

Catboat Association Bulletin



No. 183



Fall 2020

ON THE COVER

Kyla Marie: A Chebacco 20 lapstrake cat yawl designed by Phil Bolger, sailing on the Great South Bay of Long Island during a pursuit race sponsored by the Wet Pants Sailing Association (WPSA). At the helm is Jack Whitney; Bob O'Brien, the builder and owner, is seated in the cockpit. *Kyla Marie* is very competitive in stronger winds. She was featured in the article "Building the *Kyla Marie*" in the winter 2019 Bulletin, No. 178.

Photo by WPSA member Matthew Pagels.



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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

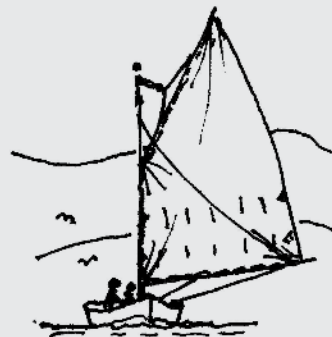
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Where To Send... Editorial Copy

- *boat building and maintenance:*
Eric Peterson
112 Wading Place Road, Mashpee, MA 02649
(781) 856-8873 eric.peterson@catboats.org
- *book reviews:*
Ned Hitchcock
6 Pacific Avenue, Mashpee, MA 02649
(508) 349-1229 ned.hitchcock@catboats.org
- *cruising and races and rendezvous:*
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:*
Paul Cammarato, Teri Favreau, Ned Hitchcock, Peter Knowlton, Dan McFadden, Bill McKay, Ned Lund, David and Kimberly Morrow, Eric Peterson, Brent Putnam, Anne Morton Smith, and Carol Titcomb.
- *line drawings:*
Unless noted, contributed by: Rex Stewart, Dave Park, Charles Chapin, Frank Lovewell and John Kurgan.
- *photographs:*
All photographs 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 cajep Pratt@comcast.net
- *computer webmaster:* **Neil Titcomb**
38 Brookwood Dr., Stanford, CT 06405-2325
203-488-3088 neilcarrollt@global.net 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:

The sea has a way of uncovering any defect or flaw in a vessel, whether a result of negligence, lack of judgment, or neglect. Any sailor who has had a piece of gear break or been caught in a squall knows this. As a force of nature, the sea demands respect. Your seamanship may be tested at any time.

The summer of COVID-19 has been a challenge. We've had races and regattas cancelled, gatherings and gams called off, and our 2021 in-person Annual Meeting postponed until 2022. The medical community continues to treat the ill and look for solutions. We continue to be patient...

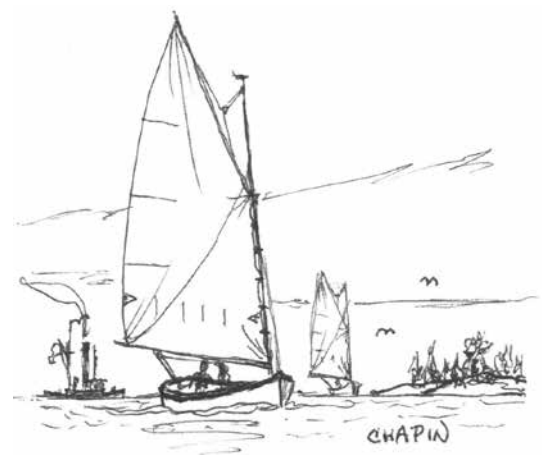
COVID-19 is one nasty bug and how one is affected varies widely. Some folks become very ill (too many have died); others are hardly affected at all. Uncertainly abounds. Yet here it is and here we are.



Just like the sea, COVID-19 is a natural phenomenon which requires respect. It doesn't care where you went to school, how much money you have, or about your politics. There are no borders. And just like being on the sea, there are no guarantees. But you assess the risks, apply your skills, and take the appropriate precautions to tip the odds (well) in your favor. To do otherwise, to simply tempt fate, as any sailor knows, would be foolhardy. Yet many people persist in doing the just that. Please take it seriously. Take the right precautions.

In this issue you'll find a bunch of interesting stories: Doug McQuilkin tells the story of the discovery of *Valiant* in the barn of a woodworker who had crossed the bar; Marc Cruder and son Matt come up with a creative solution to fixing a wind indicator on their catboat *Sylph*, and Brent Putnam compares different anchors and systems, and much more.

Enjoy, take care and stay well,
Skip Stanley
Editor



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We are Catboat lovers: Pictured here the beloved 1898 Wilton Crosby Catboat *Grayling* which we have restored and maintained for many years.

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Now Hear This:

Sailing in 2020

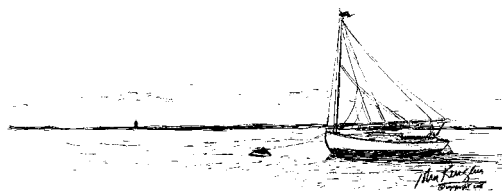
Tim Lund with Nate and Carol Titcomb

In early spring 2020, the sailing world faced the same catastrophic collapse the rest of the world had been living with for months. Major races, regattas and sailing series were cancelled for safety factors during the Covid19 pandemic. To many avid sailors it was looking like there would be no sailing in the summer. The Catboat Association took the opportunity to respond to Nate Williams' article The State of the Sport 2020 on Scuttlebutt, a popular online magazine forum. The following is a reprint of the CBA response which was printed on May 5th suggesting 2020 could be the time to think small and sail with family aboard a traditional catboat.

Focus on Making the Sport More Fun

In response to Nate Williams' response to the 2020 state of the sport, we whole heartedly agree there can and should be a focus on the less competitive side of the sport. When yacht club race series are cancelled, sporting events put on hold and all activities removed from the calendar, families are finding blocks of time and wonder what they will do this summer. Keeping in mind the need for social distancing protocols, we crave new ways to get outside and do something fun. The Catboat Association invites you to take a look at the traditions of family sailing which have been their foundation for almost a century.

The shoal-draft catboat, with its single sail and just one line for sail handling, combined with a large open cockpit providing enough seating for a family, is the perfect way to spend a day on the water. Sailing a catboat often includes children at the helm, a picnic lunch in a little cove, exploring new areas or letting the wind take you wherever. Catboats and families go together like sunshine and warm breezes. Someday the big boat races will return, but now could be your time to sail small and enjoy the family togetherness.



CBA Annual Meeting 2021 to Be Held Virtually

Tim Lund

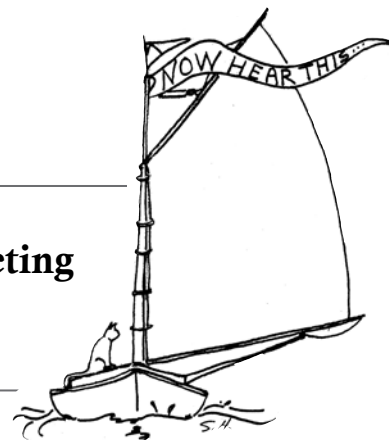
As the COVID-19 pandemic continues and social distancing—in particular mask-wearing and avoiding large gatherings (at least for now)—our best means of getting the situation under control, it's become apparent that holding our 2021 annual meeting in person would not be prudent. As of this printing, Connecticut restricts indoor gatherings to twenty-five people while requiring self-quarantining if traveling from a state with concerning infection rates. Therefore, sadly, we will not be holding our regular Annual Meeting in Connecticut this coming January. We will instead be attempting to hold a virtual meeting, likely in a limited capacity. The CBA Steering Committee will share our thoughts and plans as they develop, regarding this event.

I know how important the annual meeting is to us: the chance to catch up with other members (some of who we only see once a year) to learn something new, shop the resources show, or just enjoy a gam or two. This is a huge decision and not taken lightly, but it is the right thing to do. The health of our members is paramount. I know you all will understand.

So, rather than tempt fate, we will stay in port this coming January. Stay safe and we'll see you in 2022.

CBA Bulletin and the Library of Congress

Unless you read the fine print, you may not have noticed a subtle change in the Bulletin's masthead. The CBA Bulletin now has an International Standard Serial Number (ISSN), which nearly all periodicals do. ISSNs are eight-digit numbers that identify all forms of media, other than books, for libraries worldwide (ISBNs are for books). In the U.S., they are obtained from the Library of Congress. Following that, electronic copies of the Bulletin were sent to the Library of Congress and, as we move forward, we will continue to send a copy of each issue to the archive.



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Transom Tails – Two Generations Later

Brent V.W. Putnam

In 1978, Eleanor Kelley penned a three-part series published in the CBA Bulletin titled, *Transom Tales: What's in a (catboat) name?*¹ It's been over forty years since Kelley's original article. If we define a generation as about 20 years, that means two new generations of catboat owners have come along since then.

So, we asked, what have they named their cats?

Few things are as personal as a name—be it our own, or the one we give to our boat. It is perhaps no coincidence that when we name a boat, we call it a christening—a nod to the Christian sacrament of baptism, most often imparted on our newborn children. For many of us, our boat is our baby. How the boats came by their names is as varied as the catboat owners themselves, but there is one common thread, best expressed by Ben DeLong, “She needs a name with meaning.”

Females and Relatives

Traditionally, boats are considered feminine, and my wife Rebecca has accused all of our catboats—*Cranberry*, *Lazy Lucy*, and now *Roam*—of being “other women,” so this hasn't changed. In Kelley's original series of articles, she identified relatives—female relatives in particular—as one of five general categories of catboat names. The other categories were Literary, Mythological/Historical, Personal/Word Play and Foreign Names.

Named after his grandmother, Pearl, Tim DeLong had no desire to change the name when he acquired the boat. “Lotta love there,” he noted.

Anna, David Morrow's legendary Sanderling, carries the name of his daughter.

John King named his Sanderling *Julie* after his wife, Julie, who he describes as, “patient with my boating habits.” Well played, John.

Alli-Kat is named after Christine Buckley's daughters, Kate and Alli.

Naming a boat after one's grandchildren runs in the Horne family. Robert's boat *Meremar* is named for his granddaughters Meredith and Mardi. His father named a Beetle cat *Matmiram* after his grandkids Matt, Mira, and Anne.

Brenton Welsh's catboat shares the name *Nichole* with that of his daughter's imaginary friend.

Ann Runyon sails *Laura*, named after a catboat her grandfather sailed in the 1920's.

For Michael Stokes, his boat, *Grace*, came with a name that he liked enough to keep.

The *Shannon Marie* is named after Kevin O'Driscoll's late daughter, who was described as “a force of nature” by the local paper.



Shannon Marie Force of Nature.

Photo by Kevin O'Driscoll.

Personal/Word Play

Another category identified by Kelley, this was the largest collection of the modern responses. As expected, names associated with cats are common, but there's also a dog.

Mike Murphy retained the name *Tabitha* (as in tabby cat) when he acquired his catboat from Lea Williams.

After having three boats named Wonton Sloup, Don Schwartz felt the name didn't work for a catboat and went with *Catnip*.

The previous owner of Susan Curtin's *Astray* had named the boat after his two daughters, Katie Grace. Susan likes the double meaning of the current name, “a stray as in a cat or astray meaning with no direction.”

Cat-astrophic...2 was suggested by Benjamin Goodman's children, but he felt that was asking for trouble. Instead, he went with *Feline Groovy* because his boat makes him happy—and it has its own theme song “The 59th Street Bridge Song “ by Simon & Garfunkel.

Jeff Peterson lived in South America for a time and learned Spanish, so his Sanderling is called *Gato Feliz* (Happy Cat).

Always impressed with how the wind makes ripples as it glides over the surface of the water, Bob Korn decided on *Cat's Paw*.



Photo by Bob Korn

Cat's Paw.

Peter Howland is “Popi” to his grandchildren and so his catboat is *Popi's Cat*.

Chas Bicking adopted a little dog from Puerto Rico in 1998. That same year, the movie “The Mask of Zorro” was released. Their new pup had the appropriate black costume, whip tail, and Latino history, so he was named Zorro. They acquired their Sturdee Cat a year later, and naturally, the cat, *Z-Dog*, was named after the dog.

“*Moxie*, because catboats have it,” said Paul Jordan.

Ben DeLong's Beetle Cat was going to be named *Second Chance* because it was in need of restoration. It was going to be her second chance at life, but someone stole the spars. His Sanderling doesn't have a name yet, but *Serendipity* seems appropriate.

Bill Way's catboat sports an appropriate name for a gaff-rigged catboat, *Scandalize*.

Meander is a land surveying term, and it describes how Don Poole feels when sailing her.

Christian Mele has owned several Marshall 22s. *Yankee* and *Sturdy Turtle* both came with their names. He noted that their Sandpiper is currently unnamed,

but *Hopeful Wind* is a potential compromise being debated by his four children.

Mickey Lake used to own a 40' sharpie schooner named *Redwing*. He and his wife liked the name, electing to use *Little Redwing* for their catboat.

When courting his wife, Patrice Schneider kept leaving Post-Its and notes around her (on her desk, car, phone, seats) asking, Courage? as in “Do you have it to get involved...?” It seemed an obvious choice for a boat name: *Courage*.

Henry Dewing owns *Vigor*, the name of which pairs well with his wife's great-grandfather's cat *Vim*, recently restored by her cousin.

“My dad always asked my mom before putting the pasta on to boil, ‘Is there any salt in the water?’” And so Jean Miele's catboat is named *Salt*.

John Kelly found inspiration in the old cartoon “Beanie and Cecil.” His catboat, *Ragg Mopp*, carries the name of a rambunctious song performed by Cecil.

The name of your author's newest catboat, *Roam*, was inspired by the B-52's song “Roam.” According to etymonline.com—an etymological resource—roam is derived from “romen, possibly from Old English ramian meaning ‘the act of wandering about,’ which is probably related to aræman meaning ‘arise, lift up.’” Which is exactly why I got the Beetle—to roam—and sailing is uplifting to me. Moreover, the lyrics for the song “Roam” begin:

“I hear a wind
Whistling air
Whispering in my ear...”



Photo by Brent V.W. Putnam

Roam.

Mythological/Historical

Although not as common in 2020 as they were in 1978, there are names with mythological or historical significance.

Growing up in Oak Ridge, Tennessee—which was founded in 1942 as part of the Manhattan Project—John King has always been interested in World War II history. Winston Churchill was apparently a cat lover, one of his favorites being named Nelson, who stayed in the War Rooms with Churchill during the Blitz. And so John's Marshall 22 is named *Nelson*.

Terry Gips and Ned Hitchcock have sailed several catboats, the names of which fall into different categories. Terry described *Tacky* as being tacky—a plywood knockoff of a Beetle Cat—but it was also Terry's nickname given by her father. He called her Tacky rather than Terry, because he said she was as sharp as a tack. Their second catboat, an Arey's Pond 14, was named *Kuching*, the Malay word for cat. More recently, they owned *Cleopatra*, an 18-1/2 foot wooden cat of unknown pedigree. Terry admits they can't remember how they decided on the name, but she felt the boat deserved a royal name given her beauty.

Garry Sherman's *Una* is a recreation of the original *Una* built in 1852.

Ship's carpenter Harry "Chippy" McNish smuggled a cat aboard the *Endurance*, Shackleton's ill-fated Antarctic vessel. "Chippy" is the nickname for a ship's carpenter, so naturally, the cat, Mrs. Chippy, would be named after him. Linda Taylor gave the name to her own cat...boat *Chippy*.

Literary

Purely literary names are in short supply in our informal survey. Millard Joseph's catboat *Hodge* honors the 18th century English writer, and proclaimed "father of the first English dictionary," Samuel Johnson. Johnson loved his cats, especially Hodge, who was described as "a very fine cat indeed." Hodge even has his own statue outside of Johnson's house in London.

Puddleduck came from Beatrix Potter's "The Tale of Jemima Puddle-Duck," according to Anne Morton Smith. The name fit well because catboats float in a puddle and are notorious for swinging on their moorings. The very last line in the book is, "She had always been a bad sitter."

Mother Nature

One category of names not identified by Kelley was Mother Nature herself.

Matthieu Morin is one of several catboat owners who turned to nature for inspiration, naming his catboat *Polaris*, in reference to a previous boat named *Étoile Polaire* (Polar Star).



Polaris.

Picture by Matthieu Morin

Jeff Levy's catboat *Gannet* was given to her by the previous owner, who purchased her from Mystic Seaport.

The Vecchi's Sanderling *Guillemot* sports the name because they have enjoyed kayaking amongst the birds in Maine. The boat has an interesting history, having been called *Gabriella* after the prior owner's granddaughter, but originally sporting the name *Katzenjammer*. Peter Wells, an illustrator who did some work on the comic strip "Katzenjammer Kids," also did a number of illustrations in early Catboat Association Bulletins.

Roger Klein's black Sanderling was originally named after the wife of Ed Germano (of The Hit Factory recording studio fame). As Roger describes it, "I had some ideas of what to call her and received many suggestions in the feline category, like panther and puma, but I was thinking more in the nocturnal, mystery mode to go with her black color. In the near dark failing twilight, after fighting with trailer bunk board and roller adjustments all afternoon, a large owl swooped stealthily down from a nearby woods, close by the boat and back into the darkness without a sound. *Owl* was named."

For those unfamiliar with the fish, the grayling is related to salmon. Now owned by Douglas Goldhirsch, the catboat *Grayling* still sports the name she was christened with in 1898.

In 1935, the Lund's white Beetle Cat was painted red so Ned's mother could pick the boat out from the fleet. *Red Squirrel* came by her name when red squirrels invaded their summer home. Ned noted, "How better to get revenge and bestow dastardly infamy on those varmints than to name the boat *Red Squirrel* after them as an excuse to paint it the distinguished color?" All three of the Lund's red catboats have carried the name.

Multiple Meanings

Many names fall into multiple buckets. While categories are convenient ways to organize names, they amount to artificial lines in the sand, easily washed away with the tide.

For example, Sean Reilly's *Sea Rose* falls into both the female relative and Mother Nature buckets. His mother's name was Rose, and the yard at his parents' beach house was dominated by *rosa rugosa*—commonly known as beach rose.

Peter Knowlton's *Willow* crosses the line between word play and literary names. He had purchased the boat in the month of February, and his mother liked to cut and force pussywillow around Valentine's Day as a reassurance of spring. There is also the literary reference to *Wind in the Willows*, and Knowlton notes that, "willows are a shallow-water loving plant of some utility." *Willow's* dinghy is appropriately named *Cattail*.

In 1987, Morgan Daly and Wayne Diamond acquired a 1976 Marshall 22 which sported the beautiful, two color, custom lettered name, *WAVE* across her transom. A graphic designer by trade, Morgan couldn't imagine changing it. After selling *WAVE* in 2018, he acquiesced to his wife Rita's request to acquire another sailboat. He and Rita love Italy and all things Italian, including the language, and so their Sandpiper is *Ondina* – "little wave" in Italian. A mythological name in addition to being word play, *Ondina* is a sea nymph who seduces sailors. Morgan noted that his Italian friends from the CBA of Venice approve.

Somewhere between relatives' names and personal/word play is John Wolf's *Gala VI*. His parents, Alfred and Agnes Wolf took the first two letters of their first names, Al and Ag, turned them

around and put them together. They used the name for five boats. John inherited his parents' *Bullesye Gala II* but sold it to acquire his Sanderling. In deference to family tradition, she became *Gala VI*.

Thanks go out to all of the individuals named in this article. The words here are largely their own, and this author had the honor of compiling and editing their contributions into a single article.

Reference:

1. Kelley, Eleanor, *Transom Tales: What's in a (catboat) name?* Catboat Association Bulletin, Fall 1978. pp 16-19.



Giorgina Reid and Montauk Light

Erin Flanagan

Long perceived as a symbol of safety, lighthouses have long guided us home and away from dangerous waters. They stand on isolated bluffs, lonely islands, and crumbling sea cliffs calling out to sailors, “Yes, you are nearly there!” The unique shape, fog signal, and light patterns of each lighthouse represent proximity to long-missed loved ones and a warm bed.

Yet, beginning in the 1970s, the existence of one such lighthouse was being threatened by a severe erosion problem. Montauk Lighthouse, commissioned by George Washington, had been keeping watch over the Block Island Sound entrance since 1797. For nearly two hundred years, its light, flashing every five seconds, welcomed home first fishermen and traders then later on soldiers returning to New York from European battlegrounds.

In spite of this storied history, Montauk Light was facing extinction in 1970. The light was built on Turtle Hill 300 feet from the edge of the eastern bluff, but since 1900 the bluff had eroded nearly 200 feet. By then the lighthouse stood only 100 feet from the easternmost edge and the pounding surf was working away at what remained of the land.

New York State owned the land to the north, south, and west of the light while the United States Coast Guard owned the land immediately surrounding the sandstone tower to easternmost bluffs. The Coast Guard had been trying to halt the erosion, but budget cuts put protecting the lighthouse low on its list of priorities. In 1967, the First District announced that Montauk Light would be replaced by a more modern one and the old lighthouse abandoned to the ocean’s fury.

Luckily, the universe would intervene on the lighthouse’s behalf in the form of a four-foot eleven woman named Giorgina Reid.

Originally born in Italy, Giorgina immigrated to the United States with her mother. Innately curious, Giorgina spent much of her youth devouring information. She loved learning new things, painting and inventing. In 1923, at just fifteen years old, she was accepted into the Leonardo Da Vinci Art School of New York. Reid then went on to become a textile designer. She met her husband, Donald, in the textile design program.

Dreaming of a peaceful home by the sea, Giorgina and Donald eventually retired to Long Island. Shortly after moving there, she noticed that her garden lost several feet of land after a particularly strong storm battered her coastal home. In response, she designed and then implemented a system in her own garden called reed-trench terracing. With this method, planks were terraced and trenches dug between them. The trenches were then backfilled with reeds to absorb moisture and channel the rain into the ground. After another summer of storms, Ms. Reid’s garden was the only one able to survive the lashing rains and howling winds.

