sandpiper fleet off the starting line.

Six Sandpipers competed in the Small Cat Class this year with very close results. Four races were sailed and the winner wasn't decided until the last race when Jed Webster on *Noah* came out on top to win by a single point. Jed was the original winner of the class when it started in 2012 so it was good to see him victorious again. Many thanks to Breck Marshall and his family for being the race committee and coordinating the races.

It was fun to have Jim Andersen on the committee boat flying his drone amongst the fleet to get some fantastic catboat sailing footage. There were some tense moments when the drone was out of sight and the battery was running low, but Jim was always able to retrieve it, sometimes with seconds to spare. I highly recommend his YouTube channel, Catboat Adventures, which is a great resource for some spectacular catboat videos.

After a fun day on the water the festivities resumed back at Marshall Marine as the grill got fired up, the taps got opened and the beer began to flow. The awards were announced for the day's events as well as some fun prizes for the slightly offbeat occurrences. The coveted last place trophies, canvas tote bags artistically painted by Anne Smith, were won by Bruce Almeida, Kevin O'Driscoll, Eric Peterson, Andrew Segar and Joe Ristuccia.

The Padanaram Spirit Award, for enthusiasm and dedication to the Padanaram Rendezvous was presented to Jay Webster. Jay has been participating in the Rendezvous since the 1970s when he sailed his



Jay Webster accepting Padanaram Spirit Award.

Sanderling *Beach Plum* and continues today with his steadfast mate Diane on his Marshall 22 *Ishmael*. His name is etched on the winner's trophy a few times over the past four-plus decades and he came close to doing it again this year. His enthusiasm for catboats and Padanaram is evident to us all, and he has even passed it down to his sons, Jed and Tim. It's always great to see him in one of his vintage Sammy Smith T-shirts, worn with pride. Congratulations Jay!



Next generation of catboat sailors Dylan & Breck Marshall full of teenage antics on the race course!

Many thanks to all who made the effort to attend this year and to all those who help organize the event. We look forward to seeing you all next year and hopefully some new faces as well! Mark it on your calendars: July 31-August 2, race on August 1st.

Vineyard Haven Catboat Rendezvous

Drew Staniar

July 20, 2019. This gathering has a history of hot, sunny weather and 2019 was no exception. Fortunately, last year's very light winds were replaced by variable winds in the eight to fifteen knot range. Eric Peterson, our race committee Principal Race Officer (PRO), set up a challenging six-mile course. We started off Eastville, with a beat to the entrance to Lagoon Pond, followed by a downwind leg to RG N buoy at the west end of Hedge Fence, with a final beat to the finish off Owen Park. The variable

wind strength combined with the washing machine effect of powerboat wakes required keeping the boats "powered up," while the crews searched for the next puff. These conditions required frequent "gear changes" (i.e., sailing low through the wakes followed by sailing high in flat water.)

Eric's race committee talents and Mark Alan Lovewell's shoreside hosting at his house made an awesome combination. At the post-race party, there was lots of kidding, singing, and storytelling.

Boat	Type	Owners	Finish
<i>Pandora</i>	Huddlestun 20	Burt & Drew Staniar	1
<i>Chocolate Chip</i>	Marshall 22	Richard Washington	2
<i>Genie</i>	Marshall 22	George Peterson	3
<i>Glimmer</i>	Marshall 22	Jim O'Connor	4
<i>Moon Shadow</i>	Marshall 18	Jeffrey Lott	5
<i>Zena</i>	Marshall 18	Skip Richheimer	6
<i>Cranberry</i>	Marshall 22	Brent Putman	DNS



Glimmer, Genie, Chocolate Chip, and Pandora.



Cranberry.



Zena and Glimmer.



Dolphin.



The after party at Mark Lovewell's.

2019 Vineyard Cup

Drew Staniar

July 13, 2019. "We just ran out of wind..." *Chocolate Chip* (Richard Washington), *Julia Lee* (Charles "Woodie" Bowman), *Pax* (Alice Goyert), *Zena* (Skip Richheimer), and *Pandora* (Burt & Drew Staniar) all showed up to support Sail Martha's Vineyard biggest fundraiser. Unfortunately, the wind showed up for only half of Saturday's race. On the

second leg, the light northerly winds completely died, leaving the catboat fleet to move backward against a foul ebb tide. After floating for two hours, the race committee mercifully canceled all racing for the day. Naturally, ten minutes after racing was called off, a fresh westerly arrived.

SEA YOUR AD HERE

REACH AN AUDIENCE OF LIKE-MINDED
INDIVIDUALS WITH AN INTEREST IN
CATBOATS AND BOATING

Contact Terry Gips for information and rates
terry.gips@catboats.org / (508) 243-0987

Catboat Association 2020 Race/Rendezvous Schedule

Steve Flesner, Editor

Editor's Note:

Thank you all for sending your Race and Rendezvous Schedules for the 2020 sailing season. Don't forget to also send the results and write ups to 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!

May 6-8, 2020

The Classic Boat Rally CANCELLED
Beaufort Yacht and Sailing Club
Beaufort, NC
byscnet.com
Contact: S.W. "Woody" Norwood
678-427-2937
snorwood3@me.com

May 9, 2020

Lowcountry Catboat Gathering
Beaufort Yacht and Sailing Club
Beaufort, SC 29907
byscnet.com
Contact: Marvin Day
843-929-9978
marvday@msn.com

May 23-25, 2020 (Race 24th)

RESCHEDULED to 10/2-4
West River Heritage Regatta &
Catboat Rendezvous

June 6, 2020

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

June 7, 2020

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

June 19-21, 2020

Edgartown Catboat Rendezvous
CANCELLED
Edgartown, MA
Contact: Mark Alan Lovewell
(508) 696-4655
mark@markalanlovelwell.com
For details visit website:
<http://markalanlovelwell.com/sailor/events/edgartown-catboat-rendezvous>

June 20, 2020

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

July 11, 2020

Wickford Catboat Rendezvous
CANCELLED
Wickford, RI
Pleasant Street Wharf
Contact: Ezra Smith
ezrasmith@yahoo.com
Eric Collins
Pleasant Street Wharf
(401)-641-8993
pswinc@verizon.net

July 11, 2020

Cuttyhunk Rendezvous
Gosnold, MA
Contact: Tim Fallon
401-252-1672
tim.fallon@catboats.org

July 12, 2020

6th Annual Barnegat Bay Rendezvous
Beaton and Sons Boatyard
72 Beaton Rd, Brick, NJ
Contact: Henry Colie
201-401-0292
henry.colie1@gmail.com
Cat Gathering, fun "raid" race,
evening clambake

July 17-19, 2020

Vineyard Haven Catboat Rendezvous
Vineyard Haven, MA
Contact: Mark Alan Lovewell
508-696-4655
mark@markalanlovelwell.com
For details visit website:
<http://markalanlovelwell.com/sailor/events/vineyard-haven-catboat-rendezvous>

July 18, 2020

Sprite Island Yacht Club Catboat Race
Norwalk, CT
Contact: Betsy Varian
203-938-4149
bwvarian@mac.com

July 18, 2020

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

July 25-26, 2020

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

July 25, 2020

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

July 31-Aug 2, 2020

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

July 31-August 1, 2020

Oxford Parade
 Oxford, MD
 Contact: Phil Livingston
 901-484-6320
 P1642@comcast.net

