

Catboat Association Bulletin



No. 186



Fall 2021

ON THE COVER

Ishmael, owned by Jay and Di Webster (foreground) and *Kathleen*, owned by Tim and Karen Fallon, rest quietly in Wild Harbor at New Silver Beach in North Falmouth, Massachusetts.

From the Photographer: The panorama was taken during the early morning stillness as these two catboats slowly moved to the push of the incoming tide and pull from the restraints of their moorings. It was taken at dawn in order to capture the stillness of the harbor water.

About the Photographer: Jack Mara started taking photography seriously about three years ago when he became too old for his former passion—windsurfing. He decided to call his new business “JibeMaster Photography.” The name came from his all-encompassing windsurfing goal of completing a planing jibe with perfection. Since he would always crash in heavy weather, his family began referring to him (lovingly) as the “jibemaster.”

Jack’s award-winning photographs were featured for the month of October at The Gallery on Main in Falmouth.

<https://jibemasterphotography.com>



IN THIS ISSUE...

Editor: Skip Stanley

- 3 **From the Editor**
- 4 **Now Hear This**
- 6 **Crossing Over The Bar**
- 7 **Features**
 - Catboats Found, Part One – Ed Dankeivitch
 - The Cartoons of Dave Park – Skip Stanley
 - Leukemia Cup Regatta Centerpiece – David Morrow
- 16 **Boat Building and Maintenance** – Eric Peterson, Editor
 - Betty Jane's* Makeover – Tom Champney
 - A Bowsprit for *Marianne* – Nina Goodrich
 - A Marvelous Mystery, In Pursuit of a Catboat Legend
 - Part 3: Screws, Minesweepers and Too Many Crosbys - John Conway
- 28 **Cruising** – Steve Flesner, Editor
 - Roaming: 24 Hours on the Indian River – Brent V.W. Putnam
 - Tally Ho* – James H. Stevenson
 - Down on Dee Bay Hon – Steve Flesner
 - Canines and Catboats – Teri Stanley
- 36-37 **Center Facing**
 - After the Storm – Photograph by Kate Grinberg
- 42 **Racing and Rendezvous** – Steve Flesner, Editor
 - Casco Bay Cruise – Anne Bridgman
 - Chester River Yacht Club Regatta – Richard McLaughlin
 - Rendezvous at Cuttyhunk Island – Tim Fallon
 - Martha's Vineyard Art Association Exhibition *Catboats!* – June Schoppe
- 48 **Sailing Techniques and Seamanship** – Brent V.W. Putnam, Editor
 - The Logbook – Brent V.W. Putnam
 - How to Transit the Locks of the New York Canal System – Kevin O'Driscoll
- 56 **Navigation** – Skip Stanley, Editor
 - The Taffrail Log – Skip Stanley
- 58 **Keeper of the Light** – Jay Webster, Editor
 - The Fallons – Jay and Di Webster
- 59 **Short Tacks** – C. Henry Depew, Editor
- 61 **New Members** – Carolyn Pratt
- 62 **Cats for Sale** – Spencer Day
- 67 **CBA Membership Application**
- 68 **CBA Merchandise** – Mary Crain
- 69 **CBA Publications** – Mary Crain
- 70 **Scuttlebutt**

THE CATBOAT ASSOCIATION

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

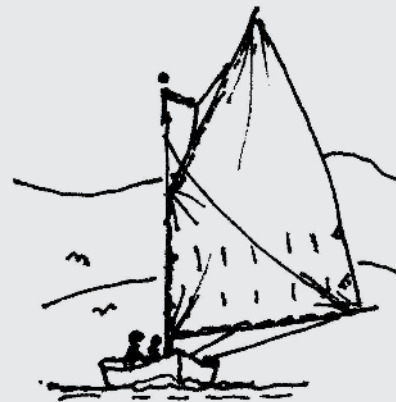
Printed by Diverse Graphics Services, 15 Hitch Street, Fairhaven MA 02719. Copyright 2021, all rights reserved.

Where To Send... Editorial Copy

- *boat building and maintenance:*
Eric Peterson
112 Wading Place Road, Mashpee, MA 02649
(781) 856-8873 eric.peterson@catboats.org
- *book reviews:*
Ned Hitchcock II
6 Pacific Avenue, Mashpee, MA 02649
(774) 722-5753 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
(508) 444-0222 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 Cammaroto, Spencer Day, Teri Favreau, Jim Grenier,
Peter Knowlton, Ned Lund, Dan McFadden, Bill McKay,
David and Kimberly Morrow, Anne Morton-Smith, and
Eric Peterson
- *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**,
Steering Committee Chair
262 Forest Street, Needham, MA 02492-1326
(781) 444-9695 tim.lund@catboats.org
- *awards:* **Skip Stanley**, *Chair*
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
(508) 397-6276 cajpratt@comcast.net
- *computer webmaster:* **Neil Titcomb**
38 Brookwood Dr., Stanford, CT 06405-2325
(203) 488-3088 neilcarrolt@sbcglobal.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:* **Dan Look**
100 Partheni Court, Cary NC 27519
(770) 855-3135 dan.look@catboats.org
- *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:

One unexpected discovery about owning a catboat is the attention it attracts. I can't tell you the number of times I've been asked, "Is that a Crosby?" And while I appreciate the comparison, I'll say no, it's a Marshall 18. "Is it wood?" No, it's fiberglass. "How old is it?" Well, it was built in 1967, so fifty-four years (and counting...). "It's in great shape" Thank you, I'll say....

Then there are people who just enjoy being in the know and confirming their own knowledge to their friends.

Others truly don't know what kind of boat it is and I get to tell them, with muted pride, that it's a catboat. That, quite often, leads to a number of questions: "A lot of room for a small boat, huh? What's is like to sail? Looks really nice, how do you like it?"

It's a lot of fun, I'll say, explaining that she's half as wide as she is long, which make her quite stable; that I can control the single sail from back aft; that having the mast way up in the nose makes it roomy down below; that the shallow draft means I can go places deeper draft boats can't go but that she's seaworthy enough to go places outside the harbor, and so on.

But I'll also say that, without a jib, it's a bit of a challenge with many things being counter-intuitive. For example, to fall off with little way on, you don't sheet in, you let (the sail) fly.

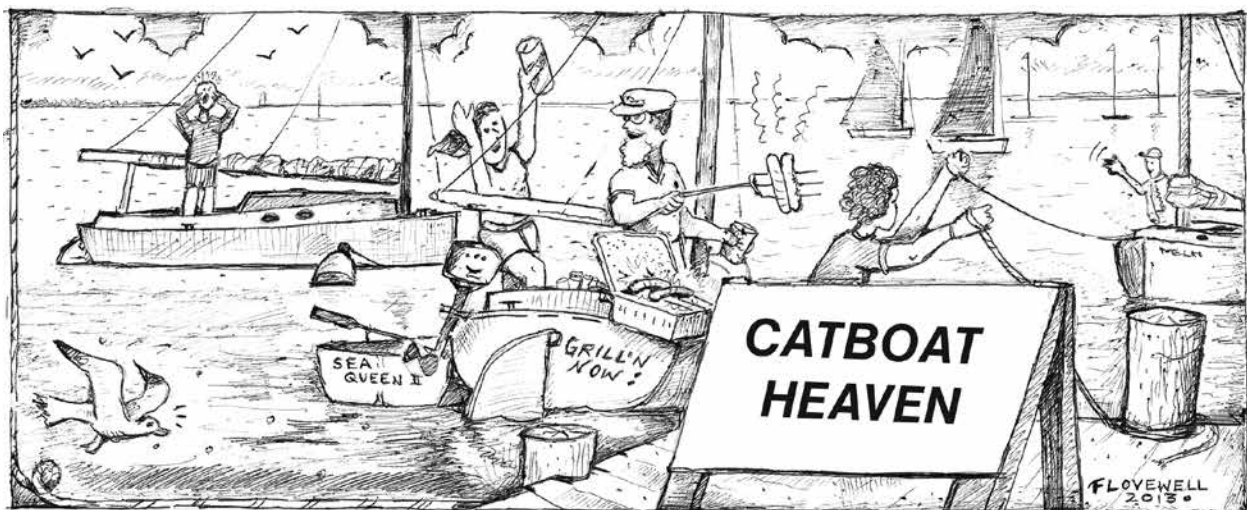


It's easy to see the charm in these old boats (even if they aren't that old). They have a classic look that doesn't age and maybe that too is part of their appeal.