Upon hearing the fate of Montauk Light, Ms. Reid marched up to the local Coast Guard office with a plan and a budget they couldn’t refuse: she would do it for free. She, along with her husband and several volunteers, began terracing the land on the eastern bluffs of Turtle Hill. After nearly a year of observing, the Coast Guard realized the value of her work and decided to provide some federal funding. From 1970 to 1985, often alone, Ms. Reid worked with dogged determination every Sunday for fifteen years. Once, while carrying cedar planks down steep cliffs at age 65, she broke her leg. But that didn’t stop her from carrying out her vision as little by little, she fortified the cliff making it able to withstand nature’s effects.

In 1985, her work was finally complete. Montauk Lighthouse was saved and Ms. Reid was recognized for her fifteen years of service. Perhaps unknowingly, Giorgina Reid joined a long line of trailblazing women who had protected lighthouses though they often went without being recognized. Many simply carried out their husband’s duties after they became ill or passed away, toiling away long hours in isolated conditions. Long underestimated and often undervalued, these women like Kathleen Moore of the Black Rock Harbor Light and Margaret Norvell of the Head of Passes Light quietly took up the cause to keep the lights burning, leading many a sailor home to safety. Giorgina Reid contributed mightily to the quiet legacy of these women and countless others lost to history.

Thirty-five years later, the Montauk Point Lighthouse still stands as the fourth oldest active lighthouse in the United States. Visitors can buy books such as *Women Who Kept the Lights* and *The Lighthouse Keeper's Daughter* and then wander into the Giorgina Reid Room to learn about the history of this venerable lighthouse.

If you find yourself sailing in the Block Island Sound, look to the east and you'll see Montauk Light, standing with its red and white stripes clear against the skies and clouds. You'll see its light flashing or

hear its fog horn sounding, As you sail by, take a moment to remember Giorgina Reid, a woman who undertook a task for no other reason than to save the light.

Erin is currently a lieutenant in the U.S. Coast Guard serving at the Maritime Intelligence Fusion Center (MIFC) in Alameda, California. Previously, she served as a Deck Watch Officer on the cutter Isaac Mayo out of Key West, Florida. She lives in Berkeley.



Montauk Lighthouse.

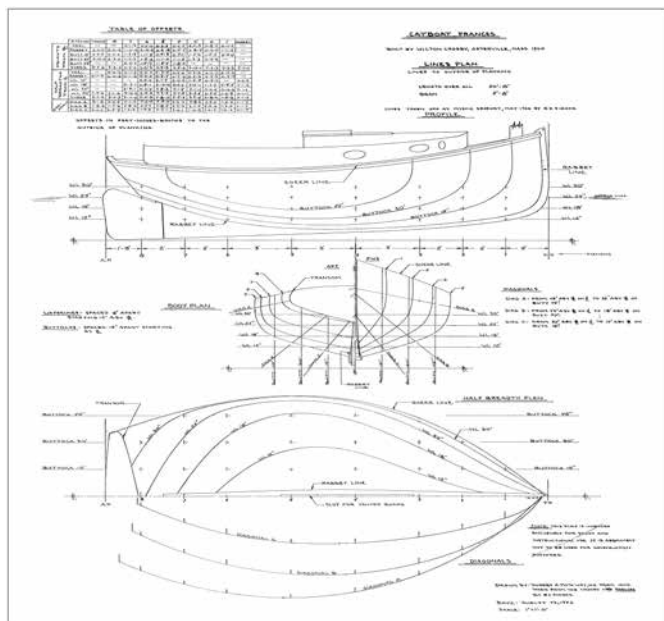


Adventures in Half-Hull Modeling

Dan McFadden

A recent dive into the archives of the CBA Bulletin uncovered a story by Thaddeus A. Stowe with guidance and a lines plan for a half-hull model of the Marshall Sanderling (Bulletin No. 52). Like most sailors, I have a fondness for half-hull models, and I even took a one-day class on the subject at Mystic Seaport Museum something over a decade ago. Having sold our Sanderling and having some unexpected extra time at home due to the coronavirus, this seemed like a fun little project to honor the memories.

Now valued for their decorative qualities as presentation models, half-hull models were an important part of the boat and ship building process before paper plans became standard practice. The builder would carve the hull model to the desired shape, then transfer and scale up the measurements to full size. Part of the reason there are so few plans of 19th and early 20th century catboats is because many were built from models; plans were never created.



Line plans for the catboat *Francis*. (Courtesy of the Daniel S. Gregory Ships Plans Library, Mystic Seaport Museum.)

A great stop if you are in the Bristol, Rhode Island, area is the Herreshoff Maritime Museum, where they have a magnificent collection of half-

hull models from the Herreshoff Manufacturing Co. Many are displayed in a room that contains a replica of Nathanael G. Herreshoff's personal model shop. A highlight is the ingenious machine he devised to precisely capture the measurements of a half-hull model to be used in the preparation of paper plans.

With Mr. Stowe's story in hand, I embarked on creating my own Sanderling model. A caveat: I do not presume to be an expert, so my apologies to the accomplished modelers out there if what follows doesn't agree with their practices. I am writing from my experience.

My first step was to choose the wood. Clear white pine (#1 grade) is a favorite of modelers as it is stable and easy to work. But basswood, cedar, and mahogany are among other good choices. Provided the wood has a straight, even grain, glues well, and isn't too much of a bear to shape, you should do fine. Some modelers like to choose a second species for a contrasting bottom (or topsides) color. A thin layer could even be inserted as a boot-topping.

I opted to go with cedar, not so much because it was an optimal choice, but because it was what I had on hand after a fence project. Since this model was something of an experiment, I did not want to spoil a nice piece of Philippine mahogany with my blunt carving skills. Also, a trip to the lumberyard for this purpose during the height of the COVID-19 outbreak did not seem justifiable.

With the wood selected, I turned to the plans. Boat plans typically have three views:

- Body Plan: vertical slices of the hull taken at intervals ("stations") as viewed from the bow and stern.
- Profile: the hull as seen from the side. The bow to stern lines in this view are called "buttock lines," also taken at regular intervals.
- Half-breadth: one half of the hull (bow to stern) seen as if it was turned upside down and you are looking down on it from overhead. The lines from this view are called "waterlines." Waterlines are fore and aft lines parallel to the water at regular intervals.

Mr. Stowe said he took his Sanderling's lines using the method Edson Schock described in the Bulletin and reprinted in *The Catboat Book*. The resulting plan had body and profile views, but not a half-breadth view, and thus no waterlines. This presented a little bit of a problem for me as most half-hull models are constructed by the "lift" method where layers of wood are cut to the individual waterlines and then stacked and glued together. This creates a close approximation of the hull shape and reduces the amount of carving one needs to do. I could have created my own waterlines from the existing plans by measuring and transferring dimensions from the body plan stations, but this looked tedious and prone to error as the scale was small and the hull sections are narrow with fine differences as one approaches the keel. It also revealed another problem: in the lift method, the layers need to be scaled precisely to the waterline intervals on the plans. Not having access to a planer, and only having a block of wood to work from, the milling of multiple layers that had to be identical seemed like an awfully big challenge.

Fortunately, YouTube came to the rescue. Malcolm Crosby has a video series in which he shows, in detail, how he makes his half-hull models. At first, I was surprised he did not use the lift method, opting instead to use only the body station (vertical) templates keyed on the waterline. Providing the waterline is true, the lifts can be done away with and work from a large block. I was back in business!

To ensure an accurate waterline, I ripped my block into two pieces, flipped the machined sides to face each other, and glued them together using Weldwood plastic resin glue. I have found Weldwood to be easy to work with and it leaves a brown line—usually not desirable in Woodworking—but perfect for this application where I wanted to see the line. If you are gluing up a lift model, Titebond or a similar woodworking glue is recommended. You won't see the glue lines and the glue is easy on your edge tools. Avoid epoxy.



The glued-up block.

While the glue dried, I turned to cutting out the station templates. I scaled up the plans as much as I could on my home printer/copier and then spent a couple of hours of arts and crafts cutting out patterns and transferring them to cardboard. I also cut out the profile and deck patterns. To cut the basic shape, I traced the deck and profile on the block, making sure to select the best face for display. These were then cut freehand on the band saw. I used a pencil to mark the station lines for the templates.

Now for the real fun: shaping the hull. The first step was to attach the hull blank to a bracket so it could be secured in a bench vise. I had a clever hexagonal bracket from the museum class. The various parallel faces on the vice permitted the model to be secured at different angles, but a simple L-bracket of plywood screwed together worked fine.



The secured block ready for shaping.

I don't think there is any hard-and-fast rule over what tools to use; whatever works best for you is the way to go. I found that a #3 smoothing plane, a block plane, and a patternmaker's half-round rasp to be my go-to tools as I had a lot of wood to remove. Spokeshaves and carving gouges are also great choices. But whatever tools you choose make sure they are sharp (which is why my gouges sat on the bench, unused). I ended up buying a replica of a Stanley #1 hand plane for this project. It looks like a toy, but its small size enables you to get into the curves and do so with plenty of control and heft, which helped reduce tear out. Work from midships outwards. Be careful to leave the model's edges clearly defined and check

your progress against the templates frequently once you get going. You can't put back what you take off! I left the bow and transom till last.



A Stanley #1 hand plane.

The last part of construction was to fashion a rudder and centerboard out of thin stock, in this case left-over cedar house shingles. I took Malcolm's advice and used a cyanoacrylate adhesive to fasten them to the model. He further likes to back the joint with a little fiberglass for strength. That seemed a little fussy to me until I knocked the pieces off twice and then decided he had a point. Alternatively, they could be glued on the mounting plaque instead of the hull. For finish, I brushed on a few coats of shellac. Lacquer or varnish would mellow over time and assume a patina, but again I used what I had on hand. I ordered a snazzy brass plate to go on the trophy plaque to tell people what I created and found a prominent place to show off my creation and catboat enthusiasm.



The half-hull after shaping, with the rudder and centerboard installed...



...and after shellacking.



The finished plaque.

The result may not have been up to Herreshoff standards, but it was fun to do and looks great on the wall. I would encourage anyone who has given thought to carving a half-hull model to give it a try.

Resources:

How to Carve Your Own Sanderling Half Model, by Thaddeus A. Stowe. Catboat Association CBA Bulletin, Issue No. 52, pp. 12-13

Half-Hull Modeling, by Greg Rossel. A new book by a contributing editor at WoodenBoat Magazine. Available at the WoodenBoat Store (<https://www.woodenboatstore.com/>)

Building a Half-Hull Model, by Eric Dow in WoodenBoat Magazine, Issue No. 182

Malcolm Crosby videos: search for Betsey Crosby Thompson's channel on YouTube

Half Model Demo by Walter Ansel, senior shipwright at Mystic Seaport Museum, which can be found on the museum's YouTube channel.

Mystic Seaport Museum offers half-hull model classes usually twice a year ([Mysticseaport.org](https://www.mysticseaport.org)).



You Know You're a Sailor When...

Skip Stanley

In the March/April issue of *Small Craft Advisor*, a short column titled *You Know You're a Sailor When*, by Joshua Colvin struck a chord with me. Here's my take on things. I'm sure many of you will relate to what I'm saying.

"Sailors tend to look at the sky more than landlubbers." I look up at the sky a lot. I look for the wind rustling the trees. I watch the clouds. There's a thermometer on the porch. Sure, I consult weather apps for the forecast, but I know enough to look out the window or hold my hand out the door. Same goes for the sun, moon, and the stars. I track the sun's declination routinely.

"Sailors rarely leave home without things like a hat (check), sunglasses (check), a watch cap [in the winter], (check), and a pocket knife (check)." I have a knife on my keychain (it's small and I have to remember to remove it when I go through airport security or to a professional sporting event) as well as a small flashlight. They've come in handy more than once. An umbrella if rain's expected? Nope, I'll opt for my foul weather jacket *and the pants*.

"We obsess over practical things." When I travel, I put my Leatherman in my suitcase. I own a couple kerosene lanterns and have a collection of lines down in the cellar. I've been known to carry a small piece of cord in my pocket to practice tying knots. The keys on my keychain are detachable. I drive a pickup truck with racks for kayaks or sheets of plywood.

"Small boat sailors are convinced they can make (or repair) absolutely anything." If I can't find it, I'll see if I can make it; if it's broken, I'll see if I can fix it. Before I had a sewing machine I thought nothing of sewing canvas or webbing by hand, with needle and palm, a skill that came in handy one time when I looked and saw the sail starting to tear and returned to the mooring to spend a couple hours with a needle and thread.

These are things that all stem from a certain practical self-sufficiency which is evident in the life of a sailor well beyond the water.



In Memoriam: Joseph Marino



Pascal Marinello

On February 22, 2020, my dear friend and fellow CBA member Joseph “Joe” Marino crossed over the bar. Joe and his Marshall Sandpiper, *Thumper*, graced the waters of Barnegat Bay. Joe’s friendship also graced my heart.

One morning during the summer of 2000, while puttering about my Marshall Sandpiper, *Little Sailor*, I was approached by a kindly gent inquiring if my boat was a catboat. He told me that he admired her beautiful lines and just couldn’t resist taking a closer look. I welcomed Joe aboard and soon learned that he and his family recently purchased a beach house just down the street from our beach house in Lavallette, New Jersey. Joe informed me that he too was a sailor—presently without a boat. When Joe hinted that he would like to go out for a sail, I told him, “I’m always looking for a victim!” That afternoon, Joe, and his wife Mary Ann, accompanied my wife Grace and me for a lovely sail across Barnegat Bay and into Applegate Cove.

On the return tack to home port, the prevailing south-southeast winds of summer kicked up a bit into the 13-15 knot range producing the typical Barnegat Bay chop. Mary Ann, donning a beautiful summer straw hat, got soaked as she was sitting forward and on the leeward side of the boat. Not once did she complain! Joe, meanwhile was savoring every minute of this exhilarating sail. The four of us became the dearest of friends, enjoying many family gatherings and meals together.

In 2001, Joe discovered a Marshall Sandpiper listed for sale in a nearby town. He asked if I would accompany him on the inspection of the boat. *Thumper*, we found, was garage-stored in the off-season and maintained in like-new condition. Needless to say, Joe bought *Thumper* and was so excited when he found a photo of *Thumper* featured on Marshall Marine’s original website. Joe and I would sail our boats side by side on Barnegat Bay, enjoying each other’s company, food, and a lot of laughs.

I had the honor of introducing Joe to my other dear friend and catboat-sailing mentor, Mario Cruder. The three of us sailed together on many occasions and shared many wonderful times. I did not hesitate to

pass on the knowledge that I gained through Mario’s mentorship to Joe. Mario would be proud that I did so with the same level of passion.

Although my dear friend Joe has crossed over the bar, I can only reflect that had it not been for my catboat *Little Sailor* I may never have met such a wonderful gentleman who brought so much joy and laughter into my life. It’s just amazing how catboats can bring people together and create lifelong friendships and memories!



On board *Little Sailor*, that’s Joe sitting on the bow. This photo was taken by our friend Larry Bolanowski round about April 2010 after our sail from Beaton’s Boat Yard to *Little Sailor’s* home port in Lavallette, New Jersey.



This photo of Joe Marino’s beloved *Thumper* appeared on the Marshall Marine website in the late 1990’s.



Boat Building and Maintenance

Eric Peterson, Editor

Installing a Depth Finder

Brent V.W. Putnam

Although it's not really a necessity on a shoal draft sailboat, a depth finder is nevertheless a useful tool to have aboard a larger catboat. *Cranberry*, our 1973 Marshall 22, has a draft of about 2 feet with the board up, and 5 feet with the board down. Before the depth finder, we would often determine the water's depth by listening for the sound of the board scraping across the bottom.

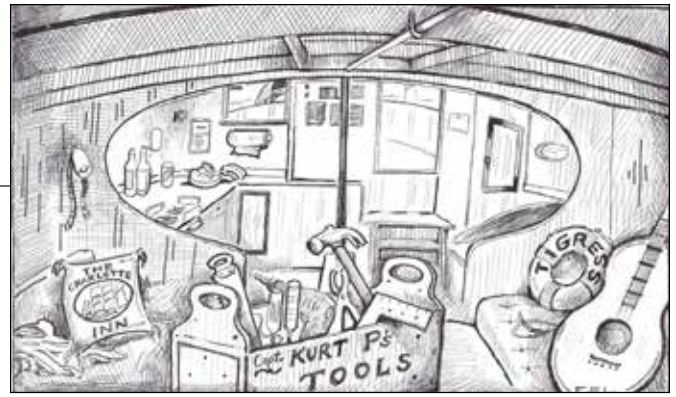
In our neighborhood—Cape Cod—sandy bottoms are commonplace, and the worst thing that has ever come from this hands-on method of depth finding is the loss of a little bottom paint on the lowest part of the centerboard. However, if the bottom in your neighborhood is rocky, this might not turn out so well.

Moreover, a depth finder can be a useful aid to navigation. During our circumnavigation of Cape Cod in 2015 (see Bulletins 168 and 169) we used our depth finder, a Uniden QT-206, to follow the 20 foot depth contour around the outside of the Cape. This is also a useful navigation trick in fog, as is looking for a change in depth that identifies the channel to a harbor.

Now that you know why, let's talk about how. This isn't a step-by-step guide, but rather a general how-to based on our installation in *Cranberry*. Most depth finders will come with installation instructions, and you should always follow those first and foremost.

The tools we used for this project included: a drill with a drill bit for a pilot hole and a hole saw, a framing square, a bevel gauge, painter's tape, epoxy and silicone. Some electrical tools, such as a stripper and crimper, were also needed. Again, this isn't an exhaustive list—check the installation instructions that come with your depth finder.

You will need to select two mounting locations: one for the transducer and one for the display. On *Cranberry*, we found an ideal location for the transducer



under the bookshelf forward of the starboard bunk. See Figure 1. At the bottom is a storage cuddy that served no significant purpose. It is near the forward end of the centerboard and close inboard, so we know that this part of the hull remains below the water in all conditions and is clear of any turbulence that the centerboard or through-hulls might generate.



Figure 1. The location.

The transducer needs to be mounted so that it is parallel to the water. Because of this, internal through-hull units such as ours will come with a base. Before mounting, the deadrise of the hull needs to be measured. There's a little wiggle room—the transducer doesn't need to be perfectly parallel—and the mounting flange is adjustable in increments that will get you close enough.

Using a bevel gauge and framing square, we found that the deadrise at this point on the hull is about 20 degrees.



Figure 2. Measuring the deadrise.

The Uniden transducer base comes in two parts, the flange and the locking ring. The former is aligned perpendicular to the boat's centerline and—using the marks—to the angle of the deadrise.

Thickened epoxy was used to secure the flange to the hull (first we removed the paint by sanding). Note that we departed from the instructions here, which said to use silicone sealant because epoxy would be too brittle. This might be the case in a light weight hull that flexes, but at this location on an old Marshall 22 such as ours, absolutely nothing is moving.

Cranberry has a solid fiberglass hull, but if your catboat has a core, you'll need to cut into and remove it. Solid fiberglass will allow the sound waves to pass through, but all core materials (plywood, balsa, etc.)



Figure 3. The transducer.

have air which will attenuate the signal making the depth finder less accurate, if it works at all.

Our Uniden is a basic, no-frills model. The display is a round LCD unit that shows the depth and provides a shallow water alarm. Some depth finders (e.g., fish finders) provide much more detail about the water column and bottom, but they also require much larger displays that may require more complex mounting schemes. To mount ours, we only needed to drill a hole; where was dictated for us by the location of the transducer and the compass. The former being on the starboard side, and the latter on the port bulkhead. We opted to place the LCD unit on the starboard bulkhead.

Before drilling the hole, with a hole saw, we applied painters tape inside and out to avoid unnecessary scratching and keep fiberglass dust to a minimum. Because the bulkhead is a sandwich of fiberglass and plywood, the inside surface of the hole was coated with epoxy to ensure that any water ingress would not result in rot.



Figure 4. Preparing the mounting location.

Note the electrical raceway at the bottom of figure 4. We have a number of electric/electronic devices (e.g., fans, lights, and now the depth finder) that are located where the wires cannot be hidden and/or protected. For these situations, we installed plastic raceway found at a hardware store. The location of the depth finder display was chosen in part because of the proximity to this raceway.

With the mounting locations prepared, the depth finder was installed. The mounting flange first needed to be filled with mineral oil which can be obtained at any drugstore. The locking ring was rotated to match the deadrise, and the transducer locked and screwed in place. The cable was then run to the display, remembering to secure it every 6 to 12 inches.

The display unit is inserted into the hole from outside, with a bead of silicone for waterproofing. On the inside, it was secured to the bulkhead with a bracket that screws onto the back of the unit.



Figure 5. Depth finder display installed – outside.



Figure 6. Depth finder display installed – inside.

Power for the entire unit is supplied to the display. It has a fuse, but is wired into the house lighting circuit which has its own fuse in the fusebox.

Our depth finder has been a great addition to our navigation toolbox, but here is one caution and one downside. The “zero” cannot be adjusted on the QT-206, so you have to do some math. Because the unit is mounted about a foot below the waterline, you have to add a foot to get the actual depth; a reading of three feet is actually four, which really means we have two feet under the skeg.

The downside? With a two foot draft, there are few places that we can't go, yet because the depth finder reminds us of the water depth, we are sometimes too aware—especially when we forget that extra foot—creating anxiety that we didn't have before.

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Have Boat, Need Parts..?

Doug McQuilken

The Genesis

For decades I found catboat's lines to be very pleasing to the eye, as I plied the waterways of the southern New England coast. As retirement approached, I decided "out of the blue" that not only would I acquire a catboat but I would use it to teach myself traditional boat building.

The Search

With my novice shipwright skills the only practical approach was a project boat requiring less than a full overhaul. So, for two years I drove my wife around the northeast looking at boats for sale (and her almost crazy, as well). We made it well known that we were in the market for such a boat.

Then I learned that a family, in the process of selling a house in Newport, Rhode Island, needed to get rid of several wooden boats including a catboat. The perplexed owners had asked the broker what to do. He responded with, "I know a guy..."