August 1, 2020

Norwalk Islands Rendezvous
 Norwalk YC
 Norwalk, CT
 Contact: Roger Klein
 48½ Roton Ave.,
 Rowayton, CT 06853
 203-899-0402
 rogerklien@optonline.net

August 15, 2020

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

August 15, 2020

Casco Bay Cruise
 New Meadows River, ME
 Contact: John Van Orden
 146 Shoal Cove
 West Bath, ME 04530-6786
 207-841-8436
 shoalcove@comcast.net

August 22, 2020

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

August 22, 2020

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

August 28-29, 2020

Spray Beach YC Annual
 Catboat Rendezvous
 Spray Beach, NJ
 Contact: Thomas Caro
 2300 Long Beach Blvd.
 Spray Beach, NJ 08008
 267-798-9981
 thomasdcaro@gmail.com

September 5, 2020

Huntington Lighthouse
 Music Fest (Raft-Up)
 Huntington, NY
 Contact: Hank Bogart
 13 Cortland Court,
 Huntington Station, NY 11746
 (631) 423-4245
 Us51311@verizon.net

**September 11-13, 2020
(race 12th)**

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

September 11-12, 2020

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

September 12, 2020

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

September 18-19, 2020

Hempstead Harbor Classic
 Yacht Regatta
 Hempstead Harbor, NY
 (Long Island)
 Contact: Michael Emmert
 Goldeni37@aol.com

September 20-30, 2020

CCBA Delaware
 Canal Long Cruise
 to DE City & Hagley Museum
 Eastern Shore, MD
 Contact: Marc Cruder
 (410) 987-9616
 heavitree@comcast.net

October 2-3, 2020

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

Oct 2-4, 2020 (Race 3rd)

West River Heritage Regatta &
 Catboat Rendezvous
 Hartge Yacht Harbor
 Galesville, MD
 Contact: Paul Cammaroto
 301-252-5686
 pac4seas@verizon.net

October 16-18, 2020

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

**September 13-October 25, 2020
Sundays 10AM**

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



Sailing Techniques and Seamanship

Brent V.W. Putnam, Editor

Maintaining a Proper Lookout

Skip Stanley

Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and the risk of collision. Rule 5, Look-out, the International Regulations for Preventing Collisions at Sea (COLREGS).

In Short Tacks of Bulletin 179 there were these words of wisdom from Sam Teel, a professor at Maine Maritime, about shiphandling: “Go slow. Think ahead. Be patient.” To those, I think two more could be added: “Pay attention.” This, I think, is the essence of maintaining a proper lookout: paying attention. It is what lookouts do.

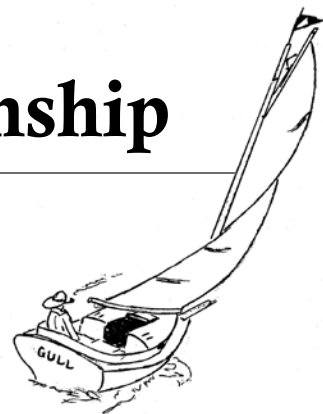
The helmsman must know what’s going on—he or she must have situational awareness at all times. The lookout assists with this. Of course, on a catboat, the helmsman and the lookout may be one and the same.

Maintaining a proper lookout has been described as the first rule of safe navigation. It is integral to risk management. This concept is so important that it has a rule all to itself. I don’t believe there is more embodied in a single sentence anywhere else in the rules.

While a lookout should have some experience and be able to communicate his or her observations to the helmsman, every crewmember can be a lookout.

So how is a proper lookout maintained? Well, firstly, it means by sight and hearing—that’s right in the rule. That might mean using such things as using polarized sunglasses and/or binoculars to enhance vision, or posting a lookout far forward away from the noise of the engine for better hearing. Secondly, by all available means. That could include listening to the VHF radio or making use of radar, if you have one onboard. But if you have a radar onboard, be sure you know how to interpret what you’re seeing. Radar, by the way, has not been deemed superior to your eyes when there is adequate visibility.

The lookout should always be positioned as far forward and as low to the water as possible (quite possibly a moot point in a catboat). He or she should be free from distractions. Yet, it’s easy to be distracted and, I would guess, we have all had this happen at



one time of another. We did something in addition to steering and, thinking everything “felt right” looked up and suddenly found the boat heading in an unintended direction and had to throw the helm over to avoid a collision or return to the desired course. I know I have. This has happened most often, but not exclusively, when I’ve been single-handing.

A proper lookout must be maintained *at all times*—day and night, in all types of weather, regardless of the visibility. This applies to wide-open oceans, crowded channels, and congested harbors; in rain and fog as well as when it’s clear. In fact, the worse the conditions, the more important the lookout becomes.

Small boats, even when singlehanded, are not exempt from this requirement.¹ But, of course, voyaging singlehanders have to sleep, so many choose to do so during daylight hours, staying awake at night especially near the shipping lanes.

I like to steer, but there are times I just have to get off the tiller. So, on a long tack, I set up the sheet-to-tiller self-steering and do whatever. But I rarely go for more than a few minutes without taking a look around.

The main purpose of the lookout is to provide the helmsman/navigator with information necessary to appraise the situation and make a risk assessment. This means more than just looking out for other vessels—but all manner of things: floating hazards, lights and aids to navigation, weather, etc., as well as the condition of the vessel (e.g., sidelights at night or worn gear). The lookout is the eyes and ears of the boat, always looking out for hazards.

Automatic steering and a catboat’s slow speed of advance can substitute for a helmsman, you may be tempted to “set it and forget it.” There is, however, no substitute for vigilance.

1. Of course this has to be the case, otherwise a sailor could claim to be exempt from the rules just because he or she is alone.

Reference:
Allen, Craig H., *Farwell’s Rules of the Nautical Road*,
Naval Institute Press, Annapolis, MD, 2005

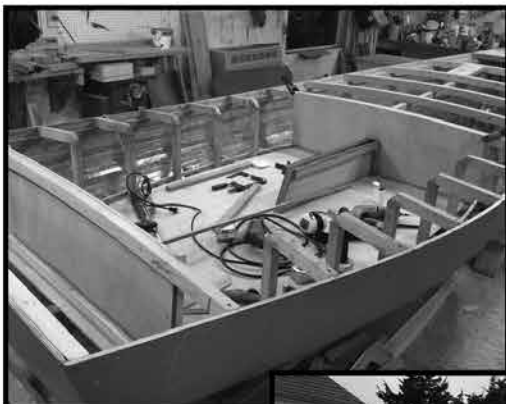




Traditional Classics faithfully reproduced in fiberglass

HOWARD BOATS

Beale Way, Barnstable Village, MA 02630
(508) 362-6859 - howardboats@aol.com
www.howard-boats.com



Restorations, repairs, catboats for kids--we've been doing them all since 1938

Custom projects in any method of wood



This one even planes: The e/XL

Navigation

Skip Stanley, Editor



Compass Error

Skip Stanley

To be useful, compasses, like any instrument, need to be calibrated or corrected and oriented to the task at hand to ensure their accuracy.