In this issue, Dave Park takes a humorous look at this common interaction with one of his cartoons. I also think you'll enjoy Ed Dankevitch's reminiscences about a lifetime in and around catboats.

As the off-season approaches, I hope you enjoy these and the other great stories in this issue.

Skip Stanley
Editor



Now Hear This:

The View from the Top

It's your Association.

At a recent meeting of the Steering Committee, I brought up the subject of how to bring more members into the fold; how can we give those who would like to contribute the opportunity to do so?

We are all bound by one thing: the love of catboats. Whether it be an old wooden matriarch or a just-off-the-blocks brand new fiberglass beauty, it's the love of the *design* and what it represents, that brings us together. No outside motivation needed. That said, I'm sure there are many of you who would love to be more involved, but don't know how.

If you're one of those, if you would like to become more involved, I urge you to pitch-in. The Association can always use your help. Take the step of reaching out to any member listed in the directory or inside the cover of the Bulletin and offer your talents. Or, alternatively, just show up at a rendezvous. You're very likely to meet people very much like yourself and I'm confident you'll get more out of it than you imagined.

— Tim Lund, Steering Committee Chair

Annual Meeting 2022 Is On!

Plans are moving forward for the Annual meeting to be held at January 28-30 at the Mystic Marriott in Groton, Connecticut. As always, there will be a welcome/happy hour Friday evening. Saturday's agenda includes: the Catboat Resource Show, CBA publications and merchandise, six breakout seminars, and a luncheon featuring the presentation: "One Hundred Years of the Beetle Cat." And the Blue Grass favorite Cabin Fever will return for Saturday's end-of-the-day happy hour.

The flyer is available at:

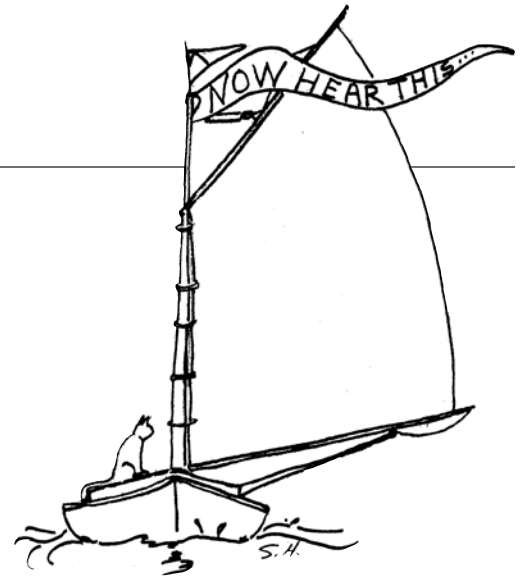
www.catboats.org/AM2022

Register online at:

www.catboats.org/AM2022Reg

Photos Needed for the Annual Meeting Slide Show

Got a nice photograph of your boat? Make it part of the rolling slide show at the annual meeting. Email it, as a .jpg to neil.titcomb@catboats.org.



We're particularly interested in photos of you and your friends and family having fun!

CBA Award Nominations

The awards committee is accepting nominations for the awards to be presented at next year's Annual Meeting. These are:

- **The John Killam Murphy Award.** The JKM Award is presented to an individual or group "for the advancement of the principles and the perpetuation of the traditions of sail as exemplified by The Catboat Association."
- **The Dolphin Award.** Named after John Killam Murphy's catboat *Dolphin*, the Dolphin Award is presented "for exceptional service to The Catboat Association."
- **The Henry M. Plummer Award.** From 1912 to 1913, Henry M. Plummer sailed his twenty-four foot Cape Cod catboat Mascot from New Bedford, Massachusetts to Miami, Florida and back. The Henry M. Plummer Award is awarded "to the skipper and/or crew who completes a voyage of note in a catboat or to recognize a significant act of seamanship."
- **The Broad Axe Award.** Established in 1976, the Broad Axe Award is presented to recognize a "significant achievement in catboat construction." This includes, but is not limited to, the restoration or refitting of an old catboat or building a new one.

Email your nominations to the awards committee at awards@catboats.org by December 20th and tell us why you believe the individual deserves to be recognized.

Storekeeper Needed

The Steering Committee is looking for an energetic volunteer Storekeeper to manage the CBA store. The Storekeeper is responsible for ordering and maintaining inventory, which includes publications, clothing, and other CBA items, fulfilling online and mail-in orders and the creation of new CBA products. The Storekeeper also serves on the Steering Committee and manages the merchandise table at the Annual Meeting. For further details, please contact Tim Lund at tim.lund@catboats.org

For All You Dog Lovers!

Got a great photo of your dog on your boat? Email it to Catboatcanines@catboats.org. We'll put your pup in our new fun feature: "Canines and Catboats." Be sure to send along your dog's name, the name of your boat, where the photo was taken, and a little something about him or her.

Welcome Aboard Dan Look!

Dan Look has joined the Bulletin staff as the new coordinator of advertising taking over from Terry Gips. Terry has done an amazing job getting

this initiative up and running and we can't thank her enough. Fair winds and following seas Terry. See you at the Annual Meeting in January!

CBA Donations

This year the CBA donated \$750 to the Mystic Seaport Museum and \$300 each to The Herreshoff Museum, the Cape Cod Museum, The Martha's Vineyard Museum, The Osterville Historical Society, The Nantucket Whaling Museum, The Little Compton Historical Society, and Project *Marvel*.

Don't Forget:

Renew Your Membership

Keep in touch with the Association! Where else are you going to find such a group of like-minded individuals as the Catboat Association? Renewing your membership keeps you informed about what's going on. And the CBA Bulletins have a wealth of information—keep 'em coming. Not only that, your membership gives you access to all the back-issues—and they are amazing. Don't miss a thing—renew today!



Crossing Over the Bar



Remembering Carol Titcomb



Carol at the helm of *Interlude*.

On September 21, 2021, Carol Titcomb passed peacefully, surrounded by her family. Carol and her husband Neil have been members of the Catboat Association (CBA) since January 1985 when they were told by former CBA president, Frank Cassidy, there would be an “extra” fee associated with their purchase of the twenty-eight foot wooden catboat yawl *Calynda* built in 1932. The “extra” fee was the membership fee to join the Catboat Association.

Professionally, Carol graduated with a degree in music education, and taught elementary and middle school band and music from 1973 to 2017. She was also very involved in the musical program at the First Congregational Church in Branford, Connecticut, where she directed youth choirs, bell choirs, and performed as part of the adult bell choir. For twenty-five years, Carol directed a week of the church’s summer vacation bible school called “Down by the Sea.” She retired from teaching in 2017. Through the years she is credited with inspiring thousands of children’s love of music.

As catboaters, Carol and Neil along with their sons, Chris and Nate, sailed *Calynda* for twenty-eight years cruising mostly along the Connecticut, Long

Island, Rhode Island and Massachusetts coasts but several times up to Maine.

As with most wooden boats there was always the annual project. Neil would handle the “destruction and construction” side while Carol handled the “pretty work” side of the project. Over the years, the “pretty work” expanded to much more than just sanding and painting or varnishing. Carol became very skilled at putting in bungs, caulking seams, as well as helping with everything else. The boatyard workers would regularly come by and give her tips on whatever task she was doing and were often thanked with some of her homemade baked goodies.

While cruising, Carol would produce delicious items from the galley. You always knew when she was baking because anyone nearby would stop and sniff the yummy smell in the air. At rendezvous, there would often be “visitors” stopping by the cockpit for a sample. Later they replaced *Calynda* with *Interlude*, a forty foot Sabre 402, and continued to appear at the Padanaram rendezvous every year. She received the Padanaram Spirit Award in 2016. After retirement they enjoyed a seven month cruise to Florida.