The property included a woodworking shop and the fellow who had lived there was in the process of rebuilding a catboat when he passed away. Seemed interesting, so I asked the venerable Bob Luckraft if he would come with me to check it out.

Purchase Made!

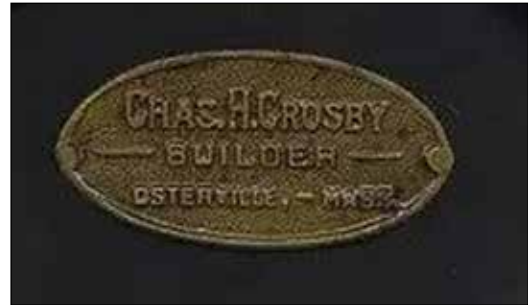
We found out when we got there that the woodworker had died *twenty years before* and the boat had been pretty much untouched since then. The garage was so cluttered the owner couldn't even open the garage door! Bob looked at me and said, "Well, if you wanted a project catboat, you found one..."

It turned out to be the Charles Crosby catboat *Valiant* built at Osterville, Cape Cod, around 1920.



Valiant as we found her in the Newport garage.

Then Bob made this recommendation: make sure the project materials are included in the deal. Excellent advice. The boat was planked with Philippine mahogany and we later learned there was enough to complete the hull. There were also thousands of silicon bronze screws (which alone were worth more than I paid for the boat).



The builder's plate.

I had the boat and materials trailered back to my home in Niantic, Connecticut. Fortunately, I had recently built an oversize garage to winter our powerboat (which was then left out in the cold). By deflating the tires, we were able to squeeze *Valiant* into the garage.

Long story short, while I continued to learn, I must admit that each step was a character-building (aka humbling) experience. Whether it was carvel planking, steaming, canvas decking, proper varnishing technique, etc. I took in a demonstration at Mystic Seaport, but mostly it was OJT/trial-and-error. To learn the (carvel) planking technique, rather than (potentially) wasting the mahogany, I took an entire sheet of plywood and cut a plank over and over till I got it right. [Valiant has her own website: dougmcq000.wixsite.com/valiant](http://valiant.dougmcq000.wixsite.com/valiant)



Valiant upon delivery.

More Than Skills In Short Supply...

Unfortunately, finding used parts turned out to be onerous. I started the usual way with Google, eBay, and Craigslist—each had their quirks at the time. But with a highly fragmented market, I had to resort to repetitive Google searches for chandleries, consignment stores and the like. I had to search my list of “good” sites over and over in order to find “fresh” inventory.

This approach turned out to be neither efficient nor effective. Inefficient because I spent a lot of time to find a few, but necessary, parts. Ineffective because I would have had to discover additional one-of-kind parts and make a purchase decision before the next guy (or gal) did. This was necessary because these parts are often one-of-a-kind items *and* the good deals don't last!

The Boat Used Parts Search (BUPS) System Comes Into Being

With 40-plus years of software development experience, I figured I could come up with a solution that would allow me to spend more time doing boat restoration and less time searching for parts. So, using a combination of my own computer skills, to create some parts from scratch, and some off-the-shelf software, I developed a search engine for locating used boat parts, which I named the Boat Used Parts Search system or BUPS for short. I personally reviewed in excess of 2000 US web sites selling boat parts including the more well-known ones such as eBay and Craigslist. Many sites had both new and used parts, so I had to “cherry pick” just the relevant items from each.

BUPS Goes Public

After a few false starts and tweaks BUPS was performing well. I was pleasantly surprised as to how well it met, and continues to meet, my needs. It wasn't long before I realized that with incremental time and money I could make the system publicly available to benefit other boaters. So, I did. In order to “advertise” I requested listings in the directories of boating web sites such as *WoodenBoat*, contributed to on-line boating forums, and even did a mass mailing via snail-mail.

How Does It Work?

BUPS currently operates as a free search service for US boaters. To look for a part, the searcher

enters information into the fields in BUPS. BUPS then searches 100,000-200,000 recent listings. An alert email is sent even if there are zero matches the first time. On a daily basis the search is repeated for “fresh” inventory (5,000-10,000 items are added & deleted daily) but BUPS will only send another email when a match is found.

How Well Does It Work?

The system's efficiency can be measured in two ways. The first is obvious, how much personal time is required to search and ultimately acquire needed parts. The second is more subtle but also tangible. As these parts are often one-of-a-kind items, there is a decided monetary advantage in knowing when they become available.

Since its inception, BUPS has assisted thousands of boaters in locating used parts. I have continued adding sites for inventory collection in order to make BUPS more useful for both myself and others. In addition, I have been making small enhancements in response to user feedback.

In Retrospect

All in all it has been a rewarding experience as I have met many interesting and knowledgeable people and also get to participate in wooden boat shows, etc. Along the way, as intended, I have learned (sometimes the hard way) about the tools, techniques and materials used in traditional boat building. Fortunately, with BUPS handling the parts-finding end of the project, I have had more time to devote to both learning and doing (and re-doing).

I have also assisted innumerable individuals with constructing effective searches. This has been instrumental in my understanding the existing system's shortcomings. It takes me less than one hour per day to monitor operations, service customer requests and add inventory sources.



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- Tell me about other online sellers provided they have inventory online: used, rebuilt, NOS, vintage or clearance boat parts

For more about *Valiant* see CBA Bulletins No. 49 (March 1976) and No. 63 (November 1980).

Doug McQuilken is a retired corporate professional and long-time CBA member who, in addition to maintaining BUPS, continues with the upkeep and restoration of Valiant. Formerly a mentor with SCORE, he now volunteers at the Cape Romain Wildlife Refuge. He and his wife live in Awendaw, South Carolina

Mad Matt Takes Riva Road Bridge – TLAR

Marc Cruder

Captain's Log: *Sylph* Shakedown
Star Date: 09 August 2020

Sylph finally launched. Matt asked for some help with a few things that needed fixing. The easy one was the port running light...a few renewed push/pull connectors, and there was light once again. But the broken wind indicator atop the mast, hmmm...

Over the winter we tried a ladder routine I had used on the twenty-five when I first bought it and it was on the hard. We found the seventeen too small and unstable on the hard for that technique, so, the attempt failed.

Not appreciating the simple failure, I was driving the Riva Road Bridge over the South River one day and thinking back on the sage advice learned on last year's long cruise from the CCBA Protocol Officer... and it came to me: bridge clearance 23 feet, mast height 25 feet...TLAR! (That Looks About Right!)

So we took off mid-day on Sunday to a good southeast wind and had a great sail out of the Rhode and up the South. Thought we were going to do



Werewolf onboard?

this on Mike's side of the bridge, but too many eyes could be watching and Matt likes to roll with expired registration stickers, so Marine Police were an issue too.

Anyway, we moved over to the north side of the bridge, didn't really count on all the river traffic and wakes, and almost gave up. Then decided to do a practice approach. I dropped Matt on the land abutment and he stormed the bridge via the pedestrian lane. I nosed *Sylph* up to the bridge's Jersey barriers a few caisson widths away from the center span where Matt would be able to grab and control the mast. That'll work, he said. Back aboard, he practiced with the spare Davis indicator and the right tools...should we just change the arrow? Do we have a 1/4 inch box wrench? (We did—Mario's period ignition tools.... remember distributors?) Let's leave those sloop jibe indicators off because catboats sail by the lee; how many turns can you take on that set screw without dropping it out? Get a screwdriver that fits exactly...

After we were satisfied, Matt took what he needed (including some PT Blaster) and got in position. Easiest thing was to work only a set screw and change the whole unit out (otherwise the 1/4



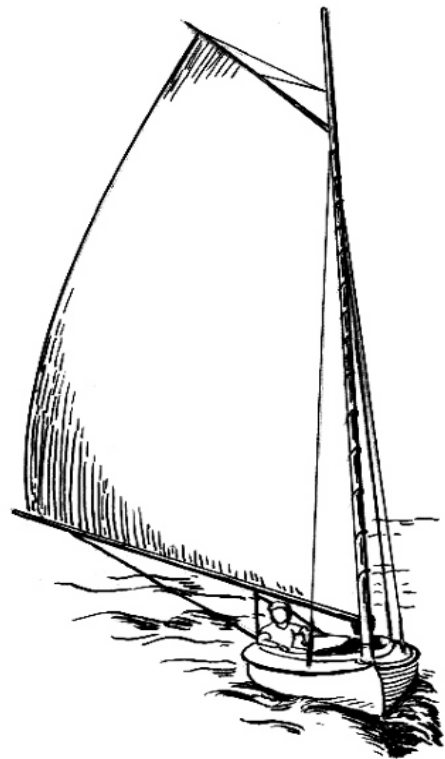
TLAR...That Looks About Right!



Mission accomplished.

inch box wrench would have been history). A few discrete minutes nosed up to, but not touching, the bridge, working the outboard and Matt, sporting his COVID-19 werewolf look, had the deed done!

With mission accomplished we enjoyed our return trip, although the first leg, back down the South River was all power because of the wind direction. Yet the atmosphere on the river was unusually festive. There was really a feeling of boating community that was as unprecedented as the pandemic. Maybe everyone was just glad to be out on the water again on a perfect day. Power boaters were waving at sail boaters; sail boaters were waving at power boaters. People in both camps were united in just enjoying some open air and free space while naturally socially distanced in their own vessel of choice. It was hopeful and uplifting; something we all needed as we turned south on the bay....and the wind indicator worked like a champ!



Cruising

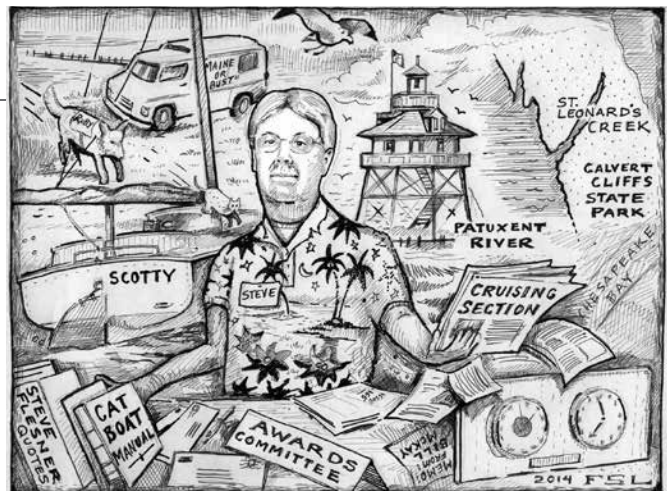
Steve Flesner, Editor

Down on Dee Bay Hon...or is it Down in Dee Bunker Hon

Steve Flesner

Looking back, I'm trying to remember what happened when we were all planning on an early start to the boating season on the Bay...puff, pretty much up in smoke! With boat yards closed and an inordinately wet Spring few, if any, of us had a catboat in the water until late June. What was the rush? "Lockdown Larry" closed the Chesapeake Bay to sailboats and definitely no racing. The restrictions eased up as events were being cancelled or rescheduled. On the bright side...thankfully, it was a great crab season but...and I hate those butts!... there were still too few migrant guest workers to pick crab...yep, that damn border wall combined with caps on H2B visas equaled a scarcity of fresh picked Maryland Blue Crab meat. I'm really not sure why they keep messin' with our crabs!

Unfortunately, as a result of the virus, our annual meeting last March and all of the Chesapeake catboat events and races were cancelled much to our



chagrin and disappointment, but, in a pandemic, one does what one must and we all wanted to stay safe and live to sail another day. All was not lost as Cruise Commander, Marc Cruder, put together the Long Cruise (from September 22-29) up through the Delaware Canal with a tour of the Dupont's Hagley Museum that was arranged by Mike Crawford (*Shoveller*). It was a great turnout with six cats.



Social distancing!



COVID 19 Cruise CCBA 2020 in *Pride's* cockpit.

Our season will end with the Wye Wild Goose Chase hosted by Butch Miller (October 16-18) over on the Eastern Shore. It's an informal gathering of cats counting geese...at least that's what they told the Titcombs a few years ago! I'm told that copious amounts of rum will not affect the accuracy of the goose count...or is that geese count! Either way, it's always a fun weekend.

The thugs down on dee Bay will miss not heading north for the CBA annual meeting. We want all of you and us to remain safe...see you next time around!



Rendezvous and Race Results

Steve Flesner, Editor

Arey's Pond Boat Yard 28th Cat Gathering 2020

Steve Flesner

It's a bit challenging hosting a catboat race during a pandemic, but Tony Davis and the Arey's Pond Boat Yard crew were determined to hold a safe 2020 Cat Gathering. Given all the cancellations to the CBA race calendar, they hoped they wouldn't have to scrub the event. Fortunately, he and his team came up with a plan that allowed them to still host the event while maintaining protocols to keep participants safe. Masks were required at the docks, and the traditional after party at the boat yard was not held, replaced by a Zoom awards ceremony! One does what one must these days.



Wind, we got wind!

Weather forecasts originally promised wind but on race day, August 22, there was little breeze even on the waters of Pleasant Bay. When afternoon wind speeds began to look promising, the race was delayed until 4 pm. At the start, there was just enough wind to get the cats across Little Pleasant Bay and through The Narrows. Unfortunately, Mother Nature wasn't ready to step back just yet and as the boats were making their way toward the finish line Tony received a warning that a severe thunderstorm was



heading into the area. He quickly made the decision to shorten the course in order to get everyone to safety before the storm hit. Only the AP 14s were able to cross the finish line. What to do? Get innovative! To determine winners of the remaining classes, Tony and company crunched some numbers and determined projected winners. Like I said earlier...one does what one must! Tony and the gang took it all in stride just happy to have seen catboats on the water under sail and everyone enjoying themselves...isn't that what it's really all about!



On the move and fast!

They were especially excited to see AP's newest catboat, the 2021 14' Racing Catboat, captained by Paul Desrosiers, take first place in its class. Introduced last year, it's a new version of the classic 14' Catboat. It was designed last fall by Tony and Bill Nash and built over the winter with the goal of creating the fastest 14 foot cat ever using the traditional catboat formula of 2:1 length to beam. The 14' Racing Catboat had an outstanding summer winning races. Her Cat Gathering debut did not disappoint—she won it hands down!



AP 14s duking it out.

This year's awards were prints of the painting "Summer Sail on Pleasant Bay" by Peter Hyde. The Cat Gathering is an event that the APBY crew look forward to all year. They all wanted to make it work this year for everyone...and it did!

The 29th Cat Gathering is scheduled for August 21, 2021 and the inaugural Arey's Pond 14 Worlds will also take place that same weekend, so put it on your calendar. See you there!

2020 APBY Cat Gathering Results:

Catboat 19 and over (Projected Winners)

1. Matt Dooley and S. Brown in *An Cat Mahair*
2. Brian Smith in *At Ease*
3. Richard Stewart in a Marshall 22

Traditional Class (Projected Winners)

1. Alan McClennen, Jr. in *Old Ghost*
2. M. Dunne aboard *Wimeke*
3. Rich Vogel aboard a Caledonia Yawl

Arey's Pond Lynx 16 (Projected Winners):

1. Rob Muller in *Pippet*
2. Nick Athanassiou in *Athena*
3. Charlie Zelle in *Arthur B*

Marshall 18 (Projected Winners)

1. Rick Cain in *Pleasant Dreams*
2. Maura and Bill Terrell in *Ripple*
3. Mon Cochran

Marshall 15 (Projected Winners)

1. Jim Nathanson in *Cat's Paw*
2. Drew Dunne
3. Bob Summersgill in *Jubilant*

Baybirds:

1. Tony and Ari Roth
2. Robin Adams
3. Helen Kelsey

Compass Classic:

1. John Laurino in *Business*,
2. Jill Klein in *QA Girl*

Arey's Pond 14 (Shortened Course)

1. Paul Desrosiers, new APBY 14
2. Scott Phillips in *Tuna*
3. Brooke and Skye Davis in *Crusher* (employee ruling).

Source: The Cape Cod Chronical, *Weather-Shortened Cat Gathering Still a Sublime Sailing Event*, by Kat Szmít, August 26, 2020.

Photos by Nancy Bloom, www.nancybloomphotography.com

Complete Cat Gathering race results can be found at www.areyspondboatyard.com/catgathering

Cuttyhunk Rendezvous 2020

Tim Fallon

Beachgoers turned spectators and stood in reverence to watch a spectacular parade of seven full-bred catboats broad reach out of the narrow Cuttyhunk channel under sail.



Spectators love catboats!

It was July 18th and the catboats had trekked down from far off ports to the small island for the CBA's Cuttyhunk rendezvous. The 28 foot CC Hanley catboat *Kathleen* anchored herself as race committee boat just outside the channel to mark the start line and announced the course for the day.



Race Committee on *Kathleen*.

It would be a race around neighboring Penikese Island, famed for housing a leper colony in the early 20th century. Skippers were left to decide which way to round the island and the fleet split in either direction to find each other again on the far side of the island running opposite directions.



Proper social distancing!

The conditions were nothing short of spectacular. A ten knot southwesterly wind with thinning fog and a sun state that showed excellent underwater visibility. This came in handy as boats rounded the rocky shoreline of Penikese, which in several places is marked "foul" on the chart. After coming round the island and making way through the tricky currents, several boats were still in the hunt. Dave Fallon aboard his Beetle Cat was able to hug the shore of the island out of the current and looked poised for a

good finish but played the right side of the beat back to the finish where the current was sweeping him out. Bob Luckraft aboard his 26 foot Crosby headed left past some basking seals and was pursued by Charley Appleton aboard his Marshall 18.



The chase is on.

It wasn't until the last tack to the finish that Charley was able to overtake Bob for line honors. The remainder of the fleet, as well as over a hundred other boats, headed to overflow Cuttyhunk on this spectacular summer afternoon.

The planned gam at Church's beach was postponed due to a nasty cut on young Ben Fallon's foot that earned him a fast motorboat ride to the mainland and the ER. Thank goodness for the CBA family who were all quick to respond to the disaster with assistance of all kinds. The adventure continued the next day with boats departing for home in thick fog. *Emmalina*, *Peregrine* and *Kathleen* all had a long foggy beat back to Rhode Island while *Sea Chantey* headed for Edgartown. *Genevieve*, *Glimmer* and *Ishmael* continued cruising to their next destination and are probably still out there today! *Reminder* got lost in the fog but turned up back home in Wild Harbor safe and sound.

Hope to see everyone next year!



Ishmael sailing into the fog bank...bye!

Spray Beach Yacht Club Inaugural Rendezvous

Thomas Caro

The Spray Beach Yacht Club (SBYC) Inaugural Rendezvous finally took place on Sunday, September 13 at noon after two postponements and COVID-19 concerns. The original scheduled date was August 28, but the event was postponed due to tropical storm Laura, which brought rain and high winds. Labor Day weekend at SBYC is filled with end of season activities and events so the rendezvous was rescheduled to September 12th with the 13th as a backup. After waiting two weeks, it was time to try again. Unfortunately, the wind forecast for the 12th was 1 to 20 mph with gusts to 25 so we opted to postpone a second time and try again on Sunday the 13th. Finally, on September 13th the forecast was favorable and the rendezvous was a go!

The day started with overcast skies and a wind forecast for SSE at 5 to 10 mph. Participants sailed in from Little Egg Harbor Yacht Club, Surf City Yacht Club and Harvey Cedars. Sailors were met at SBYC by members of our catboat fleet and a multitude of volunteers. Coffee and donuts were provided as captains checked-in. The fleet consisted of a Marshall 22, *Odyssey*; two Marshall Sanderlings, *Sea Lion* and *Whiskers*; two Marshall Sandpipers, *Catbird Seat* and *LE28*; a Herreshoff 18, *Patriot*; a Classic Cat 14, *Kitty* and an Arey's Pond 14, *Prana*. The Classic Cat 14, *Kitty*, arrived on Saturday evening from Surf City Yacht club.

The Race

It was one "Mixed Litter" race with eight boats on the line. In a Mixed Litter race all size boats race together and final results are determined based on Time-on-Time (ToT) corrections using Portsmouth ratings. The original course was five miles long but was shortened to four miles due to the wind forecast. The fleet raced around two navigation aids and one tetrahedron set on the west side of Little Egg Harbor near Parkers Cove. The wind cooperated and we had a fresh breeze at the start of the race. The start had all eight boats at the line with *Catbird Seat* crossing early.

As the fleet headed for the first mark, nun "8", *Whiskers* rounded the mark in the lead. The remainder of the fleet rounded the first mark in two groups. The first was *Sea Lion*, *Catbird Seat* and *LE28*. The second



Start of the Inaugural SBYC Rendezvous.



Heading to the first mark.

was *Kitty*, *Prana*, *Odyssey* and *Patriot*. As the fleet rounded the second mark, nun "4", *Whiskers* extended her lead and the remaining fleet continued in two groups. It was clear at this time the race was on for the 2nd and 3rd spots. *Sea Lion* was in a tight battle in the first group but given the handicap was going to need to distance itself from the two Sandpipers. Rounding the final mark first, and heading to the finish line, was *Whiskers* with a comfortable lead. The Sanderling and two Sandpipers were still grouped together and the remaining boats followed but were closing the gap. The fleet crossed the finish in the following order: *Whiskers*, *Catbird Seat*, *Sea Lion*, *LE28*, *Odyssey*, *Kitty*, *Prana* and *Patriot*. The last two boats to cross the line, unfortunately, had to deal with some

very light wind. The final results were calculated on corrected ToT using Portsmouth ratings obtained from the Chesapeake Bay Catboat Association.



Whiskers finishing.



The first group.



The second group.

Post-Race

Following the race, the sailors and SBYC volunteers enjoyed food and beverages supplied by SBYC Senior Sailing. And of course, there were dark and stormys! Awards were given to the top three finishers who each received three engraved cups per boat. In addition to the race awards, a special presentation was made recognizing Thomas Foster, the “Father of SBYC Catboat Sailing,” for his devotion to catboat sailing and his many years as fleet captain. A perpetual award was established in Tom’s name and will hang in the SBYC clubhouse with each

year’s rendezvous winner’s name added to the award. The award reads: “Spray Beach Yacht Club Catboat Rendezvous, Thomas Foster Award, Recognizing the Commitment and Promotion of Catboat Sailing.”