To ensure cartographic accuracy, all charts are drawn with north as the primary reference point (often at the top) with meridians aligned between the true north and true south poles, references based on the axis on which the earth turns. There are also two other poles of interest: the geomagnetic north pole, which is a point off the coast of Greenland, and the point of most interest to navigators, the magnetic north pole—which is the direction your compass points.

The magnetic north pole is a result of the characteristics of the inner earth—the inner core, the outer core, and the mantle. The liquid outer core surrounds the solid inner core and the outer core is rich in iron. The convective movement of the fluids of the outer core combined with the earth's rotation (the Coriolis effect) creates the earth's magnetic field. And it is this magnetic field that makes life on earth possible. It creates a protective “bubble” that shields us from the sun's particulate radiation—the “solar wind”—which would ionize and strip away the atmosphere.

The side benefit of the magnetic field is that our compasses point to magnetic north. However, as I'm sure you are aware, the magnetic north pole is not in the same location as the true north pole. This difference is called variation.¹ Variation varies by location and changes over time. A world chart of variation is published by NOAA and the British Geological Survey (BGS)—the World Magnetic Model.² It is updated every five years; the last update was in 2015.

Variation is found on a nautical chart inside the compass rose. You'll find the degrees and minutes difference east or west *plus* the rate of change per year. For example, the variation in New England is about 15.5 degrees west decreasing about 3 minutes per year. (The rate isn't really that important as it would take twenty years to make one degree of difference.)

The other error or interest is deviation. This error is vessel-specific, it depends on the heading. With a fixed, mounted compass, it's a good idea to create a basic deviation table. It's also a good idea if you've made a major change to your boat such as installing a new engine. For many small boats, deviation can be reduced significantly by adjusting the steering compass (following the manufacturer's instructions). It's still a good idea to check the deviation and, if necessary, create a table.

To create a deviation table, a number of known courses are sailed and the error between what the compass *should read* and what it *actually reads* is the deviation. Customarily, the courses sailed are the cardinal points (N, E, S, and W) and the intercardinal points (NE, SE, SW, and NW) and the deviation recorded for each. This can also be done with a hand-bearing compass which is unaffected by the vessel's magnetic characteristics.

Before going further, there are three courses that need to be defined.

First is the **True course**: this is the course relative to true north.

Next is the **Magnetic course**: this is the course relative to magnetic north

Lastly is the **Compass course**: this is the course steered using the steering compass.

Applying Compass Corrections. Compass corrections are applied in two ways depending on which course you are looking for. Most commonly, we are moving from the charted course (true or magnetic) to the compass course.

For example, if you're starting with a desired true course of 030, a variation of 16 degrees west and a deviation of 4 degrees west the corrections would be applied as follows.

True	Var	Magnetic	Dev	Compass
030	16W	046	4W	050

Add Westerly Corrections →

Subtract Easterly Corrections →

Another example: Starting with a true course of 150, and variation of 16 degrees west and a deviation of 3 degrees east the courses would be as follows.

True	Var	Magnetic	Dev	Compass
150	16W	166	3E	163

Add Westerly Corrections →
 Subtract Easterly Corrections →

A mnemonic to remember this is: **True Virgins Make Dull Companions At Weddings (Add West)**.

If you used the smaller, inner, magnetic compass rose to determine your magnetic course and just apply deviation correction at that to determine the compass heading (to steer).

Some small boat mariners do all their navigation in magnetic, which is perfectly fine. The main thing is to be consistent.

One more thing: courses *always* stated as *three numbers*. For example a course of 150 is stated as “one-five-zero” — never “one-fifty.”

¹ On land, this difference is called *declination*. To the mariner, declination is the term for the angular distance of a celestial body above the equator. The best, and probably best known, example is the declination of the sun, which determines the seasons of the year. The sun reaches maximum declination at the summer and winter solstices (23.5 degrees N or S) and is zero at the spring and autumnal equinoxes. This declination plays a role in celestial navigation calculations.

² See <https://www.ncei.noaa.gov/news/world-magnetic-model-out-cycle-release>.

References:
 Maya Wei-Haas, *Magnetic north just changed. Here's what that means*, National Geographic, February 2019
 Huth, John, *The Lost Art of Finding Our Way*, Harvard University Press, 2013
 Budlong, John P., *Shoreline and Sextant*, Van Nostrand Rienhold Co, New York, 1977
 Defense Mapping Agency, *American Practical Navigator. Volume I*, 1984

A 1980 graduate of Maine Maritime Academy, Skip holds an Unlimited Second Mate license. He sailed as a Third Mate with Exxon and as Deck Watch Officer in the U.S. Coast Guard.

Beetle Cat Boat Shop
 Sole Builder of the Beetle Cat Boat
 WE OFFER
 New Boats * Used Boats
 Storage * Parts * Repairs
 Maintenance
 New Custom Wood Spars
 & Flagpoles
 3 Thatcher Lane
 Wareham MA 02571
 508-295-8585
 www.beetlecat.com

Celebrating 98 Years



Remembering those who passed the bar this past year...

Mitch Harvey, sailed *Tweety* out of Key Largo, Florida. Joined in 2015.

Joseph Orfetel, sailed *Bunches* out of Lake Hartwell, South Carolina. Joined in 2007.

Arthur (Chip) Chaplin, husband of Dolores, sailed *Art's Ark & Quahog* out of Portsmouth, Rhode Island. Joined in 1965.

John & Marjorie Wheeler, sailed *Whisper* out of Staten Island, New York. Joined in 1970.

Dale Ryan, husband of Lynn, sailed *Messing About* out of Harwichport, Massachusetts & Wickford, Rhode Island. Joined in 1978.



Paul Birdsall, husband of Mollie, sailed *Mollie B* out of Blue Hill, Maine. Joined at the beginning. Paul and Mollie were present in Connecticut at the founding of the Association. Paul was the first Co-Secretary with John Leavens, serving from 1962 until 1970. He was an honorary Life member. He received the John Killam Murphy award in its second year (1967) and the Dolphin award in 1976. He was 91 years old.



Keeper of the Light

Jay Webster, Editor

Catboat Legend: Breck Marshall

Thanks to a great suggestion from a master catboat sailor and former Catboat Association President Bob Luckcraft, I reviewed Bulletin No. 32, Supplement No. 3, dated October 1970 entitled "Marshall Fiberglass Catboats." This article is actually the written remarks the late Breck Marshall made at the Catboat Association Annual Meeting in January of 1970.

Breck, the founder of Marshall Catboats, spent his summers in Bristol, Rhode Island, just one house south of the Herreshoff shop. As a young boy, Breck spent much of his time shoveling shavings and digging up sawdust in the shop. His reward was sailing a Herreshoff 12 around the harbor. In 1935, Bristol Yacht Club fell heir to an old catboat named *Saguenay* that was built in 1905. Breck and his friends sailed all over Narragansett Bay in that old cat.

Breck went on to college, then served in the Coast Guard for four years during World War II. After the war, he spent much of his time sailing and racing with a friend on his friend's 45 foot sloop in every race they could: Annapolis, Bermuda and Halifax.

In 1949, Breck felt that it was time to get back to the catboat. He bought a 28½ foot Anderson-built catboat called *Tradewinds* with a big rig for racing. In 1956, Breck decided to get into the boat business and took a job with the Beetle Boat Company in New Bedford. He next worked with Bill Tripp in East Greenwich, Rhode Island, where he came across plans and molds for an 18 foot catboat.