Carol served the CBA as Publications Coordinator for twenty years and was a Steering Committee member. A talented writer, Carol contributed many articles to the Bulletin and she was always willing to pitch in with some proofreading.

At the Annual Meetings, Carol would often be involved with Catboat Kids activities and seminars related to cruising with kids, food or catboat fashion. Carol and Neil received the John Killam Murphy (1996) and Dolphin (2015) awards for their service to the CBA.

For Carol, sailing and the Catboat Association was always a family event, with her love of the water and all things fun being passed down to both her children and grandchildren. Her son Nathan is currently the president-elect for the CBA.

Her presence will be missed by all.



Catboats Found, Part One

Ed Dankievitch

My family's catboat story began not long after hurricane Belle in 1976. My father found a listing for an old Gil Smith catboat and bought her. Old was an understatement. Oak steam-bent ribs and cedar planks that someone along the way had fibreglassed. Just shy of twenty feet in length and a bit shy of eight foot beam, with an underslung rudder. The cotton sail, that was guessed to be every bit of sixty years old, still had some mud stains from the storm. But she had class—her transom was like a duck's: clean and smooth.



The adventure begins—the Gil Smith.

Dad and I began our adventure with her on a Saturday morning. She was in the next cove over from our creek. So into our twelve foot skiff with our trusty 7.5 horsepower Elgin outboard we raced over to tow her home. I, at the time, had no idea where or what we were doing just that we were going for a boat ride. To say that the bay was a bit lumpy was an understatement—well, for a twelve foot boat—it was about to our limit but we had a mission. We soon arrived at our destination and I saw for the first time the old catboat that would change my life. Her old owner was on hand for the trip. Soon lines were cast off and our towing hawser was tight and the old girl was moving. As we headed into the bay I noticed

how she took to the sea—smooth, not even rocking. Even with her twenty foot high mast way above our heads, she just rode as nice as could be. Meanwhile, we were getting soaked in the skiff.

That trip home started what was to become a lifelong adventure with catboats. Dad and I sailed that old boat many times. Granted we were not new to sailing. Dad had built a Windmill in the basement and we sailed her a few times. For those of you that have never heard of Windmill class sloops she was, if I remember correctly, sixteen feet in length and about five feet in beam, all plywood construction. Fully rigged she was under 400 pounds. That boat would plane in the slightest breeze. You were the ballast. But, do the wrong thing and over you'd go. Fun and a handful. But this tale is not about sloops, it's about catboats.

That old Gil Smith just fit the bill. Comfortable and overpowered, as all Gil Smiths are (rigged for light winds), we learned to *reef early and often*. Dad and I learned that lesson the hard way one Saturday afternoon. Dad had just affixed the ugly outboard to her duck-like transom. But we made the best speed ever down the creek to the bay (most trips prior to that were by paddle only). Ugly, yes, but welcome. Out in the bay with fifteen to eighteen knot winds under full sail, the old girl was flying. And then it happened... Dad had just taken up a bit more on the sheet when there was a very loud bang! and everything fell into the water. The mast broke just below the gaff. All twelve feet of gaff, twenty-one feet of boom, and that old cotton sail were now in the water. We survived the wet job of getting everything back onboard and motored home.

Not long after the new mast was installed, Dad discovered that the hull was getting soft. It was time to drydock her and see what she needed. As anyone who owns an old boat knows, rot is always there—you just try to stay ahead of it. And there are no small projects. Dad and I spent many years rebuilding her and in the mid-1980s she floated again. Our adventures and misadventures rebuilding her could make a good horror story. But she sailed again and now I was older and started to sail her on my own. That old boat just had class.



Dad onboard the Gill Smith catboat.

We sailed her into the 1990s when the deck beams started showing their age. Dad didn't have the heart to start another major project. And at the time I did not understand how to make the repairs. If I only knew then what I know now. We found a friend of a friend that said he was up for the challenge and delivered her to him. To this day I kick myself for letting her go as I really doubt that she ever got repaired or sailed again. Live and learn....

Flash forward and many boats later... Yes, we had a Clorox bottle of a McGregor sloop and, though fun, something was missing. I stumbled on an ad for used Beetle Cats. The prices were not bad and Dad and I needed another project to share. Road trip!

One fine day and a ferry ride later we met Michele at the Beetle Boat shop. She had a few older boats that needed new owners and a bit of, shall I say, love. A tour of the shop and Dad and I found ourselves proud owners of a really nice Beetle. As anyone in our group knows, a Beetle is like a sports car. Named *Rosebud*, Dad had always wanted to name the Gil Smith *Rose* but the name board was never made or installed. So *Rosebud* just seemed to fit that little Beetle. I took that little boat from needing some love to being well-loved. I always wanted to race her but never had the chance. But as nice as she was, something was still missing; only I couldn't quite put my finger on it, just yet. I always watch the used boat listings and at times dream as all of us do. Then I stumbled on a listing for another catboat, but she was in Virginia—a bit far to go check her out. And

I already owned two boats: one power and one sail. Then it happened while sailing with Dad...

I should add here that Dad and I were now making a point to sail at least once a week (hey, quality time with Dad). Well, this one afternoon it was blowing probably twenty to twenty-five knots. Yes, any sane person would have gone weather bound (I never said I was sane). We would stay in the cove and Eastport creek, sheltered. We wouldn't need to reef...or so I thought. A gust caught us on the run.



The author and his niece Kara onboard *Rosebud*.

Wouldn't you know it, that Beetle had a built-in safety feature: when really overpowered she would lift her stern out of the water and spin right around into irons. *Rosebud* did just that. Dad and I were stunned but laughed about it. "Hey, that was fun, let's try it again!" I think that was when Dad said the only thing that would make this better would be seats. In a Beetle you sit on the floor. That night I emailed Dad the listing for the boat in Virginia. *Rosebud* was put up for sale that same night and in less than a week she had a new owner.

A few phone calls later and a day was set to road trip again this time to Onancock, Virginia. There we found this small cute old catboat that needed some love. Fourteen foot seven inches long and just around seven foot beam with the most traditional catboat lines and a barn door rudder. She was cold-molded epoxy (no more hammering cotton calking) with a nineteen foot Douglas fir mast that took three of us to move. And a sail in very good condition. A deal was worked out and she followed us home.

Anna. I thought it was only right to continue naming the family catboats after the moms in the family. Rose was my mom's middle name; Anna was my father's mom's name. The very first day we floated *Anna*, she showed us that she had class and was no ordinary boat. Dad and I both noticed at the same time, on the same stroke of our paddles, that this boat just glided through the water. It's hard to describe but every other boat we had owned up until *Anna*, when you finished your stroke, the boat seemed to stop, awaiting your next push. Not *Anna*, she just kept going as if propelled by a supernatural force. Only two foot, seven inches longer than the Beetle, she felt huge and stable. And she had this wrap-around, all-cedar cockpit seat. While it took a lot more effort to rig and bend her sail on, it was well worth it as she came alive when the wind tickled her sail. She sailed like a boat twice her size. And no weather helm! Imagine that: a catboat with no weather helm. After the Gil Smith and the Beetle I thought all cats had weather helm. If the wind blew, you got a work out fighting the tiller. Not with *Anna*. You could hold course with two fingers in an eighteen knot wind without reefing. She proved to be a true lady. Her only down side was her mast. At almost five inches in diameter and nineteen feet long it was *heavy*. But with all that wood she was stable and well mannered. I spent that winter giving her the love she deserved. When she rolled out of my shop she was a new boat.



All happy tales have a twist and my catboat adventure was ready for the next chapter; I just didn't know it. As I said before I always watch the boat listings. Well, this one day I stumbled upon an unfinished hull way out west. A bunch of phone calls and emails and shipping arrangements sorted out, and she was mine. Yes, I'm a glutton for punishment. Here was an eighteen foot catboat that was started and never finished. I knew my skills and couldn't let her go unfinished. And one August afternoon this flatbed truck showed up with the hull. This began an adventure that continues to this day.