Tom and Carol Foster with the perpetual award named in his honor.

An additional award was given to recognize the first boat to arrive at the event. This went to John Pallante from Surf City who sailed *Kitty*. The award was a wooden American flag made by SBYC catboat fleet member Ed Gibbons. Congratulations to all sailors who competed in the race!

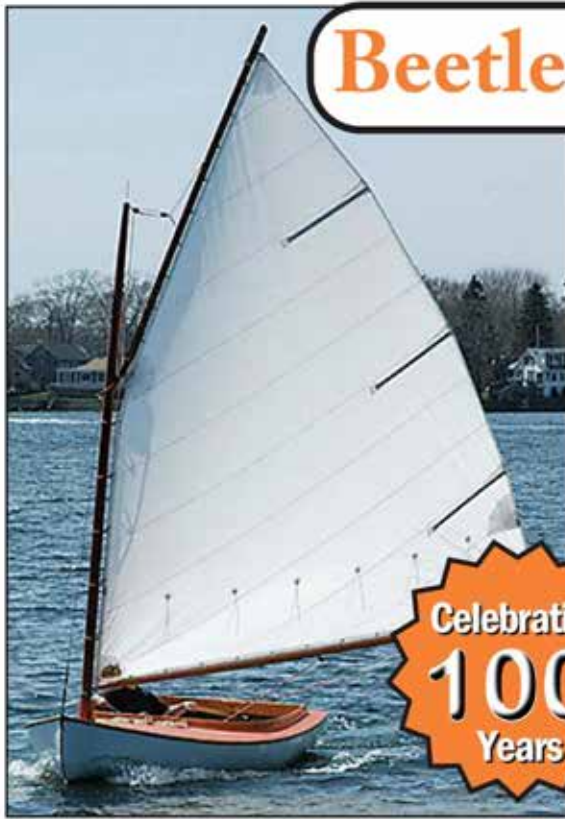
Next year’s event will be held on August 27–28th, with August 29th as a rain date. Sailors are welcome to sail in on Friday and tie up for the evening in our harbor or beach your boat on Sunfish beach at the club. Friday evening, August 27th, there will be an informal gam and all sailors are welcome. Saturday will be the race, the awards and the post-race party. Sailors are also welcome to spend Saturday night. Be sure to mark your calendar and come sail with us.

FINAL RESULTS

Place	Boat	Skipper	Home Port
1	<i>Whiskers</i>	Tom Green	Surf City Yacht Club
2	<i>Catbird Seat</i>	Larry Peacock	Little Egg Harbor Yacht Club
3	<i>LE28</i>	Jennifer O’Neill	Little Egg Harbor Yacht Club
4	<i>Kitty</i>	John Pallante	Surf City Yacht Club
5	<i>Sea Lion</i>	Ed Gibbons	Spray Beach Yacht Club
6	<i>Odyssey</i>	Jon Foster	Spray Beach Yacht Club
7	<i>Prana</i>	Robert Rue	Tuckerton, NJ
8	<i>Patriot</i>	Dave Phillips	Spray Beach Yacht Club



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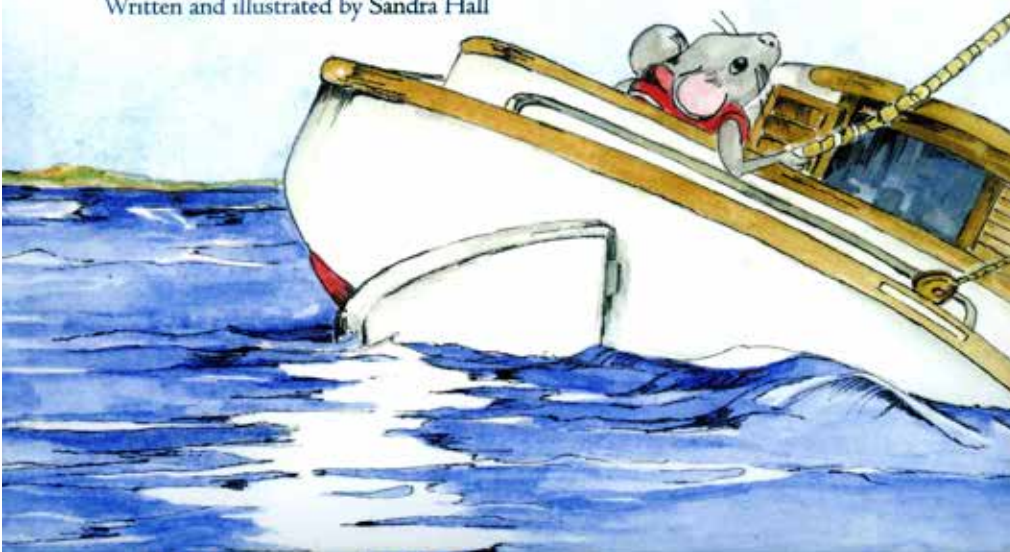
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Written and illustrated by Sandra Hall



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Catboat on the Marsh

Painting by John Hutchinson

This is one of the many views of “Catboat on the Marsh” I have painted. The setting for this one is the Snake River in Chatham, Massachusetts on Cape Cod. I have lived a good deal of my life in this town and made many explorations up this inlet to the point where it peters out in a salt marsh. I have yet to see a catboat on the Snake’s banks but, since I love salt marshes and have done many paintings of them, it seemed a fine idea to pair two of my favorite subjects in a single work.

In this painting the marsh shows off her splendid autumn colors. A century and a half ago its hay would have been harvested by local folks for its many uses, which included the commercial sale of this marvelous salt marsh hay. A man who owned or had a financial interest in a salt marsh was indeed fortunate. Without any effort on his part, nature grew and nurtured this useful hay. He had only to harvest it to reap its many benefits. For more about the bygone practice of salt haying, check out salt marsh hay, check out historicipswich.org/salt-marsh-hay.

Virtually every artist who paints a catboat, or, for that matter, any wooden sail boat, portrays it as spanking new, just out of the yard. My painting shows a veteran, “well-seasoned” cat, her paint neglected and her seams rust-stained. Had I painted her under way, I’d have included areas of wear to her sail and a patch or two where a block or the lazy jacks would have rubbed the canvas thin.

Whenever possible, I put one of my two daughter’s names on a vessel’s transom—a practice I’ve maintained for thirty-five years. This one is named for the older one. Of course, if the painting is done on commission, the commissioner has the pleasure of naming the boat.

The last fifty of my eighty years have been devoted to painting and I am still at it. You will see examples of my work in the Galleries section of my web site: www.bertiesadventures.com

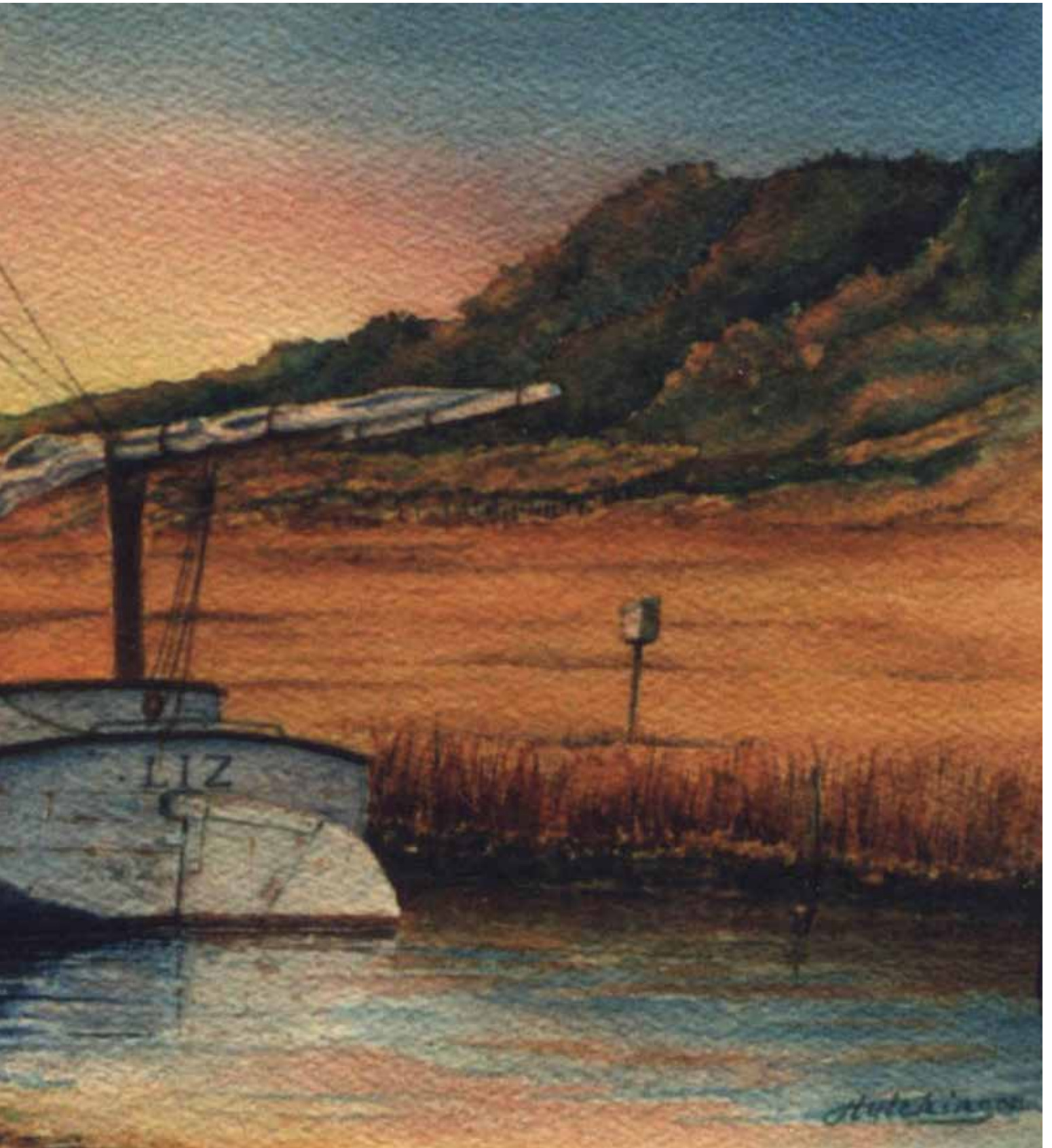
Should you be interested in commissioning a painting, you can contact me at: john.hutchinson@comcast.net

From the Artist

For 50 years I have painted maritime views, portraits of vessels large and small (including more than 60 catboat scenes, landscapes, book illustrations, my wood carvings, and portraits of people and diverse creatures. The surfaces I’ve painted have not been limited to canvas and watercolor paper. They include Easter eggs, Christmas decorations, sea scallop shells, dinner plates, clock faces, and walls. In addition to decorative art, I have illustrated the three books for children that I’ve written.

Editor’s Note: To see John’s painting in color, go to the CBA Bulletins tab under Member Resources on the CBA web site.

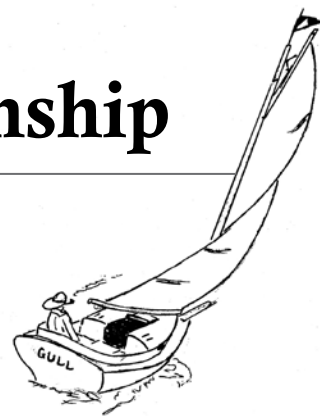




Hutchinson

Sailing Techniques and Seamanship

Brent V.W. Putnam, Editor



Ahoy, shipmates! In this issue we have part two of our series on anchoring, this time taking a closer look at the anchor system as a whole, and the storage thereof. Rex Brewer, who sails Peregrine out of Wickford, RI, relates a story about an individual who encountered a thunderstorm and lived to tell about it. Before owning his Menger 17, Cat's Paw, Bob Korn was sailing scows. He shares an experience from those earlier days which offers lessons for all of us. And Kevin O'Driscoll plays chicken with a fleet of boats heading to Bermuda. All three of these gentlemen answered the call when asked, "Have you ever been in a situation where your seamanship skills were challenged?" Let's have 'em! Ever sailed through a storm? Encountered a challenge when docking? Experienced some high stress in a high current area? Tell us! Your fellow catboaters want to learn.



Figure 1. An anchoring system: anchor, chain and line.

Anchoring Systems

Brent V.W. Putnam

In our first installment of this series,¹ we reviewed a brief history of anchors, a few of the major types available, and some of the bottoms to which they are best suited. In this article, we'll look at the anchoring system as a whole.

What is an anchoring system?

According to the dictionary, a system is a group of interacting, interrelated, or interdependent elements forming a complex whole. In the case of an anchoring system—also known as ground tackle—you have the anchor and the rode. The rode connects the boat to the anchor. On the largest of vessels, the rode is all chain, but on smaller boats like our catboats, the rode is usually a combination of chain and line.

The line should be nylon. Our sheets and halyards are made of polyester—the most common brand name is Dacron—because it has little stretch. On the other hand, nylon stretches as much as fifteen to twenty-five percent of its length.

This stretch is highly beneficial. In conditions where wind and waves are causing the boat to tug at its anchor, a nylon rode will stretch, reducing shocks on the anchor and boat and increasing the likelihood that the system will hold and not break.

Chain is a recommended part of the rode. A length of chain should be attached directly to the anchor, so your anchor system consists of anchor, chain and nylon line, with the line being attached to the boat.

Why the chain?

Under ideal conditions, your anchor is not going to sit directly below you, but some distance in front

of your boat. That distance should be at least three times the depth of the water. This is known as the scope. Chain serves two purposes:

1. It helps hold the head of the anchor on the bottom, improving the holding power of the anchor, and

2. It is more resistant to abrasion than nylon, making it better suited to sit on the bottom with rocks, shells and other debris that would more easily damage a nylon line.

We'll discuss scope more in our next installment.

So, we have the anchor, chain and nylon line.

How big should each be?

This is where it gets interesting. Before we go any further: a disclaimer. As far as this author can tell, there is very little scientific substantiation of the effectiveness of ground tackle. The most recent work was a test reported by *Seaworthy*², a BoatU.S. publication, but this was sponsored by an anchor manufacturer and only consisted of simple, straight line pull tests on anchors. There was no testing of anchor systems as a whole, or their effectiveness in a variety of bottoms and conditions. Therefore, what follows is a compilation of the general recommendations or "rules of thumb"—found on the subject. The reader should know that there is uncertainty here.

At first glance, it might seem that we should use the biggest anchor we can handle. After all, if the purpose of the anchor is to keep the boat in one place, and we can handle a 20 pound CQR with 20 feet of chain and a half-inch nylon rode, why not use this aboard our 15 foot catboat?

The short answer, according to *Chapman*, is that, "Some boaters unwittingly lose all or part of the advantage inherent in nylon by using too large a line."³

For starters, the configuration of your anchor system is going to depend on the conditions you expect to encounter. When we acquired *Lazy Lucy*, a 23 foot wooden catboat which displaces about 8,000 pounds, she came with a small Danforth-like anchor. This was a "lunch hook"—an anchor intended only for use under ideal conditions, like stopping for lunch during a comfortable day sail.

At the far end of the spectrum is the need to anchor in extreme conditions. Let's be realistic—few if any catboaters are going to place themselves in the path of a hurricane. If you do, there are other, more

comprehensive, guides to anchoring which should be consulted.

For the rest of us, we may sally forth in a small craft advisory (our Marshall 22, *Cranberry*, carried us safely through several), but as John Leavens stated, "There are times, when the wind is breezing up in the lower 30s, when you should chuck it all and stay in port." These conditions call for a working anchor. What size ground tackle should we be using?

As *Chapman* notes, it's too easy to go overboard and simply get the biggest anchor system we can handle. There are benefits to a properly-sized anchor system, especially when we have defined the conditions under which it will be used.

Recommendations for the size of line, chain, and anchor are based on the expected stress due to wind and wave conditions; you want your ground tackle to pull with more force than the wind and waves are exerting on your boat. The line and chain have working load limits (WLL) that are typically 20 to 25 percent of their breaking strength. For 3/8 inch line, this works out to be about 800 pounds of force. But how much force is your boat exerting?

The above-water force on the ground tackle will depend on the wind speed and the frontal area of your boat as well as the coefficient of drag for the boat. One such formula is $F = (A)(P)(Cd)$ where; F = the force on the boat, A = the frontal Area of the boat, P = the pressure exerted by the wind, and Cd = the coefficient of drag. However, using this formula requires knowing, or figuring out, the various inputs on the right side of the equation.

Then, below the waterline, we have to consider the displacement of the boat and the current. And we should not expect our ground tackle to function for any length of time at its WLL—there needs to be some margin of safety there.

Rather than attempt all this math (and reinvent the wheel), we shall turn to the work of others. Over the years, various engineers have calculated the working strength of ground tackle and the forces exerted on various sizes of boats, and developed tables of recommended anchor and rode sizes. I compiled a number of sources—anchor manufacturers, marine retailers, boating advocacy organizations, and books—to try to come up with a consistent recommendation for the rode. It becomes immediately obvious that we can't compare apples to apples because our sources use different boat lengths. See Figure 2.

Source	Boat Length	Nylon Line	Chain
A	Up to 15	1/4	3/16
A	15 to 35	3/8	3/16
B	16 to 27	3/8	3/16
B	28 to 32	3/8	1/4
C	21 to 24	3/8	3/16
C	25 to 28	7/16	1/4
D	Up to 21	7/16	1/4
D	22 to 25	9/16	5/16
D	26 to 30	9/16	5/16
E	9 to 15	1/4	3/16
E	16 to 23	3/8	3/16
E	24 to 28	3/8	1/4
F	15	3/8	1/4
F	20	3/8	1/4
F	25	3/8	1/4

Figure 2. Table of anchor rode sizes.

SOURCES:

- A. Maloney, Elbert S., *Chapman Piloting & Seamanship*, 64th Edition, Hearst Books, 2003
- B. *Fortress Selection Guide*, Fortress Anchors, 2020, <https://fortressanchors.com/anchors>
- C. Burden, Tom, *Selecting an Anchor Rode*, *The West Advisor*, West Marine, May 28, 2020
- D. Gree, Alain, *Anchoring and Mooring Techniques Illustrated*, Granada Publishing, 1981
- E. *An Anchor Story...*, *Boat Bits*, December 17, 2011, <https://boatbits.blogspot.com>
- F. *Anchoring & Mooring*, BoatU.S. Foundation, 2020, <https://www.boatus.org>

Obviously, this is imperfect. Thankfully, there is some consistency. Every source (except D) recommends 3/8-inch nylon line and 3/16-inch chain for boats which fall into the range of lengths typical of most catboat (i.e., 18 to 23 feet). This is also consistent with several rules of thumb that (1) the line be 1/8-inch for every 8 to 10 feet of boat length, and (2) the line be twice the diameter of the chain.

Aside from what is recommended, there is also the reality of what is commonly available and what is easily handled. Marine retailers typically carry prepackaged anchor lines in standard sizes such as 3/8 and 1/2 inch, and it is generally accepted that even on smaller boats, the lines should be no less than 3/8-inch diameter for ease of handling.

So, our smaller cats can use 3/8-inch nylon line and 3/16-inch chain.

With their wide beam and stout masts, catboats may present more frontal area to the wind than boats of similar length. For the larger cats, we should consider going up one or two sizes and use 7/16 or 1/2 inch nylon rode with 1/4-inch chain. However, we should heed the words of *Chapman* and avoid going too big. A larger rode is less likely to stretch, which robs us of that safety factor.

Other considerations for the rode:

- Shackles for connecting the anchor to the chain and chain to the line should be one size larger than the chain used. For example, 1/4 inch chain with 1/2 inch line would use 5/16 inch shackles.
- The length of chain used should be at least five feet. Beyond that, there are conflicting recommendations—that it be half the length of the boat or equal to the length of the boat. For most catboats, this falls between 10 and 20 feet of chain. Chain is heavy, and this author knows of no catboat with an anchor windlass. Half the length of the boat will be easier to handle.
- The total length of your rode (line and chain) will depend on the depth of water where you anchor and the desired scope. We'll discuss this in our next installment.

What about the anchor?

Anchor sizing is a little better defined because each manufacturer provides recommendations which, presumably, come from testing. Fortress, for example, recommends its model FX-7 for boats that are 16 to 27 feet long. Like the rode, we can go bigger, but there is a penalty here, too.

In this case, strength (our) is the limiting factor. When weighing anchor, you must pull up the weight of the anchor, chain, shackles and line. It should be apparent to the reader that while a bigger anchor might provide a better hold on the bottom, it will definitely require more effort to bring back aboard.

Again acknowledging that catboats may present more frontal area to the wind than most boats of similar length, we can go up one or two sizes, but one should be careful here. A Fortress FX-7 weighs four pounds. Two sizes up, the FX-16 weighs 10 pounds—still manageable. But the Fortress is aluminum, whereas most anchors are steel. The recommended Delta for 15 to 25 foot boats is 9 pounds, but two sizes up is 22 pounds, which—when we add the weight of the chain, shackles and line—may be difficult for some to haul aboard.

In the next article, we'll dig into the art of anchoring.

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A Sailing Adventure

Bob Korn

My wife and I currently sail a Menger 17 (*Cat's Paw*). For this story, I'm going back to the year 1973, when I was maybe 19 or 20 years old and sailed an M-Scow. My girlfriend Lucy (now my wife) and I decided to race in an M-16 Scow regatta at the Little Egg Yacht Club in New Jersey. We normally sailed on a small lake in northern New Jersey, so coming to the shore was going to be an adventure for us. As it turned out, the regatta was more of an adventure than we could ever have imagined.

The wind was forecasted to be strong and as we were full of the confidence of youth; we expected exciting races. So, on the Saturday morning of the regatta, right after the skippers meeting, we launched our scow in windy conditions—maybe fifteen to twenty knots. Raising the sails and leaving the dock left us with a foreboding sense of "can we handle this?" But there were other skippers launching and we were not going to back out.