Breck next moved on to New Boston, New Hampshire with sailing friend Gill Verney and built fiberglass boats. They also built an 18 foot fiberglass catboat from the plans and molds he had from his prior job. This was the beginning of the Marshall "Sanderlings." The first boat received a strong reception in the 1963 Boston Boat Show.

Breck and Gill built eleven more Sanderlings and Breck soon decided that catboats would sell better in Padanaram and other traditional Cape Cod waters.



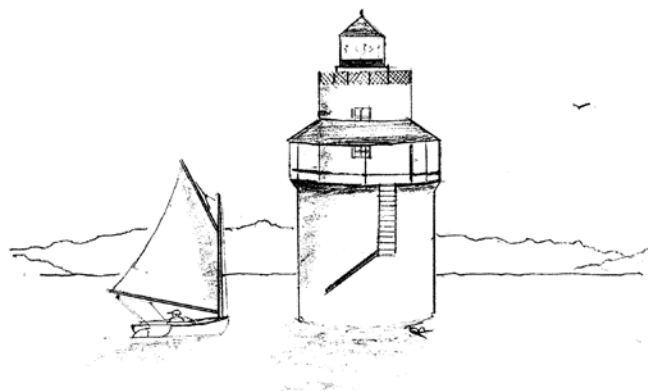
That was the beginning of Marshall Marine. After continually getting more orders, Breck felt confident enough to start building a bigger boat, the Marshall 22, in 1965.

At the end of Breck's remarks, he answered many questions about the Sanderling name, aluminum masts, and the difference in boat speed and wind velocity for the 18's and 22's. He also discussed reefing, the cat's high peak sailing, speed differences between starboard and port tacks, the boat's weight, scandalizing the sail, centerboard weight, ballast, and location of catboat fleets all over the country.

His legend continues at Marshall Marine under the able leadership of Breck's son, Geoff. The highest tribute to Breck could be the wooden catboat named for Breck at the Mystic Seaport in Mystic, Connecticut.

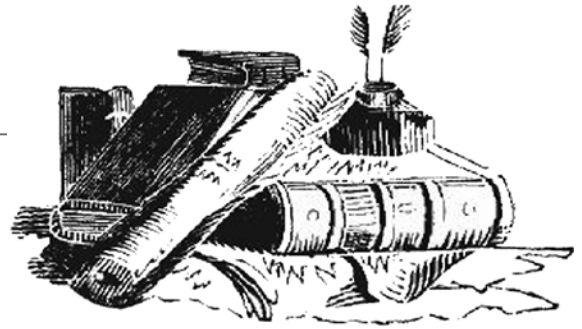
Breck's story, and the many questions that catboaters still talk about every sailing season, makes for a fascinating read for all catboat enthusiasts!

Editor's Note: The answer of the above questions and others can be found in CBA Bulletin 32. All past issues are available to members on the CBA website: catboats.org, Member Resources.



Book Review

Ned Hitchcock, Editor



The Cruel Sea

By Nicholas Montserrat

Montserrat first published this classic in 1951. It has since been reprinted and is currently available from many of the usual sources. I recently pulled it off my shelf and enjoyed re-reading it immensely; hence, this review.

The book follows the stories of two British “support craft” during World War II. The role of such vessels was to protect and shepherd convoys coming from the U.S. and Canada through the submarine infested waters of the “western approaches” to the British Isles. They covered the north Atlantic from Greenland to the Bay of Biscay and included the English Channel, and “around the top” to Murmansk, Russia.

Compass Rose is the first ship and her story occupies most of the book. She was a new corvette in 1939, 200 feet long and designed for anti-submarine warfare. Her armaments were simple: a four inch gun and depth charge racks extending port and starboard aft of the stern. She had a crew of 88, and the key officers and non-coms were Royal Navy veterans. Many of the subordinates were what we would call draftees. She was torpedoed and sunk off Iceland in 1943, as the Battle of the North Atlantic turned in favor of the Allies.

The second vessel is the *Saltash*, a frigate larger and better armed than *Compass Rose* and she figures only in the last couple of chapters and survives the war.

Both vessels were commanded by Lieutenant Commander George Erickson of the Royal Navy Reserve. He is an experienced sea-officer with both Royal Navy and commercial service of 20-plus years. As the novel unfolds, the reader is introduced to a remarkable cast of characters male and female. In its 510 pages, the author goes into considerable detail about many of them. “...the men are the stars of this story. The only heroines are the ships: and the only villain the cruel sea itself.” (p.4)

Some readers have been critical of the idea of the sea as “cruel.” They argue that presenting the sea as intentional mischaracterizes reality. The author, however, thinks otherwise and describes “... the strength and fury of that ocean, its moods, its violence, its gentle balm, its treachery: what men can do with that, and what it can do with men.” (p.3) Whatever one may think of the philosophical issues, the book is a terrific read.



BREWER BANNER *Designs*
77 Forest Street ★ New Bedford, MA 02740
www.brewerbanner.com

FLAGS

ALL SIZES - U.S., state, foreign
historical, marine & decorative
banners, pennants & accessories

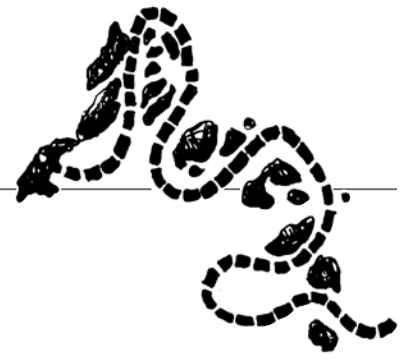
CUSTOM WORK
is our specialty since 1984!

info@brewerbanner.com
508-996-6006



Short Tacks

C. Henry Depew



Trailer Tips

You have safely towed your boat to the marina—it's loaded and ready for use. Now comes the task of backing the trailer down the ramp to launch it.

For some people, backing a trailer is an activity fraught with anxiety. For others, it is a simple task. You can see both types at any public boat ramp. No matter what you have read in various magazines covering “backing trailer tips,” nothing beats practice. I learned to back both short and long trailers using both the inside and outside mirrors. Once I had enough practice, the outside mirrors were the way to go.

The distance between the hitch and the trailer axle(s) also makes a difference in how the trailer behaves. I found backing the 25 foot boat with a double-axle trailer a lot easier than the 16 foot boat with the single-axle trailer I had at one point.

I learned to drive a stick-shift in an abandoned subdivision (developer had gone bankrupt) with shell streets and curbs (the sidewalk was buried in the overgrowth). Let out the clutch while feeding the gas—jerk, jerk, stall. Try again. With time, and practice, I got the combination (the “feel” of it) down.

Then, it was time to learn to back a trailer. Back to the subdivision and its empty streets. Much practice of backing straight as well as around corners and all was well. By that, I mean that I could drive through an intersection and then back the trailer to the left into the adjoining street. Once it was straight, I would pull forward and then back to the right into the adjoining street. I continued this routine until I had no problem backing around corners in either direction. I even learned to put one foot on the clutch and brake pedals with the other foot on the gas pedal while pulling up a ramp with boat trailer attached. Using the parking brake to hold the car and trailer while letting out the clutch was easier, but my father insisted I learn the other method also. With his experience as a one-time semi-trailer truck driver, he also taught me how to use the mirrors to see when backing up.