Eighteen feet long, eight foot beam. Her plans came from the WoodenBoat Store. Her builder had passed away when she was about forty percent complete. A Herman cat. Charles Wittholz drew her many years ago. Tom Herman of New York took the design and had a few made in fiberglass by Cape Cod Shipbuilding. She had nice lines even though her builder had made some changes. He added a foot to

BREWER BANNER Designs
 77 Forest St., New Bedford, MA 02740
 ALL SIZES: US, state, historical, international, marine, burgees, pennants, poles & accessories **FLAGS!**
 CUSTOM work is our specialty since 1984
 508-996-6006 brewerbanner.com

her length and made her cabin top about six to eight inches higher. Cold-molded she was solid. And this began a two-year adventure which pushed my skills to their limit and then some. But I finally finished her in 2017 and sailed her on my birthday. I named her *Catherine* after my mom's mom and it became our family boat. Comfortable with a bit of an attitude, she is a true cat. To make her easy to assemble, I built her with a tabernacle mast. She sails well and has been invited to both the WoodenBoat Show and the Great South Bay catboat races. I think they were looking to put a slow boat in the mix—twice, however, she took second place in the mixed-bag group. She is no slouch.



Catherine underway.

But what about *Anna*? Well there is only one of me and as I said I already own a power boat and a catboat. I couldn't see owning two. I listed *Anna* in 2017 and a nice Englishman from Brooklyn, New York became her keeper. I delivered her, helped him rig her mast, bend on her sail, and sail her one last time in the canals of Brooklyn. This past year I got the nerve up to try to track her down only to learn she has been sold again. Damn, too late. I wanted to let her owner know that if he ever got tired of her I had a home for her. Much like Dad's Gil Smith, I should have never let her go, I'd love to see how she would sail against those Greyhounds: the Marshall 18 and 22 foot cats that seem to dominate today's races....

A note to *Anna*'s current owners: if you ever get tired of her, shoot me a note and I'll come get her and give her all the care she deserves.

And the adventure continues.....

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

508-563-3080



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

www.CapeCodSailmakers.com

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



The Cartoons of Dave Park

Skip Stanley

If you're a member of the Chesapeake Catboat Association, you're probably familiar with the cartoons of Dave Park. Many of his drawings have graced the pages of the CCBA newsletter and invitations to events over the years.

A long-time catboat aficionado, Dave has owned and rebuilt no less than six catboats over the years. His skills were recognized in 2017 when he received the Broad Axe award. Prior to that, in 1998, he received the John Killam Murphy Award for advancing and perpetuating the traditions of the Catboat Association.

Dave grew up in Baltimore City, Maryland, and didn't own his first boat till he was 20—a wooden king rowboat. He then owned a couple of powerboats before shifting to sailboats. His first sailboat, a Rhodes 19, he bought while his wife, Nancy, was in the hospital after giving birth to their daughter Wendy. They stopped to see it on the way home!

Over the years, he and his wife (of fifty-six years) have owned fifteen sailboats—nine sloops and six catboats. The largest was a twenty-eight foot sloop. But sailing singlehanded, “it got a little nuts” to be up on the foredeck changing sails. So, he decided something a little more manageable was in order. He found a fellow up near Arey's Pond on Cape Cod with a Herreshoff 18 for sale and asked him if he'd take it in trade for an O'Day 27. He agreed and even brought the boat down to Maryland to make the swap.

Catboats and the Chesapeake Catboat Association

Then, in 1978, he and four other guys: Bill Hoover, Bernie Huddleston, and David Bliel, who all had Herreshoff 18s, and Tut Tuttle who had a Marshall 18, founded a group they called the Chesapeake Catboat Association. “When we started the club, I used to run the everts,” Dave said. I organized the Round the Bay race for years; and I'd run the annual meetings, my wife and I would provide the food for dinners and Christmas parties. That's how it got started, it was totally volunteer.

“What's truly amazing is the variety of people you meet at the meetings: one's an eye surgeon, one's a plumber, one's a firemen, and some guy runs a tugboat—but it doesn't matter, it rarely ever comes up.”

Years ago, on the way to an annual meeting, he met Peter Wells, who drew the *Katzenjammer Kids*.

He'd had gotten a flat tire and Dave gave him a ride (they sent someone to fix the tire). Peter asked Dave, “How long have you been in the Association?”

“About three years; I love it,” Dave replied.

“Are you enjoying it?” he asked.

“Yeah,” Dave said,

“Do you feel like you're a part of it?”

“Not yet,”

Peter said, “I'll tell you the secret—if you want to get something out of this club, you have to put something in. The more you put in the more you're going to get back.”

“And he was absolutely correct. I've seen people who are willing to jump right in and help, they are the guys that stay. They're enjoying it and that's part of the reason why; they're contributing.”

After he moved down to Lewes, Delaware, he would drive back to the Chesapeake to sail. Eventually the trip got to be too much, but he still gets to sail with some of the other fellows. “I was just in the Oxford parade and it wasn't great weather but eight boats showed up. We had a great party thanks to Phil Livingston.”

Rebuilding Catboats

Following the first Herreshoff 18, Dave owned (and rebuilt) in order, a Marshall 18, an open cockpit Marshall 15, a Legnos 20, a Whithold 17, and, after one more foray with a sloop, a second Herreshoff 18. Nearly all were acquired in some state of disrepair.

He had an oversized garage, which he could put a twenty foot catboat into, so he could work on a boat all winter. He rebuilt four boats in there. “I enjoy working with fiberglass,” he said. “It's very, very strong, once you know how to do it. I'm friends with Peter Legnos who has a fiberglass engineering firm in Groton, Connecticut, and I've gotten a lot of advice from him. He used to build the Legnos boats but now he builds a lot of high tech stuff for the government. But he still has the molds for the Legnos boats.”

Between the Whithold 17 and the last Herreshoff, he found and rebuilt a Flicka 20 (a sloop), supposedly the be-all, end-all of small cruising boats. After finished the rebuild, it was neat as a pin—it just wasn't what he wanted. He missed the catboat. “I just love 'em,” he said.

So he got another Herreshoff 18. On this one, the tiller hole had allowed water to get into the transom and it had rotted out. It also had a hole in it about the size of a softball from going aground. He got it for free and rebuilt it. He had that boat for four years before selling it a few years ago. That was the last one he had.

“The interesting thing: as insignificant as catboats are in size compared to big sloops, they’re holding their value and even going up in value. They’re still desirable boats; you have fleets of them up and down the east coast. People are always searching for them. It’s an interesting situation. I think they’re great. If you want something small but you want to camp in it a little bit...they serve a purpose. And for most people sailing is part of their life, it’s not their life and these boats fit that criteria.”

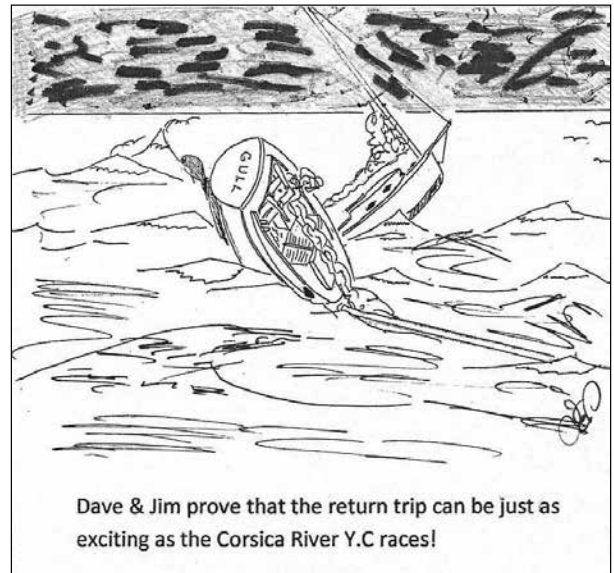
Cartooning

A self-taught artist, Dave said he’s always done some sketching, sort of freehand with minimal lines. It just sort of came naturally. Things just amused him about the people he’d met along the waterfront as a catboat owner. Strangers would approach and want to talk about the boat (I’m sure many members have had similar experiences.) “I always try to put something in for a little bit of a smile. They don’t always go over well but I think they’re amusing.