As we sailed toward the committee boat, we capsized. Thankfully, the scow is self-bailing and we were two strong kids and righted it easily. Well, all I can remember now is the wind seemed terrific and blowing stronger than I had ever experienced on the water. The chop was severe as we bounced and slapped our way to the race course. We never did make it to the race course because we then proceeded to capsize again and again and again—only staying upright for a few minutes before the wind once again knocked us over.

Now you may wonder why we did not reef the sail as any catboat sailor would have done, but on a racing scow there are no provisions for reefing. After having capsized six times we threw in the towel, lowered the sails, and put out the anchor. Of course, in that strong wind, we soon discovered that an anchor did not keep the boat stationary—we drifted rather speedily. As we sat in our boat, soaked to the

bone in our lifejackets, which we were smart enough to wear before leaving the dock, we noted a few boats dismasted and several others swamped and capsized. We knew this was going to become an adventure. Lucy sat up on the bow with a paddle and I manned the tiller as we struggled to keep the bow pointed into the wind and waves. We drifted up the bay for about two hours in this condition and probably traveled two or three miles. I distinctly remember my father driving north on Long Beach Island and popping into side streets toward the bay, to keep an eye on us, as we drifted further and further away from the yacht club. Eventually, a rescue boat reached us and towed us to safety. As it turned out, every boat that sailed out to the race course needed to be rescued with some having lost their masts. Fortunately, there were no injuries but it could easily have turned tragic.

The next day, Sunday, we returned to the club still exhilarated. It was blowing hard and a few boats had been blown off their trailers. All racing had been cancelled. As it turned out, the storm was a nor'easter with gusts up to sixty mph recorded.

Ever since this experience, I check the wind forecasts and have often declined to race because it just seemed too strong and nasty. Fast forward maybe forty years—our sailing club on Swartswood Lake, New Jersey, was holding races in conditions I thought a bit too dangerous and declined to sail. Later that afternoon, I was one of several rescue boats pulling wet sailors to shore with their capsized boats. Again, every sailor but one needed to be rescued. Today, in any wind over ten knots, my wife and I wear life jackets. And I always have an anchor and the necessary safety equipment onboard.

Thunderstorm Lesson

Rex Brewer

I, of course, have never ever had a seamanship challenge aboard my Marshall 22 catboat *Peregrine*.

But...I heard about a guy watching a far off approaching thunderstorm. Way too far away to worry about dropping the sail, or going through the drudgery of heaving to and reefing. So he sailed further westward into Long Island Sound en route to heading south to escape the late September chill for warm southern climes. The only concession to these distant storms was a course adjustment slightly north toward a safe harbor if needed. (Don't we know that

our mental goals/expectations are often unchanged by the reality of wind, weather, seas, etc., etc., etc.? In aviation it is called “get-there-it is” and kills many with poor decisions).

The cool strong wind of the storm’s gust front arrived instantaneously and knocked the catboat down with a gust on the beam like a giant flicking a bug. Blue water surged in over the cockpit combing—not the rail/gunwale, but above that. Water poured into the cockpit. Standing on the engine hatch, to keep it from floating and getting salt water all over the engine, it felt like the boat had heeled over 90 degrees. In the same instant, the boat rounded up and pointed straight into the wind. Whew! It was over as fast as it arrived. Frightened, standing ankle deep in sea water on the still-trying-to-float engine cover, I’m sure he thanked God for not being capsized and for landing right side up and then, “Darn, do these centerboard trunk cockpit scuppers drain slowly!”

Lesson: thunderstorms are a “go to port now, don’t be vulnerable” decision. Or, if caught out, at least reduce sail to smallest possible, or take it down completely, to ride it out!

Exit, Stage West!

Kevin O’Driscoll

In 2018, on June 17th, I left from the port of New Bedford, Massachusetts, on my way to sail to Lake Champlain via the Hudson River and the Champlain Canal. I had been planning this trip for years; it was to be an official check off my bucket list. I attempted to leave on June 16th, but the weather wasn’t having it—three and a half foot waves are a bit much for my 18 foot Herreshoff America catboat, the *Shannon Marie*. I really didn’t want to leave on the 17th because I knew there was going to be an issue, but I wasn’t going to wait any longer.

At issue was the Newport to Bermuda race, which was starting on the 17th from Newport Harbor. In 2018, 170 sailboats were entered in the race. From New Bedford, Massachusetts, it is about 32 nautical miles to the starting area off of Newport. I left New Bedford at 6 a.m. About seven hours later, I was off Newport. I had a beautiful beam-reach running the whole way. When I showed up, there were hundreds of boats leaving the harbor at the same time. They

were all running under downwind sailing conditions. They had spinnakers showing their magnificent colors across the group. I thought about turning up towards Newport, to try to come in behind the leaving masses, but the more I turned towards the approaching crowd the slower my boat went, so I returned to my original course. This is the course that was going to have me intersect—at a 90 degree angle—straight across this massive armada of sailboats.

This fleet of sailboats was impressive to say the least—the bright colors of the spinnakers, the different types of boats. I had pondered on heaving to and waiting for them to all go by, but rough waters eliminated that idea. I decided to use Plan B, which was to keep under sail but start my motor and leave it in neutral on standby. If I saw a potential issue intersecting with an approaching sailboat, I would put it into the wind and go straight till that vessel got by me, then resume my course and put it back in neutral.

This did work, but I wasn’t the most popular vessel out there at that time. Some of the crews would shake their fists at me as they went by. Some of the crews would actually give me the thumbs up and wave at me as they went by. On one of the larger boats, everyone in the cockpit turned and gave me the finger simultaneously—it was actually well coordinated. I wonder if they practiced? Many captains would just shake their head as they went by.

There were two extremes to everyone’s reactions. One crew went by and a crewmember mooned me! Another crew who I turned into the wind to let them by, called out to me. They asked what kind of catboat I had. I was proud to call back, “She’s a Herreshoff America.”

I try to keep those two memories in mind when I think fondly about this interaction with fellow sailors. I have learned to control my anger while dealing with my PTSD. As a former trucker I have an entire library of four-letter words at my disposal. We are renowned for our swearing. But I kept my tongue in check, because I’m a sailor now, and I’m afraid I’ll swear even more! As the old saying goes, ‘swears like a trucker’ or ‘swears like a sailor.’ I’m a trucker turned sailor – swearing is part of my agenda. I knew that technically I was the intruder, but I was not going to sit and wait for the entire fleet to go by.

I remember thinking to myself that this was just halfway through day number one of my trip; I couldn’t wait to see what the rest of this trip would bring for adventures.

Calm Seas and Fair Winds!



Navigation

Skip Stanley, Editor



Bending the Chart

Question: “What’s the difference between a chart and a map?”

Answer: “A map tells you where to go and a chart tells you where not to go.” An oversimplification, for sure, but there is a lot of truth to it. Topographical maps have roads and trails on them; charts do not. Marine charts show things to avoid: points of land, rocks, shoals, bars and spits. They also show the locations of aids to navigation: lights, beacons, buoys, and ranges.¹

A marine chart is a graphic representation of a portion of the earth’s surface and, being intended for marine navigation, shows the depths of water, in feet or fathoms, and the contours of the shore as well as other features of use to the mariner: spires, towers, steeples, chimneys, etc. But, because the earth is round, any depiction cannot be flattened without some distortion. (A globe is the best model of the earth, but impractical for navigation purposes.) For many smaller maps, this distortion is minimal and can be overlooked. However, for larger areas used for navigation, it must be taken into account.

The common nautical chart is a Mercator projection² on which the vertical lines, the meridians, are made parallel, which, of course, is not the case in the “real world” where meridians are curved and converge at the poles. So, to account for this the latitude lines are “stretched.” This simple approach allows for the creation of this very useful navigational tool.

Thus, *all* straight lines drawn on a Mercator chart are actually curves (on a globe they would be straight (i.e., great circles)). Course lines plotted on a chart (rhumb lines) are curved (longer) than a great circle course. For short distances, plotting great circle courses is unnecessary. But if you’re crossing oceans, well, that’s another story.

Bending the Chart

Always keep in mind, a chart is a *representation* of the physical world. It is a bridge between the real world and your mind, which allows you to make a mental model or add to your knowledge of what you’re actually observing.

Now, think of those times when you looked over that bow and thought, “That’s not right, that buoy, beacon, light, etc. isn’t where it should be according to the chart.” If what you’re seeing, or feeling for that matter, doesn’t match the chart, it’s not the land that’s wrong. It’s likely not the chart either. What’s happening is that what you’re seeing and what the chart is telling you are not lining up with where you think you are. So you “bend the chart” to make it conform to what you’re seeing or feeling.

Bending the chart happens when we fail to keep good enough track of where we have traveled or mistake a point of land or an aid for as one it isn’t. In these situations it’s best to stop and get a fix, by more than one method if possible, to positively determine your position.

With GPS, today’s apps, and chart plotters, bending the chart is less and less likely, but you never know. Those things may fail. Growing up with paper charts, I learned how to use dividers, a compass, parallel rulers and later triangles on a chart table. I learned how to plot a course to lay out a DR, to take and plot a bearing, how to step off distances, and how calculate a speed made good. I believe all mariners should learn the basics of piloting to better understand what their apps are telling them.



CATBOAT CALENDAR

I’m happy to offer my calendar for 2021.

This is the thirteenth year of publishing the Catboat Calendar. It’s always fun to put together my favorite images taken from the past year while cruising on my catboat GLIMMER.

Thank you for supporting my work.

To look inside the calendar online
www.facebook.com/jimoconnorphotography54

For information on ordering contact
joconnor@vineyard.net

Boxing a Compass

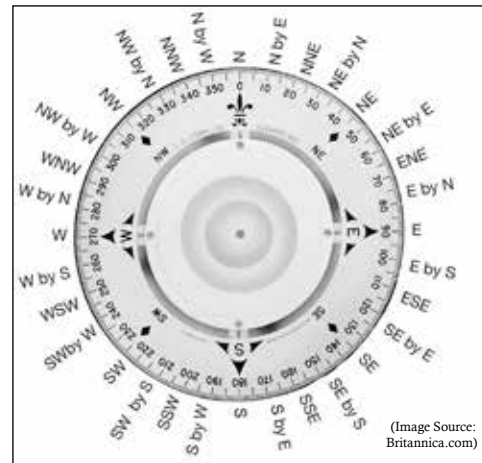
Boxing a compass is to recite all thirty-two points of the compass in order. In times past, it was thought as proof of a seaman's knowledge, a sort of rite of passage, a basic piece of knowledge good to know on board sailing ships but whose time has passed.

At one time you may have thought it was something fun to know, so you gave it a try. Let's see, "north, north by east, north north-northeast," okay... "then northeast by north..." Oh-oh wait, where did *that* "by" come from? Why not north-northeast by east? This made no sense, and you gave up. Well, it turns out there's a bit a trick to it.

A compass card has four cardinal points (north, south, east, and west) and four intercardinal points (northeast, southeast, southwest, and northwest). In between these, are eight more points named for the two directions they lie between. These are: north-northeast, east-northeast, east-southeast, south-southeast, south-southwest, west-southwest and west-northwest, north-northwest.

So, here's the trick: the **"bys" only go with the cardinal or intercardinal points**, never with the other eight. So, going from north to east would be: north, north by east, north-northeast, northeast by north,

northeast, northeast by east, east northeast, east by north, and east and so on. Make sense now?



1. NOAA Chart No. 1. contains all the symbols, abbreviations, and other relevant information used for marine navigation.
2. Named for the its inventor Gehard Kremer Mercator, a Flemish geographer.

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.



Keeper of the Light

Jay Webster, Editor

A Very Different Summer!

As we all know, the coronavirus pandemic caused many catboat rendezvous to be cancelled this past summer. Probably most of us still launched and sailed our beloved catboats. In these corona times, we quickly discovered that it was great to be in peaceful waters, coves and harbors where we could relax, with or without our masks, sailing, swimming, anchoring and exploring many different treasures.

Our ideas and our activities provided a wonderfully uplifting experience of pleasure and relaxation that put the virus news, cautions, and restrictions, that we all experienced, temporarily out of mind.

Some of our Cape Cod and Island adventures which were most enjoyable included a Buzzards Bay cruise to different ports and anchorages which were not the usual catboaters' stomping grounds. We were accompanied by Jim and Kim O'Connor on *Glimmer* and *Genevieve's* captain, Bob Luckraft, who led us to West End Beach and cove on the Elizabeth Island of Naushon, adjacent to Robinsons Hole, where we spent the night.

The next day, after a thick fog burned off, we crossed Buzzards Bay to a cove on West Island which is located off the coasts of New Bedford and Fairhaven, Massachusetts. This brought us to a nice beach and interesting salt marsh that we explored and enjoyed and spent the night in good anchorage. The following morning, we gunkholed around Nasketucket Bay.

We then headed down foggy Buzzard's Bay to beautiful Sippican Harbor in Marion and anchored at Meadow Island, a hidden treasure that disappears at high tide.

Not to be denied our usual catboat races, many of us enjoyed an informal rendezvous on July 4th weekend at Cuttyhunk, the southern most of the Elizabeth Islands. Tim and Karen Fallon of *Kathleen* put together an interesting race around Penikese Island, again in fog. Thank God for the lobster pot "markers" that kept us off the rocks! A gam on the beach that evening was enjoyed by the catboaters



who attended.

In late August, the 28th Annual Arey's Pond Cat Gathering was held despite the pandemic. Tony Davis, owner of Arey's Pond Boatyard, decided to hold the race but not to have an after party. More than twenty-five cats of different classes enjoyed being out on the water and racing. Unfortunately, the fleet had a late start due to the lack of wind and later, a shortened course because of an approaching thunderstorm, so typical of the 2020 summer weather on Cape Cod.

On Labor Day weekend, Jim and Kim O'Connor led about a dozen adventurous cats to Tarpaulin Cove on the Vineyard Sound side of the Elizabeth Islands. Swimming, an informal race, endless games and a gourmet feast proved again that the hardy and healthy catboaters found numerous ways to lift their spirits during the summer of the virus, always attempting to remain socially distanced, of course.

In spite of the virus, Geoff and Kristen Marshall, together with Jed Webster, ran the Tuesday night Marshall 15 races at Padanaram, even though three or four Tuesday nights had to be cancelled due to high winds and thunder storms.

Also demonstrating the enjoyment of catboat racing, the Hog Island, Chappaquoit Beetle Races started the Sunday morning after Labor Day with 17 Beetles enjoying the fun.

These are some of the events, among many others, that demonstrate the resiliency and adventurous spirit of catboaters even during the pandemic summer of 2020.

If you would like to share any of your adventures during this most unusual time, let us know and we will include your comments and experiences in a future Bulletin.



Stray Cats

John Conway takes on the restoration of *Marvel*

October, 2019: “Have I got a boat for you.” Bob Luckraft, former President of the Catboat Association, celebrated skipper of the 1908 Herbert F. Crosby catboat *Genevieve* and master boat restoration expert, grinned from ear to ear. “She is a real beauty for sure and too nice to have her disappear. You’ve just got to take her on.”

The craft in question, a 1904 Herbert F. Crosby catboat, named *Susan*, had been awaiting restoration “on the hard” for over ten years under a fraying plastic tarp in a driveway on Cape Cod.

John had formerly owned, restored, and skippered *Buckrammer*, a 1908 Charles H. Crosby catboat, for almost twenty-five years. So, he was, and is, aware of the maintenance and care demanded by an antique wooden boat. Thus, his immediate answer should have been a resounding “Not interested!”

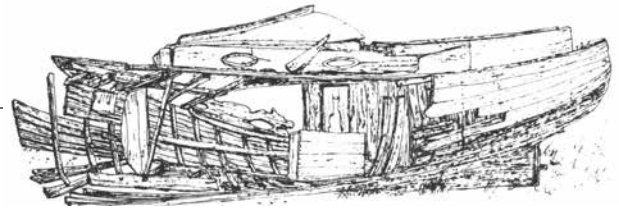
“Well, I could stop by on Saturday to take a look,” he sputtered. “Weather permitting of course.”

Little did he realize how, at the ripe age of 69, he would yet again become seduced by the charms of a water-borne woodpile that by all rights should have been some coastal town’s July 4th bonfire long, long ago. Nor would he have ever expected to learn and continue to learn more about her builder, her owners, her triumphs, tragedies, heart and soul than ever thought possible. Damn boats!

At the time she was acquired, she was named *Susan*. But subsequent research revealed that she was built in 1904 by Herbert F. Crosby, of the famous Osterville, Massachusetts Crosby clan, and originally named *Marvel*.



The H. F. Crosby catboat *Marvel*, under sail in 1904.



The restoration of this H.F. Crosby relic will once again place an historic catboat at the Point for the enjoyment of all interested in the history of Westport and the South Coast.



Restoration underway.

A Collective Effort

“The boat clearly needs work,” John explained. “But it’s reasonable, the experts tell us, that she could be back on the water for the 2021 season if we can raise the necessary funds.” To this end we have established a crowd-sourcing website. Project donations even as small as \$1.00 would be greatly appreciated and can be made to: <https://gogetfunding.com/marvel-an-historic-boat-restoration-project/>

The group’s qualification for non-profit status filing will be enhanced by the number of supporters accumulated on the site, not just the amount of money donated. All donors will receive regular updates on the project.

All donations accumulate in a PayPal account set up exclusively for the project. They will be used to cover transportation, storage, materials, insurance and legal costs.

Virtually all restoration work on *Marvel* has been and will continue to be supplied by qualified volunteers.



Book Review

Ned Hitchcock, Editor

Wooden Boats: In Pursuit of the Perfect Craft at an American Boatyard

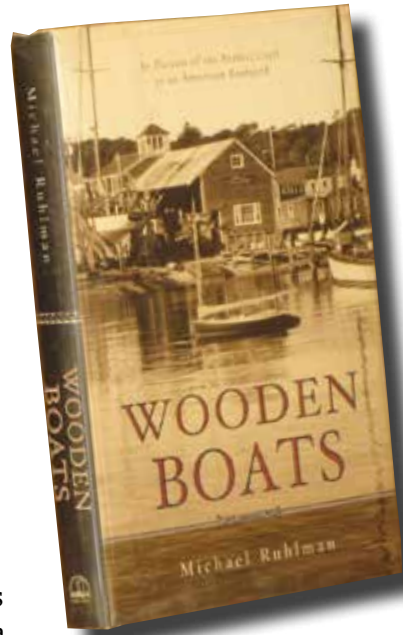
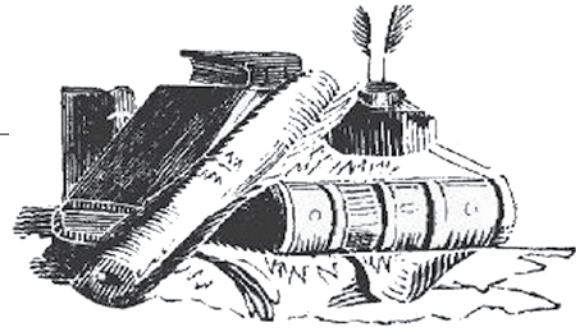
By Michael Ruhlman,
Viking Books, May 2001
Review by Bill McKay

On a bookshelf, Michael Ruhlman's offering looks a bit like any one of a number of photographic collections: *WoodenBoat Magazine*, *WoodenBoat School*, *WoodenBoat Show*, *Mystic Antique WoodenBoat Festival*, etc. But upon a quick leaf through, it is anything but... Certainly there are some pages of designs and some pages introducing the Martha's Vineyard characters who build these "artistic" means to get out on the water. And there is a long list of descriptions of beginners who wandered into the "factory" known as Gannon and Benjamin over the last fifty years.

Nat Benjamin, his reverence for wood, his love of big boats and his learning curve from repair of large sailing craft and Ross Gannon, who moved to MV to move heavy objects (he bought buildings to move them to other locations or to tear them down and rebuild), are both detailed by Ruhlman. It was when Ross met Nat that he caught the gaff-rigged sailing bug.

The first hundred pages detail the "half" building of *Rebecca*, a sixty foot schooner. Early on, the reader is introduced to a cast of characters, experienced and novice, who participate in all the stages of this big project. The daily schedule is unique and flexible; the reader learns much about wooden boat building from many points of view. Unfortunately, *Rebecca* was put aside for several years as funds for this commission dried up.

Another fifty pages tell the story of the *Elisa Lee*, a smaller thirty-two foot down east lobster boat, built



for Jonathan Edwards, a well-known folk singer. That Nat drew the plans for this build three times, until he got it "right," is very interesting and typical of the relationship with customers that Gannon and Benjamin maintains to this day. Included in these chapters is the original design, including a sailing rig to be added "later."

After his first visit to the Vineyard Haven shop, Ruhlman was hired to work with them, aka "to hang out" for a reasonable time, to collect material for his book. Because of this unique arrangement, his writing has a deep dimension to it.

It reads like a series of interesting snapshots and tales, much like

the random offerings of several hours of a catboat rendezvous.

This book has it all: great stories of the hippies who wandered onto the island in the late 20th century and helped G. and B. establish a world-renowned wooden boat business, one who worked for them for four months in Surinam, finding the best woods in the world and selecting each special log or cut for certain parts of the boats; Martha's Vineyard dignitaries, the fragile relationship between those with huge money and fame and boat-builders; finally, sailors who took off in their own boats in the summer just to enjoy sailing.

As you near the end of the book, you won't want it to end. Just like that perfect evening of tall (and not so tall) tales on a raft-up, you never want to leave. Alas, you roll into your bunk, feel the slow rocking of the waters below, you breathe in the smell of wood, which grew in a forest many years older that you sleep better than you ever have on land. At that moment you too understand what drives Gannon and Benjamin.



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Meet the 2021 14' Racing Catboat



The new 2021 14' Racing Catboat model (left) sails with a 2019 14' Catboat on Little Pleasant Bay, Orleans, MA.

The next generation of Arey's Pond catboats.