These days, finding an abandoned subdivision to use for backing practice is a bit difficult. However,

many shopping malls have areas that are not being used and the white parking lines make things much easier. The idea is to set yourself up to back the trailer into the empty parking space with a white line on each side of the trailer's wheels when done. With plenty of room to practice you will get very good at this activity and feel more comfortable at the public launch ramp. It's also useful to have a person standing near the back of the trailer to give you hand signals, if needed. Some practice and coordination with this person also helps.

If all else fails you can do what one person did: he attached a hitch to the *front* of his truck. When he was ready to launch/recover the boat, he attached the trailer to the front hitch. He then had good visibility and the drive wheels were well up from the water line (which helped on slick ramps).

On a trip to pick up a boat, I had the nut on the trailer hitch ball come loose and fall off (in spite of a locking washer). The safety chains held and the skeg kept the ball off the road. But, I did not have a spare nut for the ball. I installed the 7/8 inch ball and went carefully on to my destination. None of the auto stores in the area sold just the nut so I ended up with a new two inch ball. Once I returned to Tallahassee with the boat (a small Wharram catamaran) disassembled to fit on the 30-foot flat-bed trailer, I obtained the suitable nut from the local trailer dealer I then had a spare two inch ball for use, when needed. I usually stop about ten miles down the road to check on the boat and trailer when I am towing. The time I had the problem I did not make that check. After that, not only I would check how well the boat was riding on the trailer, and that all the tie-downs were still tight, but the tightness of the nut on the trailer ball as well, using my wrench.

Editor's Note: This article appeared in the May edition of Messing About in Boats.

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 shore side names. Here are a few more:

Notes for Skippers (Part 2)

Fetridge's Law: Important things that are supposed to happen do not happen, especially when people are looking.

Jones' Law: The man who can smile when things go wrong has thought of someone he can blame it on.

McKenna's Law: When you are right, be logical; when you are wrong, befuddle.

Mencken's Meta-Law: For every human problem there is a neat, plain solution and it is always wrong.

Navy Law: If you can keep your head when all about you others are losing theirs, you probably don't understand the situation.

Plotnick's 3rd Law: The time of departure will be delayed by the square of the number of people involved. Thus a singlehanded departure scheduled for 06:00 is likely to take at 06:01; if one crew is involved, the time of departure will be 06:04; if four people are aboard, then 06:16 and so on.

Pudder's Law: Anything that begins well ends badly. Anything that begins badly ends worse.

Randolph's Principle: Never needlessly disturb a thing at rest (especially the crew).

Robertson's Law: Everything happens at the same time with nothing in between. (At sea, hours of doing nothing are punctuated by moments of total confusion.)

Weiler's Law: Nothing is impossible for the man who doesn't have to do it himself.



New Members

Carolyn Pratt, Membership Secretary

WELCOME ABOARD to our new members since Winter 2020

Allen & Judy Boyes, Trevett, ME
Bob & Marilyn Broege, Oceanport, NJ
Gary Cosnett, Severna Park, MD
Phil Guidice, Wayland, MA
Brendan Hogan, Shore Acres, NJ
Mike & Mary Jensen, Cincinnati, OH
Millard & Terry Joseph, Pensacola, FL
Dan & Anne Ortiz, Dutton, VA
Charlie Perry, Brookline, MA

Andrew & Iuiia Robinson, West Barnstable, MA
Schuyler Schildt, Marlboro, NY
Charles & Susie Shabica, Winnetka, IL
David & Nancy Sharp, Newport, RI
Sandy & Julie Shaffer, Eugene, OR
Robert Shultz, East Patchogue, NY
Glen Stevens, New London, CT
Ken Textor, Arrowsic, ME



135 SOUTH STREET,
HYANNIS, MA 02601
CapeCodMaritimeMuseum.org
(508) 775-1723



We are Catboat lovers: pictured here is the 1898 Wilton Crosby Catboat *Grayling*: sailing again in 2019 after a major rebuild!

Southport Island Marine

Southport, Maine (Proud Members of the CBA!)
207-633-6009, www.southportislandmarine.com

Boatbuilders: We build **powerboats for sailors!!** Here is our *Southport 21*. See our *Southport 30* on-line!



Cats for Sale



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

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

182-1. WANTED: HA18 Sail. I am looking for a Sail for H-18 America. A Marshall 18' would also do. Contact peterdhaney@hotmail.com

182-2. 2003 Stur-Dee Cat. 14' 3" LOA, 7' beam, 10" draft, 130 sq. ft. sail area with battens and jiffy reefing. Includes American trailer with mast carrier and 2.5 HP Mercury outboard. Original oak rub rail and cockpit coaming have been replaced with teak, Semco finished. Original keel-stepped mast has been modified to hinged tabernacle. Added gear: Harken lazy jacks, Davis masthead Windex. Custom canvas: summer sail cover, winter cockpit cover, tiller cover. Cockpit seats are mahogany. This boat was made by Stur-Dee Boat Company, Tiverton, RI. Stur-Dee Boats is a two-generation family boatbuilder which has manufactured this model for 50 years. Fun to sail; easy to solo. Located in Rock Hall, MD. Original owner. \$7500. Contact George Hardy, 410-639-7811, ghardy3@gmail.com



182-4. 1974 Herreshoff America 18' Cat For Sale in Tiverton, RI 18 foot fiberglass cat for sale; includes aluminum mast, gaff and boom, sail, trailer, motor, well-maintained woodwork, interior and exterior cushions, head (never used), and newer rigging lines. Asking \$6,000. Contact Richard Toolin at rtoolin@aol.com if interested.



182-5. 1965 Marshall Sanderling. Stunning wooden boat built into a Marshall Sanderling in a 2006 rebuild. Annual varnish impeccably maintained. New electric Torqeedo Travel 1003CL motor, very fast North racing sail in cream Dacron with two reef points. Includes trailer and 2020 slip is paid for in Warwick, RI. Much more. Pictures, information, specifications, details, and contact information here: <https://marshall18sanderling.wixsite.com/4sale>



182-6. 1973 Cape Dory Handy Cat 14. All woodwork including rubrails, toerails, coaming, breasthook, seats, etc. is of beautiful varnished mahogany. Bronze hardware including (7) teak and bronze blocks. Brand new never been rigged sail with one set of reef points built by Mack Sails of Stuart, Florida. This boat is in like new condition and is sitting on a good trailer in sunny Jensen Beach, FL. \$6800. pcallahan53@yahoo.com 772-341-7609



182-8. 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 Torqeedo 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. Additional photos at: <https://www.icloud.com/sharedalbum/#B0s5VaUrzBn9Yo>

182-9. 1972 Marshall 18' Sanderling catboat. Beautifully restored. Solid fiberglass hull. Winner CBA Broad Axe Award. Custom cockpit with lockers. Sleep under the dodger! (direct from Marshall). Built in cooler. All cushions. New cam cleats for all lines. Jiffy reef to cockpit. 8hp Johnson pro. maintained. Tiller extension. Awlgrip hull, barrier coated bottom. Hinged mast. Porta Potti. Sail condition excellent. Extra lazy jacks. Will uncover early April but can be seen. Stored in Clinton CT. Love this boat but moving on due to health issues. 203 215 4828 or Biz4Marines@comcast.net. Best offer takes it! \$14,000 OBO



182-10. 1984 Marshall 18' Sanderling. Original owner. Unused porta-potty, opening port forward, teak interior trim, blue boat cushions, teak trim in and out, professionally installed outboard mounting bracket, sail cover, fender dock lines, lazy jacks. Thurston sail with 2 reef points. Bulkhead mounted compass, steps on rudder and transom. Located Cozy Harbor, Southport, Maine. Contact Mike at 603-669-7269 winter, 207-633-4664 summer. \$12,000.