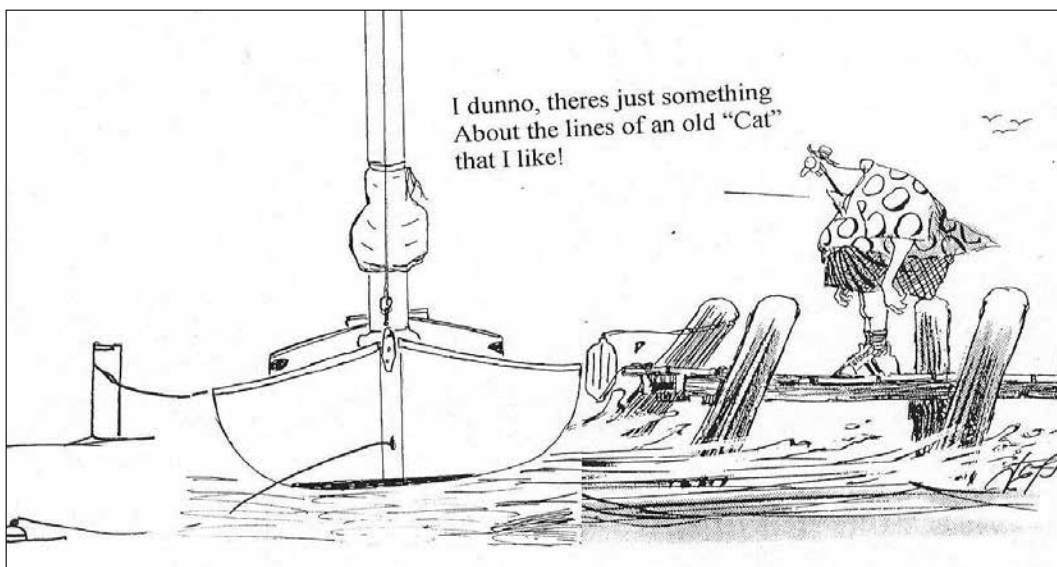
“One time, coming back from sailing with Skipjacks, I was off Gibson Island, a private, gated community in Maryland. I was fighting to hold a course in too much wind. There’s an oyster bar at the entrance and I had to stay in the channel. Anyway, somebody behind me starts blowing a horn, I turn around and there’s a fifty foot Hinckley overtaking

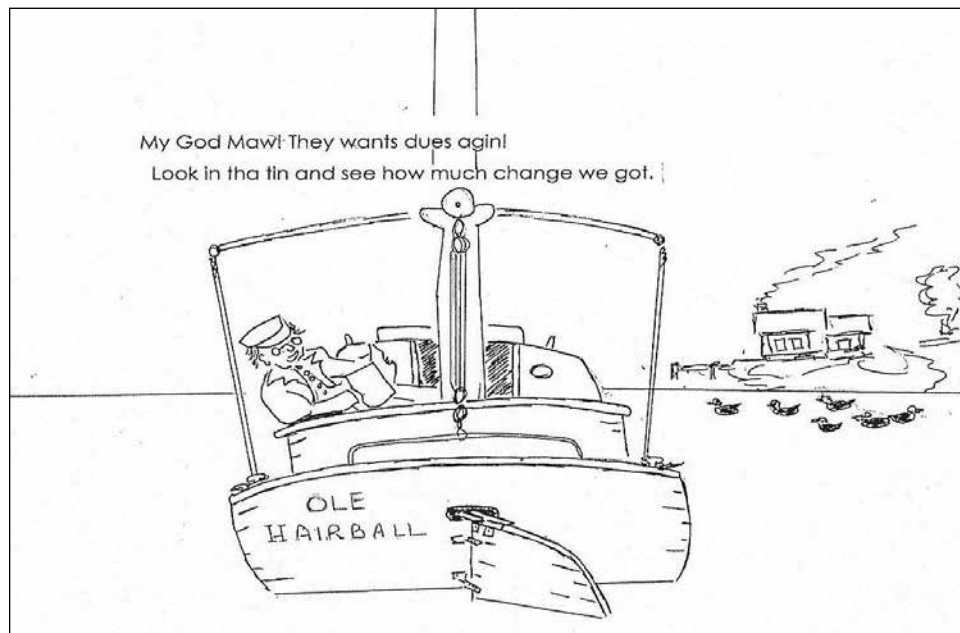
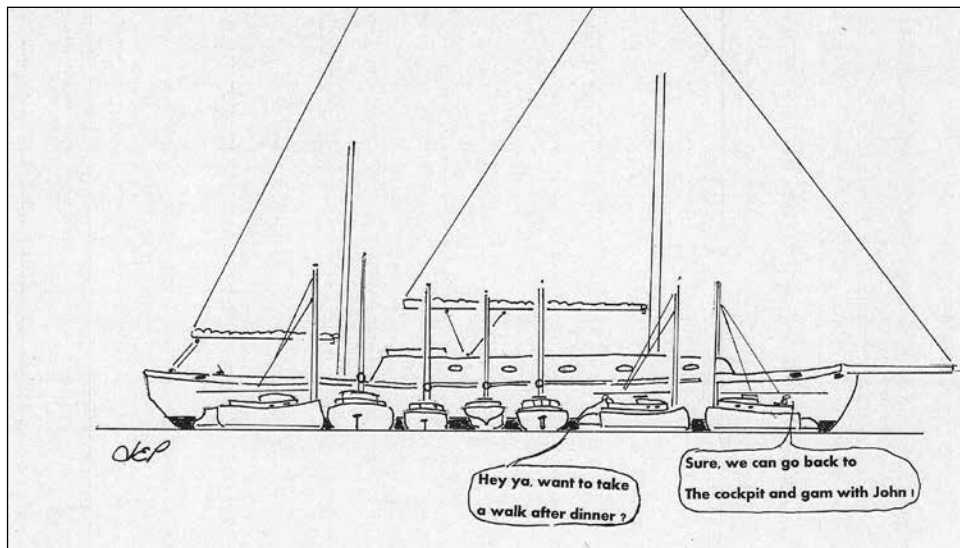
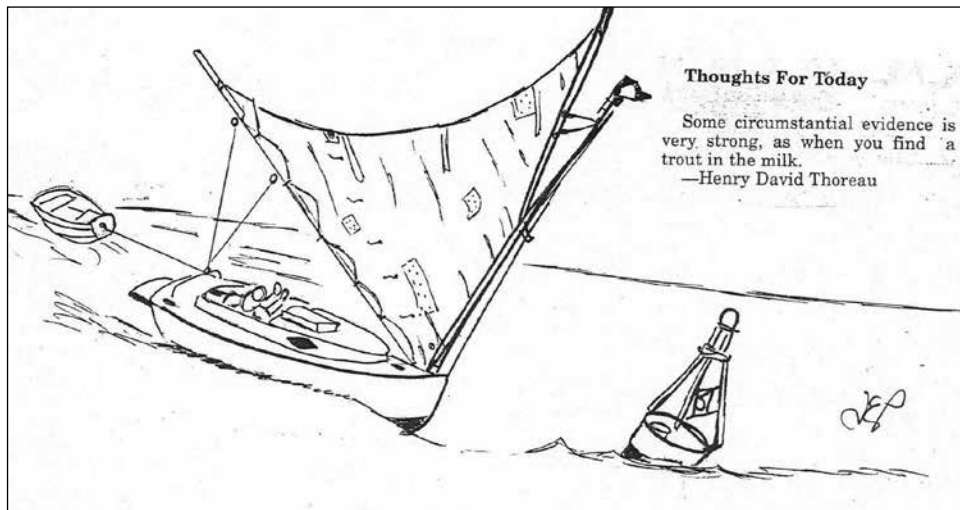
me. I couldn’t do any better—there’s a limit to what I could steer. And I couldn’t go bear off because I’d go aground. I figure that boat can hold a better course anyway, having a full keel and all. So, he comes roaring up alongside me and I’m expecting to hear a blast of profanity... But instead his wife, standing there in a mink coat and mink hat says. “You hoo... you hoo....We just love your little boat!” She made my day! They had a half a million dollar or more boat and they loved mine!”