In 1973 previous boat yard manager Merve Hammett built the first fiberglass Arey's Pond catboat. He used an Edson Schock design called *Hortense*, but instead of using a Marconi rig as Schock had done, he designed a roomy cockpit and gaff rig. A second redesign in 1984 included further changes.

In 1991 current owner Tony Davis purchased Arey's Pond Boat Yard and in 1996 redesigned the 14' cat once again. The goal was to give the boat a faster look and feel, especially in light air.

Flash forward to 2019. An owner of a 14' catboat who was enjoying the weekend racing on Pleasant Bay approached Tony and asked for the fastest 14' catboat ever built.

Bill Nash and Tony Davis, the design team at Arey's Pond, answered the challenge. Their changes to the design include a flatter entry, less forward hollow, a fully battened sail, re-designed rudder, two part carbon fiber mast, and much more.

Leslie Gouveia and her boatbuilding team at Arey's Pond built the prototype model out of wood composite. She raced this summer and has been recorded at 13 knots in 18 knot wind. While we're not ready to call her the fastest 14' cat on the water, she has yet to meet her match.

The newest model will debut at boat shows in 2021, with hope that it will be the next generation of our fiberglass 14' catboat. Please visit our website for more photos and information.

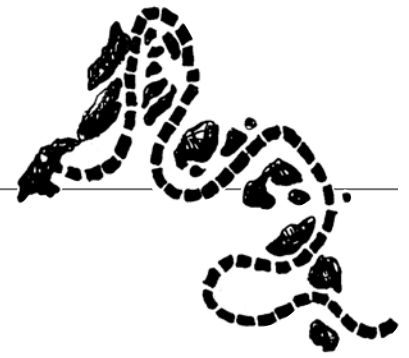


View of the varnished transom, redesigned rudder, and streamlined cockpit on the 2021 14' Racing Catboat. Pleasant Bay, MA.

Find out what's new at the pond! Like us on facebook & follow us on Instagram: [@AreysPondBoatYard](https://www.instagram.com/AreysPondBoatYard)

Short Tacks

C. Henry Depew



Auxiliary Power – Alternatives to Wind

If you have a small catboat and are not interested in hanging a gasoline outboard motor on the stern, you might want to consider a suitable electric or propane outboard, or oars. The question is one of distance to be covered when not under sail. An alternative to an outboard motor (electric or gas) is a set of rowing oars or a sculling oar (either the western or Chinese version). There is then the question of where to store the oars while sailing. *WoodenBoat* and *Messing About in Boats* have had articles on sculling techniques and oar styles. A major concern with an electric motor is both the “push” of the motor and the duration of the battery (as well as the recharging thereof). A couple of electric outboard motors are available with a number of options. The question of which electric motor is best for the intended use was discussed on the List in some detail. As one person noted in this thread, “a discussion of electric motors to be equivalent to a discussion of what is the best anchor. There are no right answers. But, you might find this forum of interest: <https://groups.io/g/electricboats/topics> Of course for simplicity, there is something to be said for a very light weight, reliable, compact, electric start 5 h.p. gas engine with alternator. An electric starter on a gas outboard is also a possible solution. One respondent to the outboard discussion had a competent outboard mechanic install an electric starter on his 9 h.p. Evinrude. If you are tired of pulling the starter cord, the installation of a starting motor might be a workable idea.

Raising Sail

Much has been written in the Bulletin about the most efficient (and safe) way to raise or lower the main sail when shorthanded or sailing alone. Of interest is the idea of turning on the engine, rounding up into the wind, and setting the autopilot on the desired heading. The autopilot holds a perfect course into the wind and you can take the time needed to lower (or raise) the sail. You then turn the motor off and go back to sailing. An autopilot is a big help

when sailing long distances alone and you need a break at the helm or if you need to visit the head. It just holds the course for you and enables you to stretch and move around the cockpit. Granted, tying off the tiller and all the other steps used to raise or lower the mainsail or sail a given course are more traditional, but the use of the autopilot is an option.

i911

By now, you should have seen information on the use of i911 to call for help if you are within range of the shore cell towers. There is information in the June issue of *Marine News* as well as the Sept/Oct issue of *BoatU.S.* magazine (pg. 18), on using cell phones to contact the Coast Guard and the Coast Guard using the phone’s GPS system to locate the caller.

Speed Over Ground

Speed through the water can be different from speed over the ground (bottom). The speed measuring device on your boat reports on the water passing by. To confirm your actual speed over the bottom, you need some other measurements. Before the days of accurate GPS units, the speed (and course made good) was determined by fixes or running fixes that used bearings and a paper chart. You noted your positions on the chart over time and then used that information to calculate the boat’s speed as well as its course over the bottom. While the “fix” was determined from bearings on stationary objects, the “running fix” used an object and your assumed course to come up with a position. Either way, you could determine the speed of your vessel over the bottom, while with a “fix” you could also determine if your boat was still on the desired course. When LORAN-C came along and provided an electronic fix, a chart was still needed to provide a measurable distance between point A and point B. Then came the accurate GPS with the ability to show continuous course and speed all on one display.

Much has changed in since I learned to use a compass to take bearings and a paper chart to plot positions, but the techniques are still useful to know if the GPS fails for some reason.

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:

Rules for the Crew

Abbot's Admonitions:

1. If you have to ask, you're not entitled to know.
2. If you don't like the answer, you shouldn't have asked the question.

Beauregard's Law: When you're in up to your nose, keep your mouth shut.

Berra's Law: You can observe a lot just by watching.

Cornuelle's Law: Authority tends to assign jobs to those least able to perform them.

Golden Rule for Crew: Whoever owns the boat makes the rules.

Law of Inertia: Given enough time, what you put off doing today will eventually get done by itself.

Marshall's Universal Laws of Perpetual Perceptual Obfuscation:

Nobody perceives anything with total accuracy.

No two people perceive the same thing identically. Few perceive what difference it makes or care. (Especially applies to lookouts.)

Martin's Basic Laws of Instant Analysis:

Law of non-definition: If it is generally known what one is supposed to be doing, then someone will expect one to do it.

Law of minimum effort: In any given group, the most will do the least and the least the most.

Law of augmented complexity: There is nothing so simple that it cannot be made difficult.

Law of non-responsibility: In any given foul-up, the fault will never be placed if more than one person is involved.

Law of instant Response: a quick response is worth a thousand logical responses.

MacGregor's Third Corollary: The difficulty of getting anything started increases with the square of the number of people involved.

Woman's Equation: Whatever women do, they must do twice as well as men to be thought half as good. Luckily, this is not difficult.

Law of Watch Relief: The delay in your relief arriving to take over the watch varies directly with wind force, and inversely with temperature and visibility.



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Catboat Rookie of the Year 2020

Ben Goodman

When I was in 2nd grade, I vividly remember my father beaching our daysailer on a surprisingly long spit off of Grape Island in Boston Harbor. While we were ashore, the tide went out. Not all the way, mind you, but enough the boat was aground. Desperate to free us, he stood in the muck and pushed to try to free us to no avail. To add insult to injury, the mud swallowed his shoes and left him barefoot as well as stranded. There was nothing to be done but wait six hours for the tide to come back in.

My mother, brother and I went off to the island to kill time. It was blackberry season, and the island was filled with wild blackberries. We picked buckets full of them, delving far into the thorny bushes to collect as many as we could. The tide came in and we ventured back to the boat. The salt water stung all the places we had been scratched while collecting the blackberries, searing the whole incident into my memory.

This June, I finally convinced my wife we were ready to be sailboat owners ourselves and we bought a Marshall 22 that we have named *Feline Groovy*. The last week in August, I took my eighteen year old son sailing to Grape Island. He was starting college in a week, and this was our last chance to just chill out together. We were hoping to collect wild Blackberries.

I beached the boat, and while making preparations to anchor her a little ways offshore the tide went out quicker than I expected. History had

repeated itself! We were stranded. There was nothing to do, but wait six hours for the tide to come in.

My father came out with some extra supplies in his Boston whaler and rescued his grandson. I took a tour of the island, but the blackberries were all gone—either cut back by the rangers or picked bare. I read my book. I waited. I waited some more. Several sunset visitors to the island commented on what a pretty boat I had. I replied that she would have been a lot prettier if she were floating.



Waiting on the tide.

The tide finally came in at sunset. There was just a crescent moon and it was almost pitch black, but I managed to navigate back to my mooring with GPS and my nautical app. While history had repeated itself, technology fortunately had changed. Season one with *Feline Groovy* was great. Can't wait for more adventures next year.



Aground (again).



Sunset.





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Summer Memories



CBA baby at the wheel.



Three Marshalls: Dylan and Breck onboard, Geoff swimming.



At Padanaram 2019.



Nate and Charlie Titcomb at sunset.



A full crew on Silent Maid.



Neil and granddaughters at wheel.



A cozy raft up.



End-of-the-day happy hour.



Breck Marshall's grandsons Dylan (at the helm) and Breck sailing Kristen Marshall's Sandpiper Stella during last year's Padanaram Rendezvous.



Happy hour aboard *Lark* on the Rhode River.



A gathering on the Chesapeake.



Charlie at the tiller.

New Members

Carolyn Pratt, Membership Secretary

WELCOME ABOARD to our new members since Spring 2020

John Adey, Lothian, MD
Jonathan & Stephanie Alderman, Middletown, CT
Thomas Allen, Westport, Ontario
David Amaral, Davis, CA
Joel Brown, Saunderstown, RI
Jonathan Bulman, Hingham, MA
Brad & Karen Capland, Acton, MA
Stephen Carroll, Clearwater, FL
Gary & Kristen Cosnet, Severna Park, MD
Michael Curran, Somersworth, NH
Donna deAlmeida, Cohasset, MA
Douglas Dear, Tampa, FL
Paul Dwyer, Plymouth, MA
Allan Eddy, Greenwell Springs, LA
James Flynn, East Haven, CT
Noah Fouad, Norwalk, CT
Nina & Lindsay Goodrich, Olympia, WA
Larry & Michele Haynes, New Hamburg, NY
Matthew Hegreness, Arlington, VA
Anne Hoyt, Geneva, NY
James & Alisin Hynes, Smithfield, RI
Joseph Jantzen, Trenton, ME
Kristen Jemiolo, Sunderland, VT
Chris Johnson, New York, NY
Doc Jones, Marietta, GA
Jason Kettlestrings, Lynden, WA
Richard & Susan Kobayashi, Belmont, MA
Jacob Konst, Brooklyn, NY
Jeff Krupa, Nantucket, MA

Charles Lower, Cambridge, MA
Patrick & Michelle Maddigan, Hingham, MA
Mark & Kimberly Marroni, North Andover, MA
Kimball & Martha Martin, Minnetonka, MN
James & Katherine Maxwell, Missoula, MT
Ave & Joanne Melnick, Harpswell, ME
Deidre Menoyo, Cambridge, MA
Julie Monaco, Tighman, NY
Matthieu Morin, Selommes, France
Jill & James Moss, N. Scituate, RI
Shane Nichols, Nantucket, MA
Daniel & Anne Ortiz, Dutton, VA
Eric & Bethany Peterson, Sandwich, MA
Jim Phoenix, Bonney Lake, WA
John Rose, Southampton, NY
Joan & David Sauvigne-Kirsch, Essex, CT
Phylis Seeba, No. Kingstown, RI
Matthew Seltzer, Minneapolis, MN
Charles & Susie Shabica, Winnetka, IL
Barry & Jenny Shone, Petaluma, CA
Diane Silas, Hillsdale, MI
Sunny & Hayden Stafford, Broad Channel, NY
Valerie & Mike Taylor, Melbourne, FL
Kathleen & Anton terMeulen, West bath, ME
George & Sonja Vaccari, Royalston, MA
Joseph Vlcek, Dunstable, MA
Ned Visser and Irene Kelly, Nyack, NY
Karl Westman Alexander Westphal, Bethany, CT
Todd & Tami Winnenberg, Urbana, OH



Photo by Skip Stanley

Tabby, built in 1947 for John Killam Murphy, sailed by her current owner Phil Carling. Sailing with Phil is his high school friend John "Gilligan" Gibson who has spent more nights on *Tabby* with Phil than anyone else over more than 20 years, including essentially every Salem Antique Boat Show.



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

183-2. 1928 wooden catboat "Blue Goose" built by Brown Boat Building in Taunton MA. Needs repair. Includes 32hp Universal diesel engine; 30 amp shore power; 100 watt inverter; Statpower charger; power winch for Halyard Bronze port lights, and fittings; Boat needs repair to some frames and small non-structural rot around cockpit. The boat comes FREE OF CHARGE with quite a lot of gear. Sails, cushions, fenders, etc. I hauled the boat out when I received it last fall and discovered that it has several broken ribs and some other less structural places that need attention. Unfortunately I do not have the time, money or inclination to repair the boat, as much as I love Cat Boats. I was hoping that perhaps some other member would like to take on this project, for free, and repair and restore this beautiful boat. Located Beaufort, NC. For more info please contact Timo White (203)-524-3608 timothy.white@ncdcr.gov



case you prefer trailer sailing, fresh bottom paint, portable marine radio, compass, jiffy reefing, galvanized trailer w 2-year old bearings, races, wheels and tires, extras. Asking \$7800. Call Mike at 516-860-5332 or email disleofbones@aol.com

183-7. AMERICAT - 22 ft. She was built in 1972 by George Benedict in Sayville, Long Island from a 1927 Francis Sweisguth design. Heavy duty aluminum spars, heavy-duty stainless-steel rigging. She has a 9.9 HP Johnson out board, long shaft, electric start, alternator. Has the original bronze shaft for inboard if desired. Numerous extras including a second outboard, inflatable zodiac, cushions, cover, LED running lights, marine radio, extra fenders, anchors, extra lines, etc. This is a fast and comfortable boat that points high and has standing headroom. She is a great family cruising vessel. Minitaur is no ordinary cat. She was featured in Bulletin 64, March 1981 in an article titled "Ocean Passage in a Catboat" a very exciting story of her passage from her home port in New England to Marsh Harbor, Bahamas and back. "She moved with the grace of a ship twice her length." She is complete just needs TLC and love to get her back to her original glory. \$5,000 Contact Bob (631) 317-3436 - bshultz25@yahoo.com



183-4. 21' Fenwick Williams catboat. LOA 21', LWL 21' Beam 10', Draft 24". Cedar/oak, bronze fastened. Teak, teak and more teak. Recent Oceanus gaff mainsail. Rebuilt Volvo MD2 plus many spare parts. New prop. New wiring. Depthfinder, VHF. Very well kept. Not a "project." Northshore, Massachusetts. \$18,000 or B.R.O. 978-388-4445. jgrenier@renegadestudios.com



183-6. 2009 Menger Cat 15. Like new condition classic gaff-rigged cat. Designed in the classic Cape Cod sandbagger tradition. Gleaming gelcoat, LOA 18' (15' and 3' bowsprit), 7' beam, 6" draft (board up) 3'6" (board down), 145 s.f. sail area, 18' mast, crisp tanbark sail (Quantum Sail) with 2 sets of reef points, British bronze hardware, wood blocks with stainless steel internals, 9' oars, 2.3 hp Honda outboard, cuddy cabin for gear storage, almost new cockpit cover (also works as a great camping tent), gel cell battery and bilge pump, tapered mast with tabernacle in



183-8. 1991 Cassiopea 25' catboat. Beautiful keeled Catboat, modeled after Charles Wittholz Prudence, in excellent condition. Comfortably single handed, sailed with or without jib. 25ft on deck, 11.5 beam, standing headroom, no centerboard trunk, extremely roomy below, 2 queen-size berths. Hot water, spacious head. Hewn seams are tight, does not leak a drop. LOA 38' (long bowsprit and boom), on deck 25', LWL 24', Beam 11'6" Draft 3'6". Built near Genoa Italy. Construction: Hull - Mahogany plank on Mahogany frame fastened with galvanized nails; Keel - Iroko fastened to hull with



Stainless steel bolts; Deck - deck mahogany plywood; Mast and Spars - Sitka spruce. Sails: Main - 466 sq.ft., yellow dacron (colored to look like Egyptian cotton); ~5 years old in great shape, 2 smaller spare main sails; Two foresails: Big jib roller furling, ~280 sq. ft. white dacron, significantly worn; Small jib roller furling ~150 square feet, tanbark dacron, great shape. 2 new self-tailing winches 2016. Diesel inboard 37hp Lombardini 1204. Dripless shaft seal & cutless bearing new 2017. MaxProp 3-blade folding prop. Battery charger, pressurized water, water heater, Wireless windex, VHF radio, Bluetooth stereo, all new 2016. Electric windlass, 90' of chain. Depth sounder NavText data. Raymarine tiller pilot. Alcohol stove, DC refrigerator. Waste tank new 2016. Maintenance: Mast step & varnish 2016, Hull repaint with Brightside top coat 2018, Cockpit repaint with Brightside top coat 2018. Fairclough canvas winter cover 2017. Canvas summer cover, unknown year, excellent shape She won Indian Harbor 2017 Catboat class, the Spirit of Tradition Division. and 2017 Heritage Cup catboat class. Turn key, ready to sail! Asking \$35,000 - more pictures are HERE. Location: Winter: Mamaroneck, NY, Summer: Greenwich, CT. Phone: (203) 258-4755 Mark.Williams.T@gmail.com

183-9. 1969 Marshall 22 catboat. Morning Star. It is with great sadness that we must part with our lovely boat who has shared with us such beautiful sunsets. She is one of the originals. We are the third owner in 50 years. The first was Peter Wells, the cartoonist of Cats and Jammers fame, who named her Aunt Gladys. Her second owner, Joe Lechleiter, named her Channel Cat and brought her to port on Long Island in 1976. We brought her home to Padanaram and Marshall Marine's good care in 2010. She is a charming boat with a wooden engine cover, prism lit forward hatch, oak mast hoops, enclosed head and lots of bright work and brass. 96 Westerbeke diesel engine, 96 sail, sail cover, cockpit awning, vinyl cockpit cushions, Danforth and fisherman anchors. Over last seven years, engine, cooling water pump (2015), plumbing, tiller arm, transom restored, fuel injector pump rebuilt (2016), second battery installed, mast and spars, cabinsides, cockpit, coaming, toe rail and boot stripe painted and exterior teak cetoled (2015). She received new running rigging, lazy jacks, gooseneck, wooden hoops, saddle wire and beads, rudder, eyebrow, rubrails, radio, wooden carved name board, cabin cushions, head, brass faucet, brass steps on rudder and transom, brass plate for mooring line, bilge pump, through hull fittings, 2 batteries (2016) and lots of paint and cetol. The bottom has been sanded and painted, hull waxed each season. \$20,000. Please contact Marshall Marine 508 994 0414 geoff@marshallcat.com



183-11. WANTED: Cockpit tent for Menger 15. This is a picture of tent wanted, color, looks exactly like my boat. My contact info is Brad Capland. brad@bradcapland.com 617-448-2161



183-12. 1938 Crosby 14' catboat. Seeking new owners, splash me this summer! - 1938 Hull #2, Crosby Yacht Building Co. Beautifully maintained and lovingly cared for 51 years by same family. No rot or leaks, finishes are authentic and gorgeous, all original hardware, mooring cover is nearly new, new Dacron sail (Egyptian Cream) sewn in 2010 and only used one season. Garage storage undercover for last twelve years. Sturdy road-worthy Quickload trailer. Significant repairs by Zimmerman Marine Inc in 1986. Refastened planking where needed. Deck rebuilt with marine plywood and dynel cloth. New mast step, toe rail, and rub rail milled and fitted. Re-caulked topsides and bottom where needed. Stem half-oval and oarlock blocks installed. Old paint removed and new paint applied as well as varnish work. Significant repairs by York River Yacht Haven and Seagull Services in 1992/1993. Keel, garboards, and ribs milled and replaced as needed. Rebuilt centerboard well. Paint removed from topsides and bottom, fiberglass cloth applied, finish sanded topcoat, spray painted with Imron polyurethane. Mast, boom, gaff, tiller re-varnished. Significant repairs by Seagull Services in 2002. New marine plywood floorboards, new hardwood rub rails milled and installed. Overall length 14', Beam 6'4", Draft 1'3" board up. Many photos available. Price reduced to \$6,900. Contact Catherine Elkins, celkins143@gmail.com, 252-515-4799. Located near Beaufort, NC.



183-13. 1985 Atlantic City Kitty 21' catboat. Built by Mark-0-Custom Boats. Fiberglass cat boat designed by naval architect David Martin. Boat was in storage (out of water) the majority of its life. Primary goal was to produce a roomy boat with standing head room. Built for day sailing or inland cruising. LOA 21' 3", LWL 17' 10", Beam 9' 6", Draft 2' board up, 5' 6" board down, displacement 5300 lbs. Sail area 350 sq feet. Yanmar single diesel powered. Boat currently located on Cape Cod, Mass. Additional features: enclosed head with holding tank, full galley with sink and alcohol burner. Folding teak cabin table, pressurized cockpit shower, 15 gallon water tank, 12 gallon diesel fuel tank, electric bilge pump, shore power and power cord, VHF radio, depth sounder, electric winch foot controlled for sail raising. Two batteries with isolation switch, Bulkhead mounted compass. Bronze center board winch, anchor and rode, dock lines, full cockpit cushions, duel battery charger, salon cushions with two convertible double berths, spoked Edson wheel with brake, All aluminum spars, main sail with 3 reef points, full covers for sail and steering wheel. Bulkhead mounted compass, transom mounted swim platform. Custom two axle Triad galvanized trailer with surge brakes. Trailer has 20' extension arm for launching from ramp. REDUCED: \$23,950. Contact John Sawyer sailemraude41@verizon.net 508-776-8378 or 508-771-9392



183-15. WANTED: Half-share of catboat. Cape Ann, Mass., resident seeking to purchase a 1/2 share of a 16-18 foot catboat (Marshall, Herreshoff, Menger, Wittholz, Arey's Pond, etc.) that has a mooring in the area. Would be willing to pay half of reasonable estimate of boat's value and O & M costs (mooring, registration, upkeep, etc.). Please contact Joe at jb@thecollaborative.com or 617-283-0275.