182-11. 1950 Beetle Swan 12' 6" sailboat, hull #284. Hull and sails are in good shape. Chrysler 3.5 HP long shaft motor (serviced last year and used twice since then) and trailer included. All in good working order and sailed last year. Trailered in CT. Asking \$899. Contact Jim email: jmansfield01@snet.net



182-12. 1984 Menger 17' catboat. Near perfect condition, nearly new gaff rigged sail, new sail cover, new cockpit cushions, 7 coats of Epiphanes on all brightwork, new halyards, brass LED lighting, cabin refinished, 2 year old Honda 8 hp 4 stoke with electric start, bottom paint fresh in '18, trailer, 30 photos available for viewing. She is currently in the water at Robinhood Marine in Georgetown, Maine. Home port is Kennebunk. david@gouldmaine.com, 207-468-1778, \$14,500



182-13. 1999 Carter / Wittholz 18' Cape Cod Catboat. Designed by Carter and Wittholz, Naval Architects. Built by owner K. Sloan 1992 - 1999. Varnished pine mast and boom. Steel tabernacle to raise and lower the mast using the trailer winch. Thurston sail (tanbark). 3 sets of reef points. Oak mast hoops. Oak tiller. Wooden blocks. Bronze mainsheet traveler, pintles and gudgeons. stern light and stem head fittings, folding transom and rudder steps. Mahogany side lights. Stainless steel hardware & forestay. Hull is Strip planked/cold molded wood/epoxy construction.



Two layers of 1/8" Douglas Fir veneer laid at 90 degrees to each other over 3/4 inch pine edge nailed/epoxy glued strips. All coated with West Epoxy resin and marine paint. Centerboard hangs on a stainless steel strap for easy removal. Deck, cockpit floor, seats, and cabin sides are epoxy coated plywood. Cabin hatch and roof are made of 3/4" pine wainscot, covered by 2 layers of Douglas Fir veneer set in West Epoxy. Cockpit seat lids are faced with 1/8" teak veneer planks set in black West Epoxy. Bronze mooring cleats, Cockpit and cabin coaming and hinged louvered doors are also mahogany. Cabin has mahogany cabinets and drop-leaf table, ice box, two berths w/cushions and storage lockers below, 4 bronze portlights and a forward storage cabinet, 12 volt bronze ceiling light and a 12V outlet, a gimble bronze oil lamp and a collapsible head. Double axle Galvanized EZ loader boat trailer. Tires (including spare) were replaced in 2017. There is also a 6-gallon portable gas tank compartment and storage under the cockpit seats. DROPBOX has >75 photos. Located northern Wisconsin. \$12,500 takes it all. Please contact Ken at thesloans8181@gmail.com or 715-356-4552

182-14. Herreshoff EAGLE in sailable condition with roadworthy trailer and sail covers. Mast on a pivot. Has new topsail and jib; older main sail but still very usable works well. Well for outboard, outboard available. Gallows removed. \$6,800. Contact Greg. Located in Buffalo, NY. Phone 716 681 1315 or email grundyswoodworks@roadrunner.com



182-15. For Sale: 1990 Barnstable Catboat. 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 kretzmann4@yahoo.com or 440-222-2477



182-16. 1928 Andersen Cat, 15'-8" deck plus bowsprit and rudder. New hull cedar on oak, bronze fastened. Deck and cabin original. Original spars - Brite and original hardware. New center board - laminate. New rudder. Cotton sail some staining and sail cover. Engine is 1920's single cyl. Gray Marine make or brake. running lights working, new bilge pump. last launched 1987. Asking 20,000. Located in Nevada (Lake Tahoe Area) 775 420 2204



182-17. 1980 Marshall 18' Sandpiper. White Hull #127 - 2 sails, Trailer, Winter cover, Sail cover, Cockpit cover. \$8500 or Best offer. P Switlik Phone: (609) 815-0234 ptswit@aol.com

182-18. 1973 Marshall Marine 18' Sanderling, hull #275, with 2014 Tohatsu outboard and new McClain saltwater boat trailer with single axle rated at 3,500#. Bottom job May 2019. Trailer purchased new June 2019. The Tohatsu outboard had a complete service done June 2019, new impeller and new oil pressure sensor. Main sail has only been used 5 times. Bow sprit added to allow for a jib I added. Cabin cushions are in great shape. Small portlet in cabin. I added control panel, LED running lights, cabin fan and light. Boat originally had an inboard engine. Not in the boat when I purchased it. I now use that space for 2 batteries and inverter. All deck cleats replaced to allow use of 1/2" dock lines required in marina. Added a stern rail and boarding ladder on stern. I added Garmin GPSmap 546s/depth finder and compass on cabin bulkhead. Boat has 3 cockpit cushions with back, life sling, life ring, sail cover, cockpit cover, winch cover, cabin roof hand hold covers. Boat is currently in RV/boat storage fully enclosed unit Houston, TX. Asking \$7,000. Contact David 281-253-7561.



182-19. Late 1970s CLASSIC 15.5' CATBOAT - Kitty Sark. Great shallow water boat - ready to sail. Classic catboat. 15.5' long, 8' wide; 1' hard chine bottom; 1 foot 5/8" steel centerboard. Marine plywood construction with gelcoat - hull has never leaked! Locally built in the late 1970's by a local craftsman - one owner. Tabernacle mast replaced 10 years ago; gaff rig single sail by Pineapple and rigging replaced 5 years ago. Last hauled and bottom painted in 2018. Newly painted topsides. Trailer available but needs repair. Comes with folding seat cushions, two hand-made storage boxes, porta-potty, Danforth anchor, brass bell, manual "gusher" bilge pump, sea anchor and other items. Four-stroke Suzuki outboard on retractable mount. Sail and full boat cover. Located in San Rafael, California. Asking \$3,500. Contact Alice@AliceCochran.com



182-20. 2004 Menger Cat 19 Catboat. This well-equipped trailer-cruiser was built to order for us by Menger Boatworks in the summer of 2003 and was featured in the September, 2003, Jersey City boat show. The 270 sq. ft. sail is in very good condition, with auxiliary power provided by a professionally maintained Honda 2-cylinder, 8-horsepower outboard in a motor well located just ahead of the rudder. The boat is on a single-axle LoadRite trailer and ready for serious traveling and cruising, with a comprehensive inventory of equipment and ground tackle. She is ready to launch at Alum Creek State Park just north of Columbus, Ohio, and may be seen by appointment. Additional photos available on request. A suitable tow vehicle is also available, for additional consideration. Original options included: "Egyptian cotton" colored sail, mast tabernacle for easy trailering, outboard motor well, bronze boarding steps on rudder and transom, manual bilge pump with outlet through transom, Ritchie lighted bulkhead compass, digital depth sounder, slide-out galley unit, LoadRite all-roller trailer, cockpit Bimini, cockpit boom awning, masthead VHF antenna, Thetford 135 toilet, opening bronze portlight with screen, opening cabin top hatch with screen, companionway screen, filler cushion for portside bunk to make double berth, and 12v navigation lights. \$21,500. Michael Scheibeck mscheibeck@yahoo.com 614-586-5015



182-21. Menger Cat 15. Stunning classic catboat with teak and mahogany bright work, tanbark sail, bronze hardware, bronze and wooden blocks, galvanized trailer, 2.3 Honda outboard, new cockpit cover, gel cell battery, nice bowsprit, much more. Located on Long Island, New York. \$8,500. Call 516-eight six zero-5332.