Dave and Nancy recently relocated from Milton to Harrington, Delaware. Often he used to drive back to the Chesapeake to sail but eventually that got to be a bit much. However, he still gets to sail with some of the other CCBA fellows and was in the Oxford catboat parade this past summer.

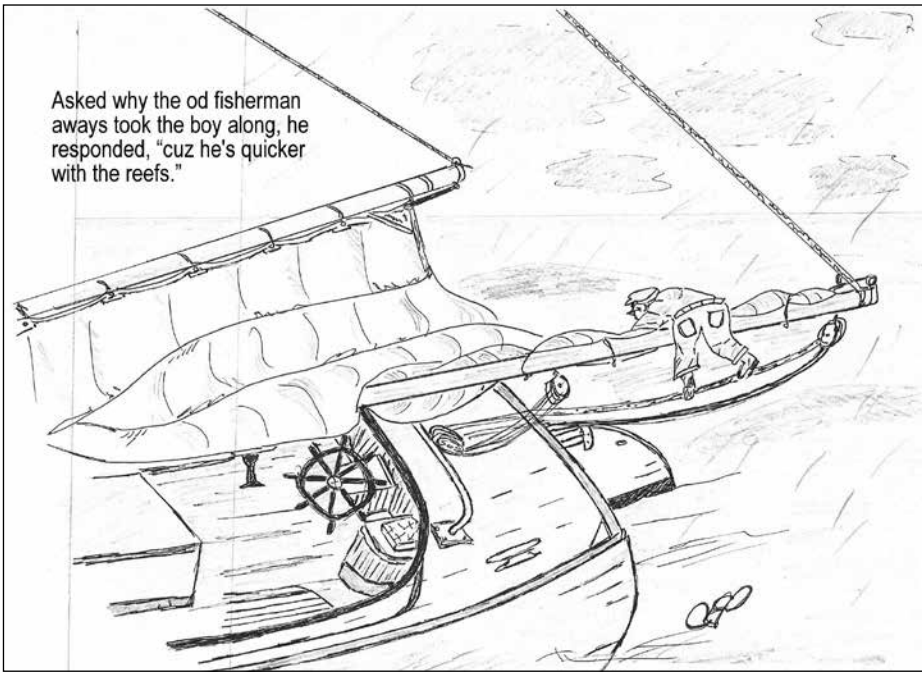


Dave & Jim prove that the return trip can be just as exciting as the Corsica River Y.C races!



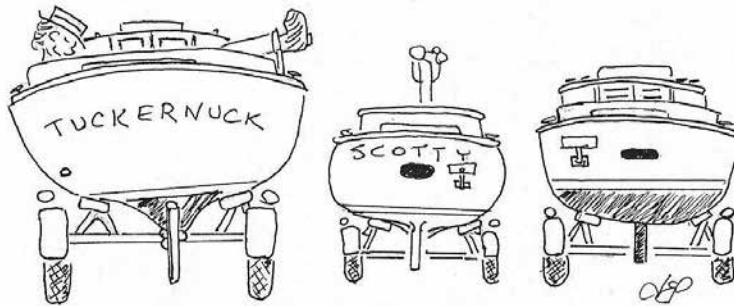


Asked why the old fisherman
always took the boy along, he
responded, "cuz he's quicker
with the reefs."

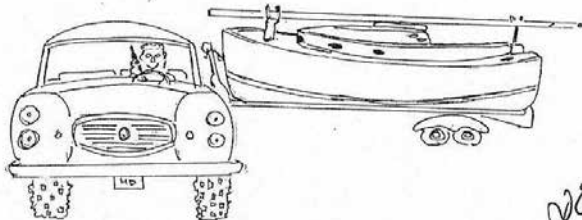


HEY LOIS! CAN YOU
BRING ME A COLD
DRINK?

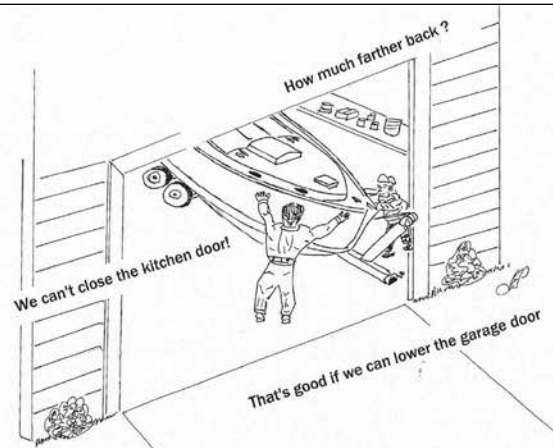
FLESNER'S
OLE
BOATYARD



Steve begins the task of launching his fleet.



Tom Beall tries a new twist on an old story, Hey Sarah!
Wait until you see the cute little cat that followed me
Home!



Leukemia Cup Regatta Centerpiece

David Morrow



These catboats were created by local artist Charlotte Pennington of Annapolis. They were displayed at this year's Leukemia Cup Charity Gala, an auction held at the Annapolis Yacht Club. A native of Annapolis, Charlotte is a lover of sailboats. She has admired the catboats sailing on the Chesapeake for many years.

Since its beginnings, the Leukemia Cup Regatta (LCR) campaign has raised over \$73 million for The

Leukemia & Lymphoma Society (LLS) by engaging yacht clubs, sailors, powerboaters, and stand-up paddlers throughout North America who are dedicated to accelerating cancer cures and improving the quality of life for patients and their families.

The first Leukemia Cup was held in Annapolis in 1993. This year saw ninety-five boats on the scratch list. While none were catboats this year, we surely will see them on the starting line in the future.



Boat Building and Maintenance

Eric Peterson, Editor

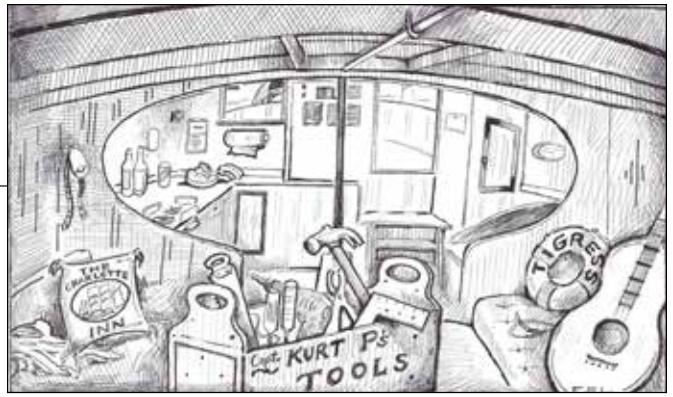
Betty Jane's Makeover

Tom Champney

Once *Betty Jane* was parked at home on her new trailer, it was time to give her some loving care and to fix up the little spots that ailed her—a nice “makeover.” Being almost forty years old, this 1982 Mystic 20 catboat designed by Peter Legnos, has plenty of aches and pains that come with age; don’t we all?

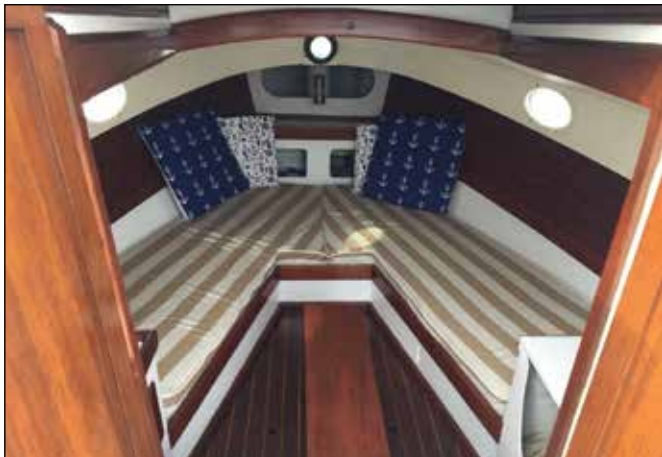
My plans were to repaint and re-varnish her interior, to re-varnish all of the exterior brightwork—including the mast, boom and gaff, and to repair the end of her boom where she had some wood rot. This would take a few months of part time work while waiting for hurricane season to pass.