183-17. FOR SALE: 2003 Menger 23 Catboat—CAERULEAN 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 Awlgripped! 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. Alpenglou 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 \$38,000. Located in Naples, FL. Contact John Cochran: 260-403-5314 or jmchot@yahoo.com (or vlianis@att.net).



183-18. 2010 Marshall 18 Sanderling Open Daysailer. White/buff with a flag blue boot stripe. 2010 Yamaha 6 hp, tanbark sail and sail cover, hinge mask, unused tan cushions, teak trim, teak and brass rub rails, bronze steps on transom and rudder, Harken main sheet system, cam cleats at cockpit for peak halyard, throat halyard, and jiffy reef. Lazy jacks, shock cord furling, tiller tie off, flag halyard, electric accessory socket, new bilge pump, solar battery charger, Garmin navigation. This Marshall is in great shape—ready to sail. Located near New Haven Connecticut. Trailer included. \$39,500. email: joanandbarry@gmail.com



183-21. 1969 Marshall 22" kit Catboat Dulcinea. She began as a dream.... ACTUALLY owning a Marshall Catboat! Engineering and metal know-how of my Dad and brother helped customize boat. We made stainless hinges; forged jackstay bow piece and larger blocks that make sail hauling easier. The keel was FILLED WITH fiberglass and has Styrofoam flotation. Breck Marshall recommended an Albin AD-2 Swedish Diesel believing its 546 lbs the right



ballast for rough waters of Barnegat Inlet, NJ. It proved to be an excellent choice proved by many years of reliable starting and running; also helped with freshwater cooling and diligent engine maintenance. Spare filters,

impellers, and an extra Jabsco water pump are included. Two 15 gallon stainless tanks supply fuel and water. Hull is white with grey decks and cabin trunk. Teak used throughout. Parquet cabin sole, folding doors for access to a two battery compartment and custom cockpit decking. Two pumps: large for bilge; small for separate engine compartment. Also 120 volt for shore. New LED Perko running lights installed 2017. Galley and bunk have Alpenglou LED lights. For swimming: a stainless step on the rudder and a collapsible ladder. New starter installed 2012. Tan Sunbrella sail cover and cockpit cover, two fold-up seats, 2 navy floating cushions; lifejackets, Porta-Potti, Sony AM FM radio/CD player, two anchors: Hi Tensile Danforth with 8' of chain and half-inch nylon rode. Instruments include a Danforth Compass, and Depth gauge. 8 foot fiberglass dinghy is included. Located at David Beaton & Sons, Inc Brick, NJ. Two Notebooks contain photos of her build along with all the equipment on board. REDUCED \$15,000. John Marinovich 973-334-7162 marinovich@optonline.net

183-22. FREE TO SERIOUS RESTORER: 1939 Robertson-built 22' wooden catboat. Incl. 10hp Faryman diesel inboard. 22' LOA, 10'6" beam, 30-inch draft (board up). 6800 lbs. displacement. Built 1938-1939 by E.A Robertson. Much restorative work has been done on HARDTACK, but needs more before she's seaworthy. This big cat is located in Plymouth, Mass. Serious inquiries ONLY. Email: hardtack39@hotmail.com



183-24. 1985 Marshall 22' catboat. THEA, purchased 2017 in Key West. My health is not going to continue allow me to enjoy her because it involves flying from the UK to the US. Therefore must sell her. Green hull, tan sail, inboard 3 cyl Yanmar 22.5 hp diesel, less than 600 hrs 12 gal aluminum fuel tank, Centerboard, 22'x 21'4" x10'2". Draft 2' board up 5'5" board down, Sail 388sf 6.5oz tan Dacron, Mast 29'. Ballast 850 lbs Displacement 5660#, Cockpit cushions, Full winter storage cover, All interior cushions in v good condition. Built-in head, Two bunks, galley table, and ample storage. Raytheon wheel drive autopilot ST 3000, Stereo AM FM CD and speakers, VHF radio, Garmin GPS, 18# Danforth and 20# Rocna anchors. Galley, sink w manual faucet. Origo 4000 alcohol stove. She sails beautifully and is presently in Georgetown, Exuma in the Bahamas, but will return to east coast Florida in March. \$18,000 OBO Email Philip Beck on epbeck@me.com



183-25. WANTED: Centerboard for Menger 23' Catboat. DESPERATELY need a centerboard. Unknown to me—till diver went down to clean hull—was I aware that the board just broke in half—a clean break. I have only the top portion. I need EITHER: a salvaged centerboard OR the opportunity to measure a centerboard to make a template from a 23' Menger Catboat (built 2003) so that I can have it fabricated for me. Any info—suggestions and/or leads—you can offer me will be greatly appreciated! Contact: jmchot@yahoo.com

183-27. 22' Marshall 1970 Project boat. \$6,500. Original Palmer gas engine; has not run in many years; doubtful it will run. Wood trim needs refinishing; Deck should be painted. Hull topsides in great condition, remarkable for age



of boat; bottom in great shape too, very little paint buildup. Boat has not been in water for many years. Old sail with some stains, not much life left but enough to get you on the water. Sail cover. Rig is complete; all blocks and line (newer); in good condition, not original. Other gear - anchor and rode, boat hook, life jackets, ladder, etc. Boat sat many years and water collected in the cabin, cockpit and engine area. The only rot is around a cockpit storage area - ice chest. Can arrange for transport anywhere with a well-known hauler; buyer bears all transportation costs. Located in Forked River NJ. 1970 boat. Hull ID number MDZ36415c570. Chris Mele 908-962-2289. Christiangmele@yahoo.com

183-29. Dinghy for sale - 7' plywood, epoxy coated dinghy, removable seats, wheel on skeg, Sunbrella cover. Location eastern Long Island. Make an offer WCWinslow@aol.com, 631 3251138



183-31. 1983 Atlantic City 21' catboat. 10.5' beam. Built by Mark-0-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 bfphon919@verizon.net



183-32. 1973 Marshall 18' Sanderling. GANNET. Cockpit, seats bulkheads all rebuilt, all floor timbers and cockpit sole repaired with epoxy and dynel. This is a sweet boat in great shape. Stored inside every winter, all running rigging, blocks and standing rigging new. (Harken). Jiffy reefing for 1st and 2nd reefs, 3rd set reef points in sail. Second racing main. Well set up for single handing, outboard but I have never run it, outboard bracket, not installed. Great sailing boat and quite fast, really clean. Spars unpainted. \$9000. Call/text for more info. Contact jono@cuttyhunkferryco.com and text 401-965-3480



183-34. 1972 Herreshoff America 18' Catboat. Converted to an open schooner. 258 s.f. sail, interior well for motor. Refinished wood trim. 6 hp Johnson motor included. REDUCED \$5,000 OBRO. Contact Dennis dennise.mchugh@gmail.com Phone: (978) 256-3330



183-35. 1991 Marshall 15' Sandpiper. STORMER is an open Sandpiper model looking for a new home. This boat is structurally solid, offers options Sandpiper owners are looking for and is ready to provide many more years of enjoyment on the water. She includes a 1992 Karavan trailer, canvas boom tent/cockpit cover, painted aluminum tabernacle, mast, boom, gaff with PVC saddle (see photos), tiller, rudder, boom crutch, adjustable motor bracket (no motor), oar, boom tent, mainsail, knot meter thru hull, folding swim ladder, anchor, hand pump, twin compass, binocular holder, grease gun for trailer hubs, swivel Harken mainsheet system, vinyl mast boot and spare tire. Boat is stored in Orleans, MA. REDUCED: Asking \$8900. - Please text Jan @ 978-394-5392



183-36. 2000 Menger 19 for sale. Pyewackett is in great condition. Tabernacle mast. Currently on the hard but ready to sail. She is clean, waxed and her bright work is redone. All rigging is in great shape. She has a Yanmar GM1 diesel engine always maintained. Her sail has a season or two left, but it is dated. Bottom paint good for another season. Trailer included with sale. Trailer in good condition but needs a new brake system. Located in Bayville, New Jersey. Asking \$18,500. Call Steve 201 452 4047 or e mail Skmcgivney@gmail.com to contact and ask questions.



183-37. 15' Sandpiper racing sail in not so bad condition. \$225 plus shipping costs - Contact Dan Hurley - 732-598-0373

183-38. 1974 Herreshoff America 18' catboat. "KATNIP", Dimensions: 18 ft overall/9 ft. beam/8 in. draft board up, 4 ft. draft board down; Displacement: 2500 lbs.; 500 lbs. Inboard lead ballast; Designer: Halsey Herreshoff; Builder: Nowak and Williams. Mostly restored and expertly maintained with a 4hp outboard Yamaha motor w/stand. Over 5 years of ownership the following are NEW: Tabernacle mast; navigation lights; anchor; mast hoops w/parrels; cabin & cockpit cushions; cabin carpet; teak panels beside the companionway doors; teak hatch cover; motor mount wood & rubber; Solar battery charger; custom teak boom rest; custom made Tiller w/cover. Gaff-rigged mainsail w/stays & American Flag inlay. Stereo radio w/exterior speakers; Forestay device, outboard wings & galls supports; Mahogany rub rails; rudder, bilge pump (auto & hand); Fathom depth finder panel; Under-seat wine box lockers; Teak drink & food holder (collapsible); Drain from cockpit to starboard vent w/1-way seacock valve; cockpit Dri-Deck flooring; Shower water bag; Signal kit; Boat stripping, brass fittings & fasteners, winch, sunshade, Boot cover. Additional refurbishing has been performed on: steel Centerboard and teak enclosure; Teak raised-panel cabin doors; mahogany Cockpit seating; Brass portholes; Gaff Saddle (leather); Anti-skid deck coating; Exterior all repainted. INCLUDED: extra tiller, extra mainsail, multiple lines & fenders; Carpeted cabin stairs; Portable head, portable Wet/Dry vac; Life vests w/storage bag. Hull is in great condition, on a Trailer w/new: Jack, surge brakes, rollers, axles, tires, light. Sails on a fresh water lake, located NW NJ. Annual maintenance, including marine Cetol on teak. Asking \$14,300. Contact Kathy Damerel kdam07438@yahoo.com or call Cell #: 201-709-9252 or landline 973-697-8898



183-39. 1981 Beetle Cat in very good condition. Hull # 1875. Includes: New tan combination cover, pump, paddle, Danforth anchor, spare tiller & rudder, Seagull outboard long shaft engine, and Balko trailer. Concordia built for a namesake of the Beetle family. Asking: \$5000 or best offer. Please call 401-749-4030 or email southcounty188@gmail.com



183-42. 2004 Marshall 18 Sanderling. #781. "Geezer". New Thurston racing sail with window 2020 (prior 2017 sail in great condition). Most available original options (hinged mast, above-bunk shelves, teak centerboard trunk covering, bronze steps, spring-line cleats, Harken racing mainsheet set-up, shock-cord furling, 2 drop-leaf tables, Perko running lights (replaced 2019), stainless solar exhaust fan (replaced 2018), lazy jacks (replaced 2017), Flag halyard, boot stripe (green), sail cover (new 2017, green). ALL BRIGHTWORK VARNISHED WITH ARMADA, in good shape. TrailRite galvanized trailer with spare tire new 2017. Honda 5 HP outboard with 6 amp alternator new 2019 mounted on upgrade motor mount. All running rigging replaced in 2017 by Marshall with New England Ropes Vintage 3-strand. Electric panel professionally installed 2017. Garmin chart-plotter on Ram double-hinged arm, with depth sounder (2018) retractable into cabin when not in use. Jiffy single-line reefing. Mast-top mounted Windex wind indicator. Manson "racing" anchor with chain and rode. Harken cam cleats for halyards and centerboard (bronze cleats left in place). #6 Lewmar winch and one-touch 8" handle for peak halyard. Telescoping tiller extension. Dakine foot straps for security when sitting on coaming rail. Interlux Micron 66 multi-season ablative bottom paint (2020). Mast stump wire hold-down to keelson. Very competitive racer (won 1st place in "Keep Your Distance" Regatta (2020). For cruising: Custom removable Bimini that folds down cabriolet-style (and alternate mainsheet harken block system mounted to after coaming), snap-on custom no-see-um-proof screens for louvered doors, Raymarine T-1000 Tiller Pilot, custom removable anchor bowsprit, Rocna 9-lb anchor with 8' chain and 100' rode; low amp yacht fan in cabin, Lifeline AGM battery new 2020. Convenience: motor throttle extension and custom gear shifter extension. Custom travel cover for spars and sail made by Annapolis Yacht Canvas 2019; forward-half custom boat cover (with mast up) made by Annapolis Yacht Canvas 2020. Dry-sailed since 2017, kept under canopy, in Beaufort, SC. Will deliver to East coast buyer. Personal health issue forces sale. Photos available. REDUCED, asking \$36,000. Woody Norwood 678-427-2937, or snorwood3@me.com



183-43. 2002 Stur-Dee Cat 14' 4" catboat for sale. Excellent condition, ready to sail! Custom, handmade, wood details in the cuddy cabin. Lovingly maintained and upgraded. Custom-fitted to make mast-raising easy. Comes with a Karavan boat trailer, 3.3 Hp Mercury outboard motor, sails, ground tackle, custom-made summer boat cover, and West Marine winter boat cover. You are welcome to all our boat maintenance equipment and supplies. She's been on the Chesapeake Bay out of Still Pond and around Barnegat Bay, and is a worthy, neat, little craft. Great for taking a few friends or family out day-sailing, fishing, or motoring around. L.O.A 14'



4". L.W.L. 13' 2". Beam 7' 0". Draft 10" - 3'6". Weight 680 lbs. Sail Area 130 sq. ft.; Watercraft Trailer fitted with Fulton winches; Model number kkr-1600-64. Asking \$8500. Phone 610-291-9813. katieferry@yahoo.com

183-44. 1988 John D. Little 16' Catboat. Beautiful catboat built at Mile Creek Boat Shop, Washington, ME. 16' LOA; beam 6'11"; draft 1'9"; lapstrake marine plywood; decks plywood with Dynel overlay; sitka spruce spars; small cuddy cabin of varnished oak with 2 berths. Inboard can be added; thru hull fittings bronze groco with rubber stop. Solar powered electric bilge pump. Includes sail, blue sail cover, white cockpit cover, and cushions all in good shape. Tohatsu 3.5 hp long shaft outboard engine (3 years old, tuned in 2020), older Calkins trailer, dinghy, and accessories. Boat can be seen in the water at Scituate Harbor, MA, boat name Helen James. Contact ddealme2@gmail.com. \$12,000



183-45. WANTED Trailer for Marshall 22. Center beam for keel, some modification expected. 7K #minimum capacity. Limited over the road anticipated. Call / text Jack @ 860-428-5575

183-46. 1981 Herreshoff America 18' Catboat built by Squadron Yachts in Bristol RI. New 6 hp Tohatsu outboard, original sail plus newer Hood (linen color) sail. Yard maintained, good condition, ready to sail away from slip in Wellfleet Marina, Wellfleet, MA. Cushions, bumpers, lines, etc., included. Asking \$7,000. danwexman@gmail.com Phone: (508) 349-3271



183-47. Marshall Sandpiper New \$29k, professionally refurbished older hull to near perfect asking \$12,000. Ready to race on Cape Cod. 386-852-0088 leave message.



183-48. Boat cover, virtually new, custom made for a 17-foot catboat. Color is black, material is Sunbrella. If you are convenient to Orleans, MA, you may borrow it on honor system to estimate adaptability to your boat. \$200. Contact Joe at jb@thecollaborative.com or 617-283-0275.

183-49. Want to buy: Atlantic City 24' with good bones or other large fiberglass cruising catboat. Phone: (617) 372-6131 or email silver69stingray@hotmail.com

183-51. 1995 Menger Cat 19 - Wonderful daysailer and camp cruiser; I have owned and sailed her since 2009 and she has been an ideal boat for me to adventure with young kids and dogs with a large cockpit and easy sail handling. Currently under cover on a trailer, but ready to sail. Tabernacle mast; takes about 10 minutes to raise and be ready to go. Inboard Yanmar 1gm10 diesel motor (regular oil, transmission, impeller, filter changes) with 2 blade prop and very fuel efficient. New starter 2019. Inboard diesel fuel tank. The sail is at least 11 years old, but in very usable condition; new sail cover 2018. Lazy jacks and flag halyard. Both house and starter batteries are new in 2019 and 2020 respectively. Electronics include VHF radio and depth finder. Windex wind direction indicator, backlight compass, two swim ladders; step on rudder/transom and additional removable swim ladder on the side. Forward hatch (with screen) and fan. Small slide out sink/galley unit and cassette portable toilet that both stow under cockpit. Two berths and foldable table in cabin. Bronze portholes and cleats. Running and anchor lights as well as interior lights. Plow anchor with line. Trailer in decent shape but needs new brakes if desired (I tow it fine without brakes). Bottom paint with annual touchups and prop-glide on propeller. Stored under cover in the winter (cover included). Teak around cockpit, hand rails, rub rail, and bowsprit unvarnished and treated, but needs cosmetic touchup. More boat specifications at <https://sailboatdata.com/sailboat/menger-cat-19> and <https://www.allhandsandthecook.com/menger/archives.html>. Boat is in Norfolk, VA. Contact Ian at iw2021@gmail.com or 757-651-2277. \$17,500



183-52. 1978 Marshall 18' Catboat. 'Merry Promise' with 2013 Evinrude 9.5 HP four-stroke engine w/ electric start. Two sails, two sail covers, one sail bag, bench cushions, bunk cushions, cabin table, running lights and battery. Teak trim; Anchor, 4 jack stands (no trailer). Well maintained. Recently replaced centerboard. Good condition. Price reduced to \$9800. Can be seen in South Wellfleet, MA. Phone 508-214 0147



183-53. Catnapper, 16' Fenwick Williams Catboat built by Maynard Lowery, a legendary wooden boat builder on Tilghman Island, MD. Carvel planked cedar over oak. Recently recaulked, painted and relaunched after many years in covered storage. New battery, bilge pump and solar panel. Cockpit and cabin cushions, life jackets, fenders, dock lines and anchor. Nearly new Load Rite trailer with disc brakes. Mainsail is serviceable with a few more seasons in it. Bronze motor mount. New cockpit mooring cover. This is a delightful sailing catboat. Very little weather helm for a cat. Huge cockpit for a 16' boat. Her high coaming makes



her very dry and great for kids and grandkids!!. All up weight with trailer @ 2000 lbs so she is easy to tow with most vehicles. Asking: \$15,000, Located on Saint Helen Island, SC. Contact: Mark Ritter, 404-444-5907, coquina17@yahoo.com

183-56. 2001 Com-Pac Sun Cat sailboat, 4-hp outboard and trailer. Can be seen at Thompson's Marina on Great Sacandaga Lake, Mayfield, NY. Boat has spent its entire life on this freshwater lake, wintered in a dry storage barn at marina. \$8,500. Contact seth@Thompsons-Marina.com or 518-863-3437.



183-57. 1998 Menger 19 Catboat. Enjoy comfortable, easy singlehanded sailing aboard "Tortuga" and see why Menger sailboats attract a devoted following. Tortuga is in the water and ready to sail away, boat includes: Main sail, 8 hp Yamaha outboard engine with alternator to charge onboard battery, cabin with table, Porta Potti and sink; Full deck cover. No trailer but the boat is easily trailerable; Accommodations for 2\two. Specifications, Equipment and Information: Dimensions: LOA: 19' 0"; LWL: 18' 5"; Beam: 8'; Draft: 1' 10" board up / 4' 6" board down; Displacement: 2,900 lbs. Hull: Fiberglass; Tan gel coat. Accommodations: Number of cabins: 1; Number of berths: 2; Cockpit Seating Capacity: 4; Sails, Spars and Rigging: Main Sail with sail cover and lazy jacks; Tiller steering; Mast Height: 24'; foldable mast for trailering; Sail area: 270 square feet; Mast and boom are aluminum. Engine & Systems: Yamaha 8 hp outboard, Engine year: ~2010. Electrical and Mechanical: Asking \$15,000. 12V Battery (1); Navigation Lights; Compass. For questions or additional information contact: Rob Crafa, Waterfront Director, SUNY Maritime College Ph: 718-409-7460; E-mail: rcrafa@sunymaritime.edu



183-58. 1994-Herreshoff America 18' FOR SALE Two sails, one tan, one American Flag, boat, boom & tiller cover, tabernacle mast, tandem axle trailer w/ new surge brakes, navigation lights, 8 HP Yamaha O/B, sink w/ faucet & pump, battery, bilge pump, compass, depth sounder, bunk cushions & dock lines. "Cat Nap" was recommissioned last year with maintenance in the following areas: Centerboard restored with metal barrier coat and antifouling paint, cable replaced. Rudder base repaired and painted. All new running rigging. Gaff yoke, mast hoops, lazy jacks & sturdy gallows all in good condition. Wiring and distribution panels replaced. Outboard serviced, plugs, filters, zinc all replaced, new tank & hose. Trailer serviced, brake & bearings replaced. Repairs made to cockpit floor. Varnish in nice condition. "Cat Nap" was



sailed last fall and is now on the trailer in Northeast CT ready for the next adventure. Asking \$11,750 contact Jack; jaerhard@outlook.com for additional information. (currently owned by non-profit, sale tax exempt)

183-59. 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 Torqueedo 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>



183-60. 1972 Marshall 22' catboat; Yanmar 2GM20 with just over 300 hours. Teak wheel. Cockpit combing redone with Cetol in 2019. Bottom painted with ablative paint in 2019. New sail cover in 2017. Interior repainted in 2016. Four bronze fixed ports and one bronze opening port. Bronze cleats and chocks. Bronze cap over painted rub rails. Compass and depth/speed; Two anchors. Porta-potty. Fully equipped with fenders, lines, boat hook, safety equipment, etc. Moored in Portsmouth NH until early October, then covered outside on jacks during winter with fitted canvas boat cover at Great Bay Marina, Newington NH. \$20,000 OBO. Call or text Peter Doughty 7 oh 3, 8 six 2 - 7351, or email peterpmdoughty@outlookdotcom



183-61. 1977 Marshall 18 catboat. Many recent upgrades: Hull has fresh paint; Bulkhead rebuilt; Interior cushions; Head with deck pump out; Newer sail; New sail cover; Fresh varnish 2020; Custom interior canvas. Matt Carstensen Mjcarstensen@yahoo.com Osterville, MA. More photos on request \$18,000. Sail boat every week - great boat. Has trailer / motor not included.