182-22. Arey's Pond 14' catboat. Very good condition. Fresh varnish. Stored inside in Stuart, Florida. Includes a trailer and Honda motor and mount. REDUCED: Asking \$5000. If interested email jbrepass@yahoo.com



182-23. 1983 Atlantic City 21' catboat. 10.5' beam. Built by Mark-O-Custom Boats. Yanmar 2GM20-93 diesel 18.5hp. Well maintained. Teak interior. Cabin & cockpit cushions. Bow spirit teak & stainless steel roller, anchor. Set up for sloop sail. 2 electric bilge pumps, (1st) float switch, (2nd) vacuum. 2 Guzzler manual bilge pumps. Two batteries. Fuse panel & electrical power switch 4 years old. Sail cover 2 years old (button lock, sunbrella). New center board (powder coated). New mast pulleys & lazy jack ropes. Ice chest & cooler. Edson wheel with cover. 2 Ritchie compasses. V.H.F. Icom M45 marine radio. AM/FM/CD marine stereo. GPS standard horizon. Depth sounder. Porta party toilet pump out connected. Life jackets, manuals, & supplies. Located Wickford, RI. \$22,000. Bob Fontaine 401-996-8173 bpfon919@verizon.net

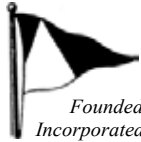


182-24. FOR SALE: 2003 Menger 23 Catboat—CAE-RULEAN III. Conscientiously maintained and outfitted, with a cruising and racing history. Sleeps up to four with standing headroom (6'2"). Cockpit, decks, cabin top, and spars are Awlgriped! Stainless steel wheel, dock lines, fenders, custom bronze and teak boom gallows, forward hatch, opening port light (in head), teak louvered cabin doors with custom "Starboard" lower hatch board, cockpit shower, LED running and anchor lights, Edson rack and pinion steering, Fortress anchor and rode, bronze transom step for transom and rudder. Very clean cream mainsail with running rigging and custom sail cover. Enclosed head with shower and Air Head composting toilet, pressure water, 55 gal. fresh water and 12 gal. diesel tanks, Sunbrella covered interior cushions, stainless sink, drop-leaf table on cabin centerboard well, Origo non-pressurized alcohol stove, cockpit compass, two batteries, upgraded electrical panel, and shore power cable. Alpen-glow cabin light (white & red) plus original lighting modified to LED. Yanmar 2GM20 diesel engine, CPT Autopilot, Vesper Watchmate AIS, VHF radio, and new Garmin chartplotter/GPS! The AIS display is in a box. NEW (in 2019) auto and manual bilge pumps, bottom paint, engine servicing, salt-water engine pump and hoses. All documents for engine and boat provided. Price REDUCED to \$40,000. Located in Naples, FL. Contact John Cochran: 260-403-5314 or jmchot@yahoo.com (or vlanis@att.net).



182-25. 1986 Marshall 15' Sandpiper. Open Cockpit, in excellent condition. Marshall installed mast hinge. White hull, beige deck, red bootstrip. Spars finished in Interlux Brightside "sundown buff". All bright work finished in Cetol. Tan boom tent, sail cover and cockpit cushions. Electronic Windex and anemometer. 2001 sail in good condition, 2 anchors, life jackets and safety gear. 2001 Continental trailer, ready for the road. 2015 Honda 2.3hp outboard motor. Boat located in Southeast Connecticut. Asking \$8,500 Contact John Behne at 860-691-2074 or jmb7836@aol.com





Founded 1962
Incorporated 1983

The Catboat Association Membership Application

One-time initiation fee:	20.00
Annual membership/renewal dues:	<u>40.00</u>
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. 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, 322 Concord Road, Wayland, MA 01778-1121
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: _____

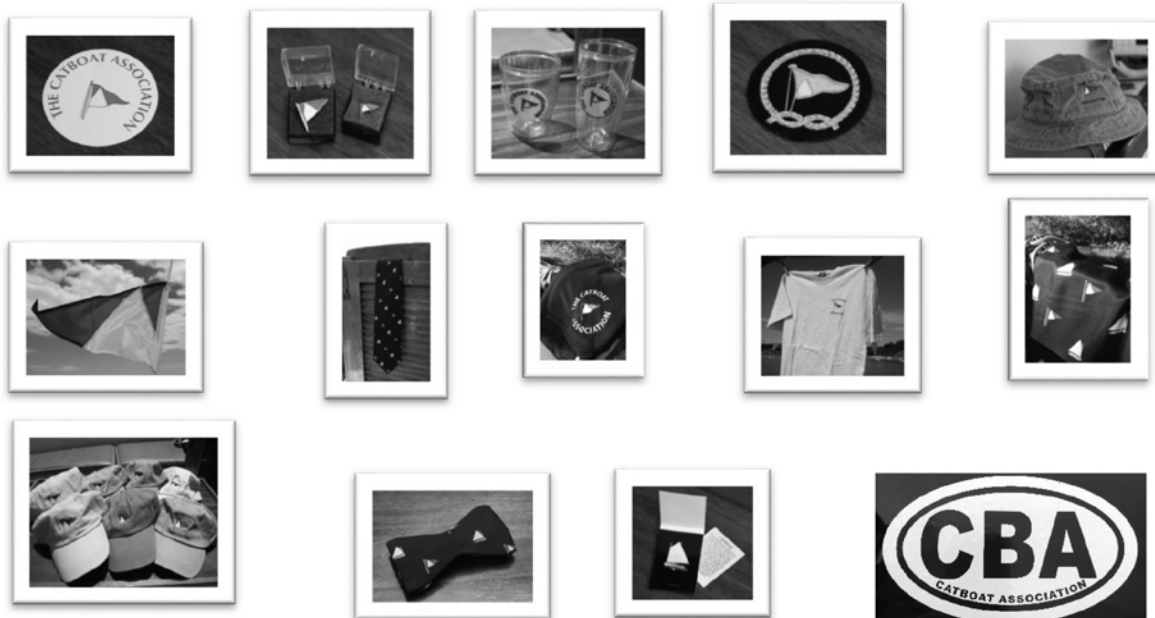
Where Built: _____

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

<u>Item</u>	<u>Color</u>	<u>Size</u>	<u>Qty.</u>	<u>Price</u>	<u>Total</u>
New!! Oval CBA Stickers				\$4.99	
Fleece Blanket - Navy				\$20.00	
Silk Scarf – Navy with burgee & catboat pattern				\$25.00	
T Shirt - Grey S, M, L, XL, XXL				\$20.00	
Baseball Cap - Color Choices Below*				\$18.00	
Bucket Hat – Stone, Original Logo only				\$18.00	
Visor - Navy or White, Specify Original Logo or Burgee only				\$15.00	
Long Tie - Silk, Navy				\$25.00	
Bow Tie - Silk, Navy				\$25.00	
Burgee Pin				\$10.00	
Decal				\$2.00	
Catboat Pin				\$15.00	
Wool Blazer Patch				\$25.00	
Tie Tack				\$6.00	
Burgee				\$20.00	
Tumbler – Classic (16 oz) or Traveler (16 oz with Lid)				\$12/\$14	