The interior was emptied and cleaned, then the slats on the wall of the cabin and all of the woodwork was touched up with stain and revarnished. The cabin sole was also re-stained and varnished with three coats, since it would have the heaviest traffic in the cabin (along with the top of the centerboard trunk). Once the varnishing was complete, the interior was painted white. Much of this painting and varnishing took time to prepare and dry between coats as well as some “boat yoga” to get the paint into all the right



spots. Patience—and having other work to do—helped move this project along.

In between the interior cabin work, I removed the rotted end of *Betty Jane's* boom (about sixteen inches). The exterior paint was about the only thing holding it together. I cut off enough of the boom to get to “clean” wood and then made a six inch box scarf halfway through the width of the boom. I purchased a three foot long, three inch ash dowel online, measured the proper length and cut it with a matching six inch box scarf. I filed and sanded each scarf so that they were flush and lined up with each other. The diameter of the boom at this point was about three and a half inches so it was wider than the replacement dowel. Luckily the boom tapered to a narrow diameter at that point, so I could just increase the angle of the taper. It looked just fine.



Betty Jane's Interior.



The rotted end of *Betty Jane's* Boom.

I epoxied the two scarfs together and then drilled holes and screwed two two-inch stainless steel screws through the scarf at different angles (with their heads countersunk). I wrapped the scarf joint in painter's tape and let it dry. Once the epoxy set, I removed the tape and epoxied the countersunk screw heads. After all the epoxy was dry, I sanded the entire section and extended the taper up the old portion of the boom to give a smooth even look to the new addition.



The new section in place.

I drilled two holes at the end of the boom for the topping lift hardware. I then primed and painted the end of the boom white. I painted from the forward end of the scarf joint to the end of the boom. I restained the boom that had been sanded in front of the



The repaired boom.

scarf joint and then varnished that portion as well as the rest of the boom, the gaff and the mast. *Betty Jane* now had a repaired, functional and good-looking boom.

Working on the boom reminded me that I didn't like my current boom crutch. It was a single flat board positioned against the cockpit wall with a stainless-steel brace that stood straight up with a "U" to support the boom. So, I designed an offset "X" shaped boom crutch that would fit over each end of *Betty Jane's* horse traveler and the boom would fit in the smaller "v" at the top. I fashioned the supports from one by three inch pine with six inch slots in the bottom (to sit over the traveler) and angled cuts half way through to allow them to slide together forming an "X." This took some trial and error for fitting—along with filing and sanding, but eventually I created a sturdy boom crutch. I primed and painted it white. It now sits behind the cockpit, held in place by the traveler and the downward pressure of the mainsheet. When I am sailing, the two pieces come apart and take up very little space in the starboard lazarette.



The boom crutch sections.

Betty Jane looks much happier and more sophisticated on her mooring with this unique boom crutch keeping her boom in place.



The new boom crutch in place.

All of these projects gave *Betty Jane* a much-needed makeover. She still has some other projects waiting (of course), but with hurricane season over it was time for her to stretch her legs and show off her classic form out on Biscayne Bay.

A Bowsprit for *Marianne*

Nina Goodrich

I have had the pleasure of owning *Marianne*, a 2006 Marshall 22 for just about a year. When I saw her for sale it was love at first sight. I had sailed Beetle Cats as a child growing up in Duxbury, Massachusetts, and here she was, a catboat on the west coast. My husband does not share my love of sailing, so I knew I had to think about how to make her easier to single-hand.

The first addition I made was a set of cam cleats to help me take a breath hoisting the sail. The second was the bowsprit.

Marianne came with a Danforth anchor and a rode consisting of six feet of chain and hundred feet of line. The tides are variable and currents swift in Puget Sound so I knew that wouldn't be enough to sleep well at night. I also had difficulty dropping the anchor over the stern and walking it to the bow. I wanted to have something to hang on to when dropping or weighing anchor. I thought about securing the anchor on the deck but decided that would be a tripping hazard. A call to Geoff Marshall and a bowsprit was on its way to Washington State. I also ordered a hawse pipe to go with it.

Once the bowsprit arrived, I admired it for a few days and then asked my friend Kurt Hammes, a fellow catboat owner to help me install it. The kit was as complete as expected from Marshall Marine.



The bowsprit and parts from Marshall Marine.

The first step was releasing the stay to place the bowsprit in position. The second was orienting the sprit itself and drilling the holes. We made a template and marked the holes on the deck, the sprit, and the fiberglass backpad. All but the backpad lined up perfectly (my mistake). A few adjustments and we had it. I scrunched up inside the forepeak to secure the bolts. We drilled the two remaining holes, added lots of Marine Adhesive Sealant 5200 and the bowsprit was secure. Kurt had thoughtfully sharpened a chisel so that the teak bungs could be sculpted for a perfect fit.



The bowsprit in place.

At some point in the middle of the installation we were treated to Orcas swimming through Budd Inlet. This is a rare sight for this part of Puget Sound and we stopped to admire them go by.

Next, it was on to the hawse pipe and deck cover. The scariest part was cutting the opening for the hawse pipe. It was hard enough thinking about

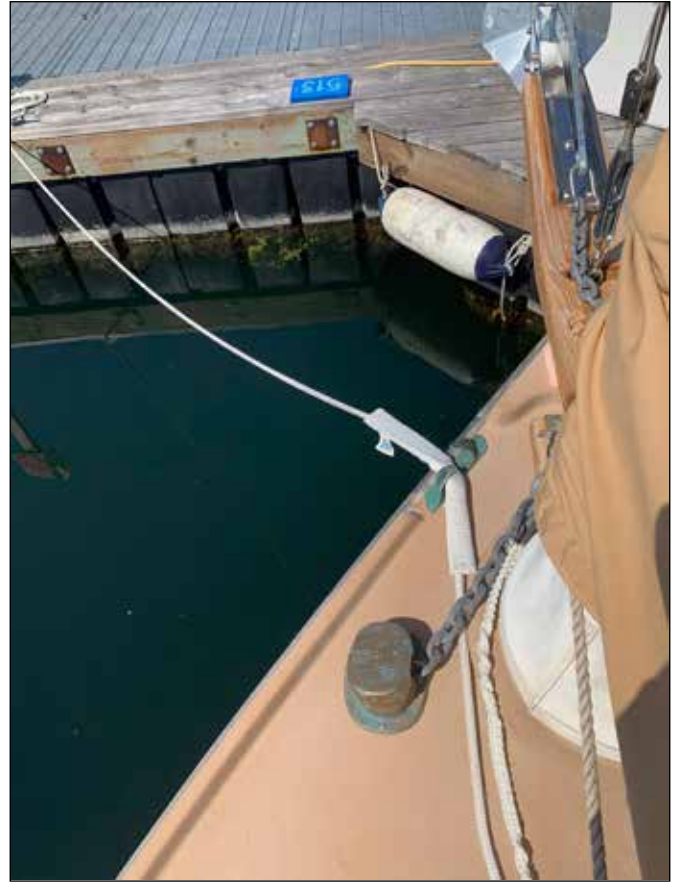


The hawse pipe hole in the deck.

drilling the holes for the bowsprit and now we were making an even bigger hole. We triple checked to make sure it would be inside the mast cavity and that the chain would have a clear path.

Geoff Marshall recommended the Lewmar Delta Bow Roller and companion anchor (Lewmar Delta 14#) which I sourced locally.

The last step was determining how to secure the anchor so that it wasn't self-deploying. After some advice from the Catboat Association Facebook page, I settled on an anchor lock and I also made a snubber.



The hawse pipe with cover and chain snubber in place.

I still have the original anchor as a back-up and a sentinel in case extra protection is called for. The bowsprit is a beautiful addition to the boat. I do need to remember to make sure I am far enough away from the dock that the bowsprit is well clear of any potential damage caused by large wakes.