183-63. 1985 15' Marshall Sandpiper cuddy model. Hull white Awlgrippied 2015, brass rub rail, varnished teak and Ash tiller, new halyards, jiffy reefing, Harken mainsheet system, 2 sails, sail cover, boom tent (2016), mounted Whale Gusher manual diaphragm bilge pump. 1985 Seabird galvanized trailer with 2015 galvanized wheels/ tires, winch, hitch latch, running lights, and rollers. OB engine not included. \$11,000. Call or text for additional information- 561-309-7332 or email emorrisgm2013@gmail.com



183-64. 1974 Hermann 17' catboat (Charles Wittholz designed) – gaff headed - Great boat for light cruising/day sailing - dark green topsides, white coach and cockpit - Sail in great shape (cover serviceable) - New rudder (Cape Cod Ship Building Co. built) with bronze rudder steps – lazy jacks - teak seats and tiller (with full set of spare seats and tiller) - teak coaming cap – louvered wooden companion way doors (removable) – all bright work lovingly maintained – cushion for cockpit and cabin – Danforth lighted bulkhead mounted compass - Porta-Potty (used once in twenty years) – bilge pumps (integrated mechanical and electric) – deep cycle battery – electric control panel – running, masthead, and cabin lights – Uniden VHS radio with masthead mounted antenna – Evinrude 6.5 outboard engine that has been professionally maintained at least for the past twenty years - several PFDs - anchor, fenders, boat hooks, dock lines, lead line - “Bay Rhumb” is a solidly built fiberglass boat with aluminum mast, gaff, and boom - great under seat storage - She is an old boat, but she sails well, can power against the current, and is comfortable both in the cockpit and below with two bunks and sitting headroom - forward hatch provides great ventilation – Includes Winter storage gear – 4 poppets, cribbing and Winter cover heavy duty tarp – mast pivots into gallows to form ridge for convenient Winter cover support. She is currently in a slip or on the dry at Pequonnock Yacht Club, New Haven, CT If interested, contact J. T. at jtsancomb@snet.net for more photos, detailed inventory, specs, and further details. \$8,000



183-66. 1988 Marshall 22. Location: Deale, MD. Hull #: MMC22215J788 Asking Price: \$35,000. Description: OTTER is a 1988 Marshall 22 that has been well maintained by her current owner. This boat is in very good condition and is well optioned with teak staving in the cockpit, chart plotter, shore power, solar vent fan, dodger, bow sprit w/ anchor roller and hawse pipe just to name a few. Well appointed for cruising OTTER is just as at home for a casual daysail with friends or single handed. If you have been looking for a Marshall 22 that is set to sail away, then OTTER is worth your attention Please email for more information and photos robbin.roddewig@verizon.net



183-67. Wanted: Trailer for Herreshoff 18 America Catboat. Cape Cod or Martha's Vineyard area Contact: pufftoad@aol.com 310.428.3801

183-68. 1974 Herreshoff America 18' Catboat. Acquired in 1985, sailed infrequently two seasons and stored since. Includes original flag sail, lazy jacks, boom crutch, running, mast head and stern lights, folding anchor, Ritchie S-15 compass, porta-potti, stainless steel sink and more. 1976 Mercury 7.5 hp outboard. 1977 Dilly boat trailer with new tires and lights. \$6,500. Located Somers, CT. Contact John @ 860 749-0119



183-70. For Sale: 1968 17ft Herman catboat. "Casco Cat" is Marconi rigged so only one halyard and one sheet, very easily singlehanded. She comes on a single axle trailer and has a Nissan Marine four stroke long shaft 6 hp outboard. Professionally restored by Great Island Marina, Harpswell, Me. between 2005-09. Currently in the water at Island View Marina, Kent Island, Md and in a barn for the Winter in Harrington, De. Would be willing to deliver anywhere on the East Coast for expenses. Asking \$8000. Contact Frank Newton 908-581-8774 or finewton3@yahoo.com



183-71. 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 kretzmenn4@yahoo.com or 440-222-2477



183-72. Eagle Main Sail, brand new never used, for a Herreshoff Eagle. Has sewn in battens. \$875.00 or reasonable offer. Plus shipping. Also a set of bronze Wilcox Crittenden rudder steps; \$200 plus shipping. Used but in VGC. E mail grundyswoodworks@roadrunner.com for details. Can also p/u in Western NY.



183-73. 1983 Marshall Sandpiper 15' with cuddy, Hull# MMC 151 88D6 83. This classic has been dry-sailed for last 10 years and is located south of Annapolis, MD on the St. Marys River. She's in very good condition and includes EZ Loader trailer, 4hp Yamaha 4-stroke outboard and bracket - 20-25 hrs on motor. Blue canvas cockpit/sail covers, 4 cockpit seat cushions, lazy jacks, center swivel main sheet jam cleat, spinlocks, ash tiller. \$6,800. zimmerdc@aol.com 202 270-2955



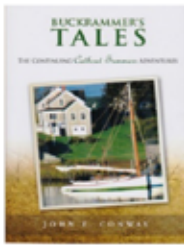
183-74. 1984 Marshall 22 Catboat for Sale Very good condition. Located at Beaton Boatyard, Brick New Jersey, Yanmar 3GM30 Engine, Bowsprit, Toilet with holding tank, B&G Triton 2 Wind, Depth, Speed instrument, Sail - very good condition. Interior, Exterior cushions very good condition. This is a North East boat stored indoors most winters. Hull professionally spray painted with Awlgrip in 2012 looks new. Everything runs, looks and works great. Ready to sail. What better way to get outdoors and also social distance? Buy a Catboat boat go sailing and have fun! \$29,500. Contact Craig at pluemacherc@gmail.com, or call or text at 732-330-1941



183-75. 1928 Anderson 16' gaff rig Catboat. Complete professional restoration! New white oak keel, frames, centerboard and rudder and transom. New port orford cedar planking. Silicone bronze fastenings. Mahogany trim and cockpit seating. Spruce spars. Sails good. New cockpit. All new paints and varnishes on throughout. Rebuilt Gray Marine 1 cyl. engine. Trailer included. Launched in fall of 2020. Like new condition. \$10,000. Brian kcbroto@outlook.com (775) 420-2204



CATBOAT ASSOCIATION PUBLICATIONS ORDER FORM



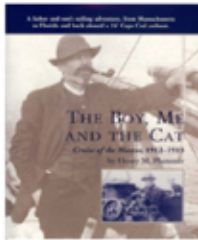
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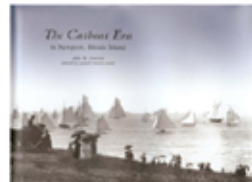
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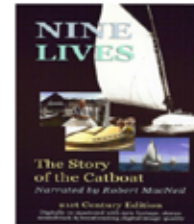
The Catboat and How to Sail Her



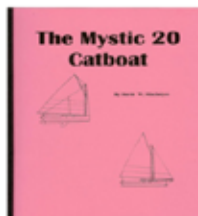
The Boy, Me and the Cat



The Catboat Era in Newport



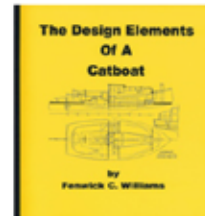
Nine Lives DVD



Mystic 20 Catboat



Rudder Reprints



Design Elements of a Catboat

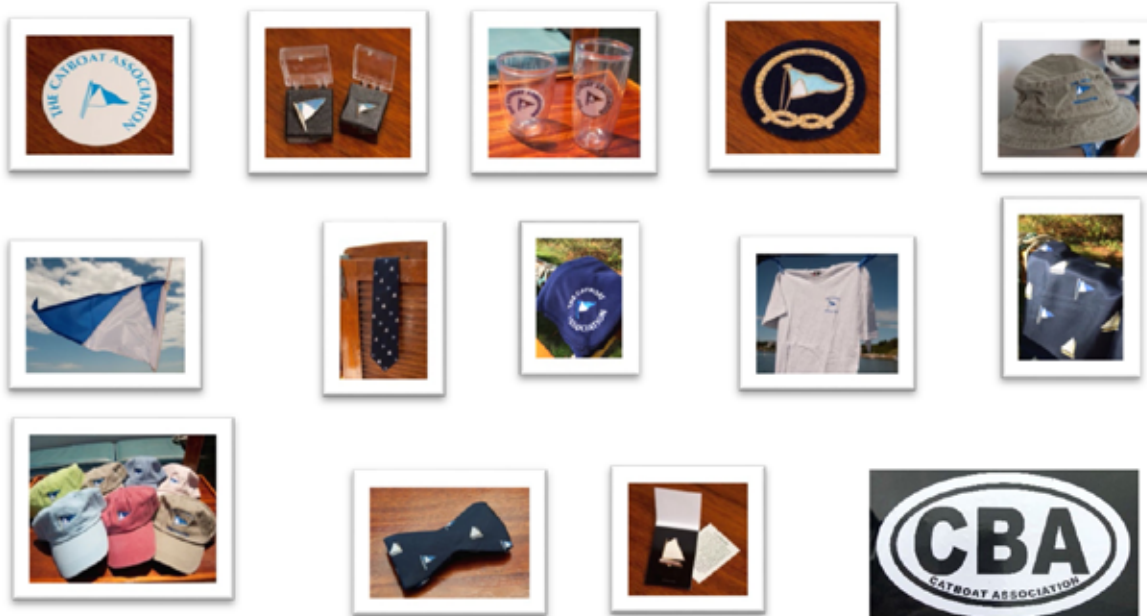
Item	Quantity	Price	Total
Buckrammer's Tales by John E. Conway		\$19.95	
The Competitive Cat by Bill Welch, MD		\$19.95	
The Catboat and How to Sail Her edited by John H. Leavens		\$15.00	
The Boy, Me and the Cat (hardcover) by Henry M. Plummer		\$19.95	
The Catboat Era in Newport, R.I. (hardcover) by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



CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

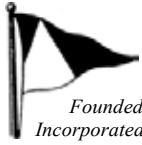
<u>Item</u>	<u>Color</u>	<u>Size</u>	<u>Qty.</u>	<u>Price</u>	<u>Total</u>
New!! Oval CBA Stickers				\$4.99	
Fleece Blanket - Navy				\$20.00	
Silk Scarf – Navy with burgee & catboat pattern				\$25.00	
T Shirt - Grey S, M, L, XL, XXL				\$20.00	
Baseball Cap - Color Choices Below*				\$18.00	
Bucket 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



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.

Sailing through a Pandemic

Mark Alan Lovewell

It is hard for me to imagine anything better than sailing across the harbor in October, my boat faithful to the autumn wind. The sounds, of water against the hull, the look of stretched canvas and the genuine feel of the boat inside me.

This was a remarkable summer just past. We'll be talking about it for years. Historians will have an opinion a century from now about our Pandemic summer. The things in our life that we thought were concrete, crumbled. Sadness and troubles spread like wildfire.

Who would have thought?

Who would have speculated seven months ago that this summer would be so significant to all of us.

Yet for all the afflictions and impacts that filled our lives, the news, the headlines that we saw every day, the world kept going. The Earth kept spinning.

The summer of 2020 was full of dramatic change, but it was also for me the year of a constant.

I saw some of the most beautiful sunrises and sunsets. I smelled the flowers in a neighbor's garden. The local osprey overhead seemed always carrying the same size little fish in its talons.

Summer was normal on the waterfront and across the landscape.

Yeah, there was a true shortage of rainfall. But all of the natural events of a New England summer kept to their schedule.

Our late afternoon sky changed color to auburn in September. The sun became pink from fires burning thousands of miles to the west.

Still, 2020 was a naturalist's summer.

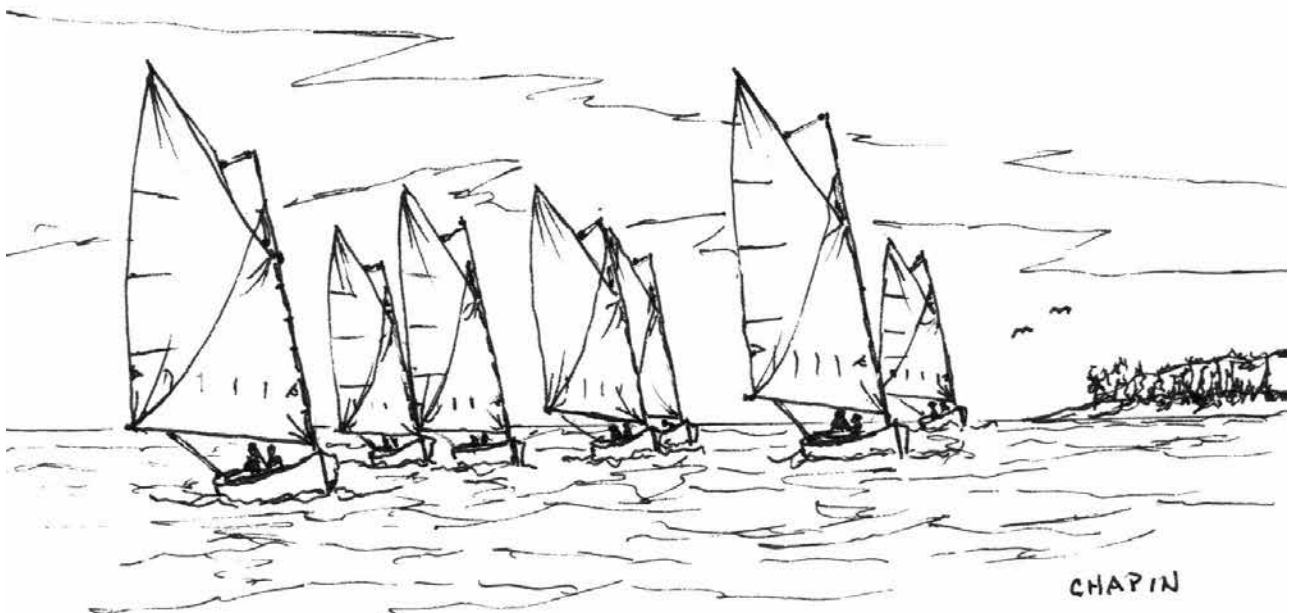
For me, the Earth was my solid rock, excuse the pun.

I went sailing in our ancient harbors. I walked through some of the prettiest conservation land in my community and felt better for it. And was reminded that despite our human condition, this was a good summer for garden bugs and birds above.

The Pandemic was our human story on the Earth. But it wasn't the whole story.

I also discovered that among my community of friends and family, the children of summer seemed to sing and splash in the water as gleefully as ever.

The really good part of this summer was my waterfront community. Observing social distancing, I spent time with them at least a boat length and sometimes a ferryboat length away. We went swimming, fishing and birdwatching though without the usual abandon.



The fish still came to the surface and chased the baitfish. The white egrets walked delicately with measured steps through the estuaries.

Just a few days ago, I was out sailing beyond the Edgartown Lighthouse. The water had a gentle roll. The waves were small and the breeze was light.

I saw a young man standing at the bow of his powerboat, the engine shut off. He was alone and looking down at the water. It looked like he had just dropped a pair of glasses overboard, or maybe his cellphone. He was so focused on what was below.

I brought *Sea Chantey* right up within shouting distance. "Where's your fishing rod?" I called out.

He looked at me with a smile. "Bunker," he said.

He pointed to the water below. A school of swirling baitfish was right underneath. The school of menhaden was bigger than his boat.

For him it was a clearly magical moment. He and the fish below became my magical moment too.

An hour later, I was still sailing.

I saw a different powerboat anchored just offshore from the Chappaquiddick Beach Club. A couple sat on deck. They were enjoying some refreshment, and obviously the beauty of the end of the afternoon.

I sailed close enough. Not minding my own business, I shouted out, "There is some happiness over here, I had to come over and investigate."

The two smiled. The man shouted out, "It is our anniversary."

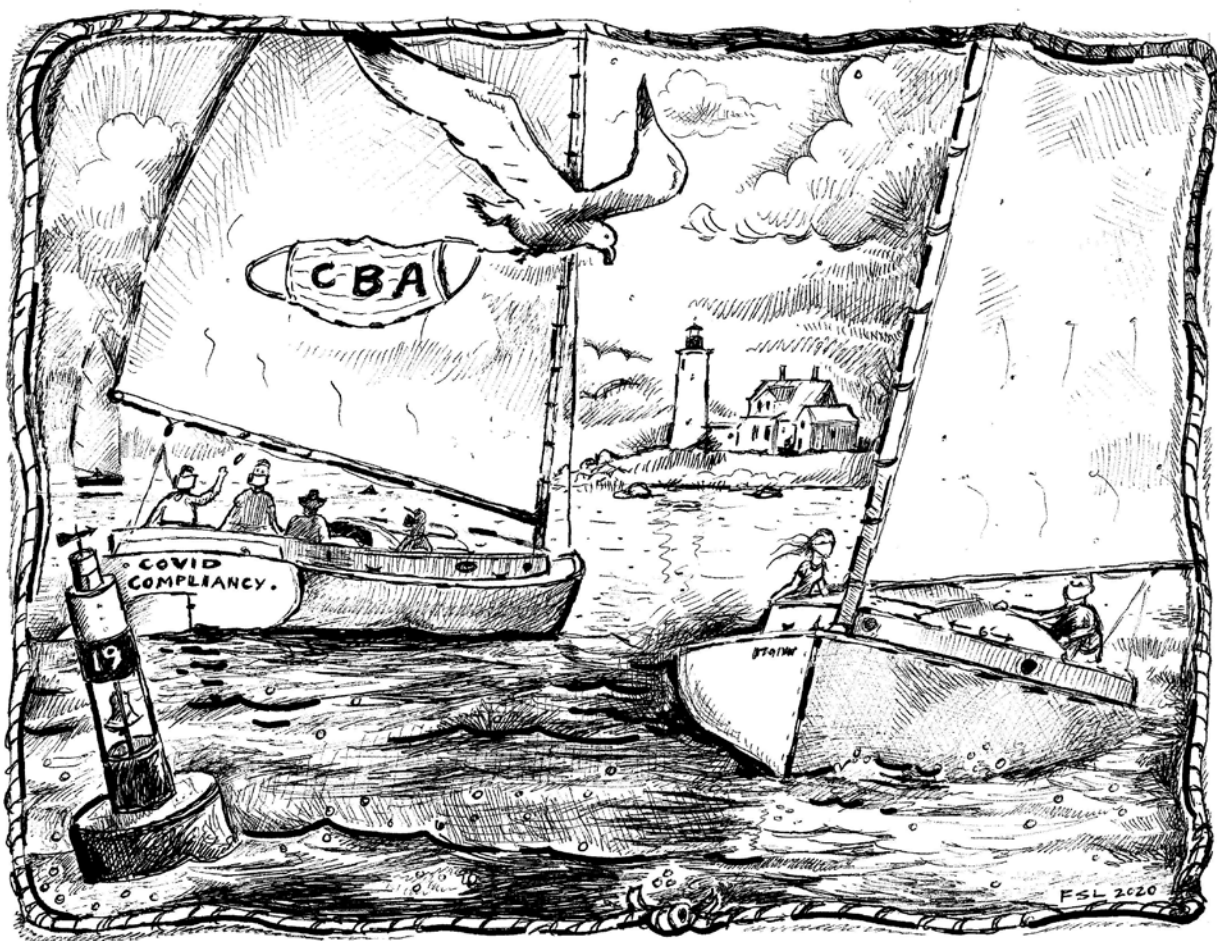
Of course I congratulated them profusely.

Yes, it has been a challenging summer for all of us. It looks like it will be a tough winter ahead too.

But the big and little nuggets of summer, the good stuff, will carry me through.

I hope it does the same for you too.

Mark Alan Lovewell sails a 22-foot Marshall Sea Chantey. This article was first read aloud in a podcast for WMVY Radio's The Vineyard Current, hosted by Laurel Redington Whitaker.



Scuttlebutt

Membership Renewals

Annual membership renewals are due the 1st of the year. Please check the CBA website 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! **Note:** You have to do your shopping at smile.amazon.com every time; you can set this up on the phone app.

CBA Website

The CBA website 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 the current Yearbooks
- The Races and Rendezvous Schedule
- Catboats for Sale classified ads
- And much more

Catboat Association on Facebook

Check out the Catboat Association Lounge on Facebook.

Writing for the Bulletin

Who doesn't love a good sea story? Tell it. Got a good how-to? Send it. Learn something new? Share it. Catboat Kid stuff is great too: Journals or pictures, models or artwork, stories or book reports—we'd find anything from their point of view of interest.

Take a look at the categories on page 2 and send your text (Microsoft Word .doc or .docx files) and separate photos (.jpg files) to the appropriate Contributing Editor. Indicate where you think photos should go in the body of your article and the printers will take care of actually putting them there. (Don't embed them yourself, please.)

Not savvy with Word? Don't let that stop you. Type your piece in an email and attach the photos and we'll see what we can do.

This is *your* Bulletin!

Submission deadlines: Fall Bulletin: Labor Day; Winter Bulletin: December 15; Spring Bulletin: February 15.

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 good cover photos or center spreads. 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.



ON THE BACK COVER

The start of the Sandpiper race at the 2019 Padanaram Catboat Rendezvous 2019. This race was part of the 2019 Padanaram Rendezvous run by Marshall Marine. Several races were run throughout the day for the “small cats” (less than 16 feet) and one long race for the larger cats (divided into several categories). Typically 30-40 boats participate, followed by a BYO CBA style party in the evening.

Photo by Kristen Marshall