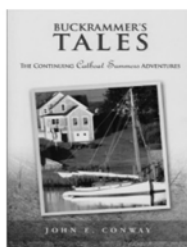
Navy, Stone, Stone/Blue, Nautical Red, Pale Pink, Lime Green, Baby Blue (Please Specify Original Logo or Burgee only) Periwinkle (Orig. Only) **Total \$** _____

Name
Address
City, State, Zip
Phone

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; 508 758-8081 **Shipping is Included.**

The Catboat Association Store at Lands' End! Order additional merchandise of your choosing and add CBA logo! Order online at: https://business.landsend.com/store/the_catboat_association

CATBOAT ASSOCIATION PUBLICATIONS ORDER FORM



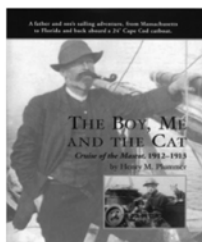
Buckrammer's Tales



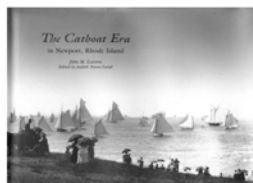
The Competitive Cat



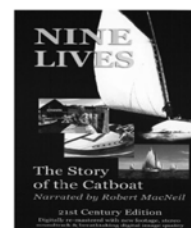
The Catboat and How to Sail Her



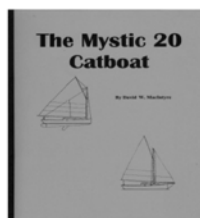
The Boy, Me and the Cat



The Catboat Era in Newport



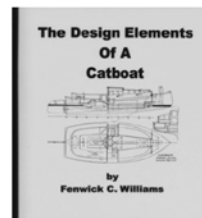
Nine Lives DVD



Mystic 20 Catboat



Rudder Reprints



Design Elements of a Catboat

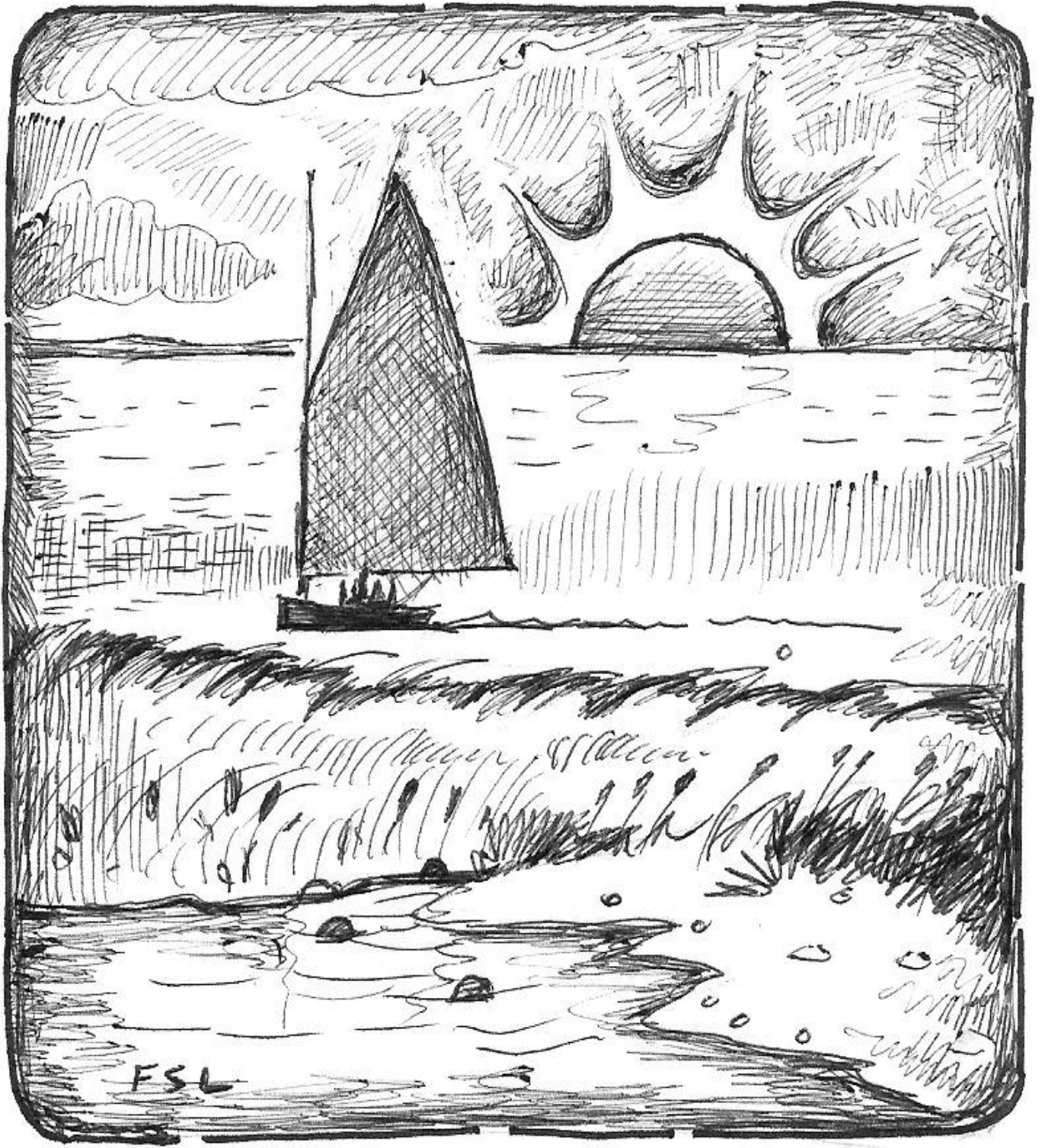
Item	Quantity	Price	Total
Buckrammer's Tales by John E. Conway		\$19.95	
The Competitive Cat by Bill Welch, MD		\$19.95	
The Catboat and How to Sail Her edited by John H. Leavens		\$15.00	
The Boy, Me and the Cat (hardcover) by Henry M. Plummer		\$19.95	
The Catboat Era in Newport, R.I. (hardcover) by 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	
Shipping and Handling: \$3 for EACH item.*			
ORDER TOTAL			

*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; 508 758-8081



FSL

ON THE BACK COVER

“The Dutiful Wife”

Current CBA Historian, Judy Lund, serves as a boom vang on a wet and windy day during one of the races out of Padanaram in the 80s. Ned is at the helm. Probably scared out of his wits, current president Tim is likely hiding down below.

Photo by Norman Fortier