I have to give all the credit for the successful installation to Kurt for bringing all the tools and knowing what to do. It was a great learning experience for me. Now I just need to take a nice long trip so I can use it.



The complete rig.

A Marvelous Mystery, In Pursuit of a Catboat Legend

John Conway

Part 3: Screws, Minesweepers, and Too Many Crosbys

One of the advantages (and sometimes disadvantages) of restoring an old wooden boat such as *Marvel/Sunnyside/Susan* in an historic boatyard such as F.L. Tripps' is the never-ending stream of Boat Yard Sages ready to provide advice on virtually any topic... and then some.

BYS #1: "Son... That just ain't gonna work."

BYS #2: "I think you'll have to replace all of the planks, right?"

BYS #3: "I hope you know enough never to mix bronze and steel fasteners."

BYS #4: "Please tell me you're not going to use a heat gun to remove that paint."

BYS #5: "Hmmm. I am not so sure that's her original rudder. You ARE going to change it I assume?"

BYS #6: "OH NO! They used sap wood on the top portion of her keel. That must, MUST be replaced."

...And the most common and least favorite: "Too bad she's not in the water. Would have been a great day for a sail, eh?" In general, I occasionally find it is wise to listen to a few of these folks, especially the old timers. Then again....

Case in point is the process I used to remove and replace planking fasteners that have, shall we say,

crossed the bar. You have *no idea* how many BYSs have commented on my approach.

Track 3: Unscrewing and Screwing Around

As discussed in our last installment, initial Track Three hull work would focus on removing and replacing failed fasteners and on repairing damaged planking. This effort leaped to the top of the "to do" list when we decided, as a starting point, to "wood the boat's topsides" i.e. strip the paint above the waterline to see what-was-what. (Figure 1)



Photo courtesy Jim O'Connor

Figure 1. Once "wooded" the boat revealed what fasteners needed replacement.

This revealed that, over this boat's history, virtually every fastener known to man was employed to hold her planks to her ribs. This included wrought iron ship nails, galvanized screws, copper rivets, bronze screws, bronze spikes, brass screws, and stainless carriage bolts (yup!). Sadly, many of these were not much more than memories of their former selves. (Figure 2)



Figure 2. Many of the fasteners were "shadows of their former selves."

Good news though: except for some ugly looking nail-sick staining, the boat's topsides planking remained sound. Checks and tears and a few punky spots would have to be repaired but there was no need to replace any topside planks. Whew!

In previous restorations of our Beetle Cat, *Driftwood*, and our Charles Crosby Catboat, *Buckrammer*, I employed an approach to refastening that would probably horrify a purist but worked well. In the twenty-five-plus years I owned these boats, and with well over 2500 fasteners replaced, I never had a one fail or the boat's performance or appearance suffer.

The methodology leveraged a few simple tools. These included an electric drill, a soft-strike hammer, a small, sharp chisel and two needle-nose pliers, one a Vise-Grip and the other a fine-point electrician's. (Figure 3) Figure 4 lays out the eight-step process (and assumes that the rib behind the fastener remains sound, of course).



Figure 3. Five simple hand tools and an electric drill make quick work of removing failed fasteners.



Figure 4. A somewhat unorthodox, eight-step process quickly removes and replaces the offending hardware.

Step 1: Identify the offending fastener (Look for popped bungs, rust weeping, nail sick stains, proud screws, etc.)

Step 2: Carefully remove any putty or bungs with the hammer and chisel and inspect the situation. On more modern boats (1975 and up), you might get lucky and find a screw removable with a screwdriver or screw extractor. On boats built earlier than that, God knows what you might find “behind the bung.” Typically, a piece of iron or bronze that began life as a screw but has long ago become the proverbial shadow of its former self.

This is where the experts may flinch at my next steps. Most wooden boat restoration books insist that great care be taken when removing the offending fastener to avoid damaging the planking. Having spent the better part of several hours one day trying to surgically remove an iron screw in *Buckrammer* only to have the tail end break off in the rib, I decided there must be a better way. (FYI: Most fasteners fail at the junction between the plank and the rib... That is where water and air conspire to eat the thing away in an hourglass shape. In my experience this is also where they break off when you attempt to remove them.) BEWARE! My method slightly damages the planking. (I know, *I know!*)

As shown, I place the flat side of chisel against one side of the fastener, and hammer in a depression. I then place the chisel on the opposite side of the first depression and create a second depression.

Step 3: These two opposing depressions allow me to sneak in the needle-nose Vise Grips (or electrician's pliers) and lock onto the fastener. With a bit of gentle rocking, twisting, and cajoling the troublemaker wiggles out.

Step 4: Examine the culprit. I had no idea what this was... Bronze screw? Copper rivet? Something else? But it all came out in one piece and was non-ferrous.

Step 5: I next clean out the hole with a Fuller tapered bit/countersink one size larger than the original fastener (a Number 12 in this case)

Step 6: I screw in a new fastener one size larger than what came out.

Step 7: I glue a bung into the countersunk hole, cut it and/or sand it flush and....

Step 8: Finish things off with fairing compound. Extensively damaged fastener zones require a bit more effort. Figure 5 demonstrates the process.

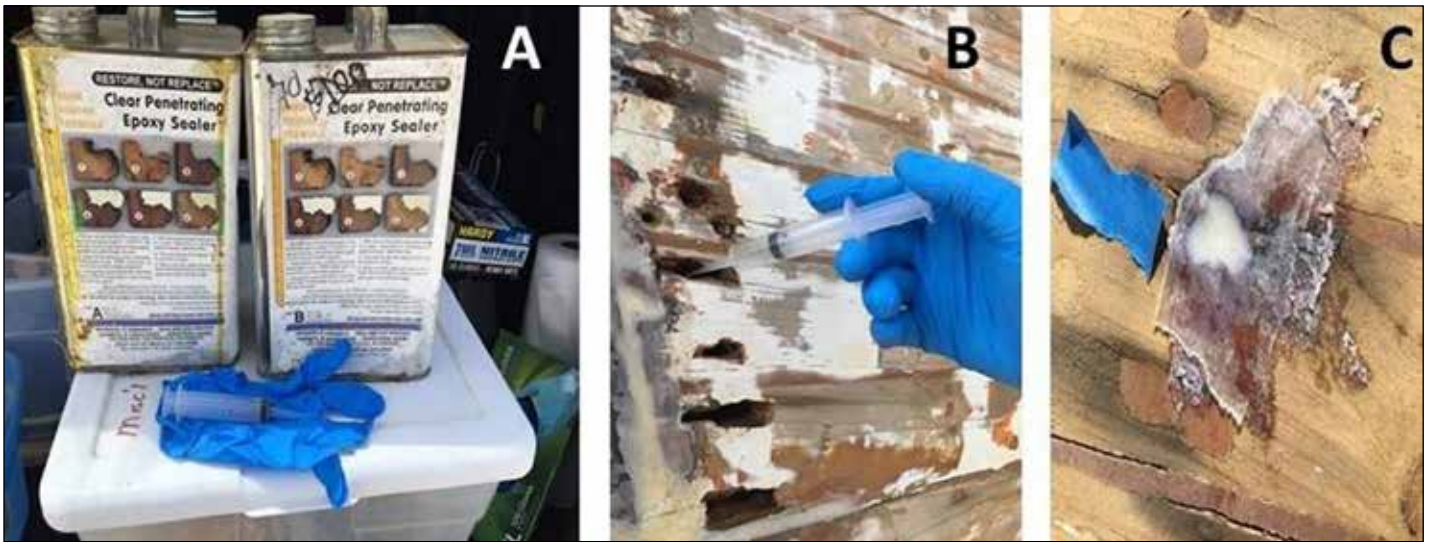


Figure 5. More extensive e damage required a bit more effort to repair.

5A: Select a reputable brand of penetrating epoxy

5B: With the offending fastener removed, Inject a liberal dose of the epoxy into the affected area. (Assumes that the problem lies with the area around the failed fastener and that the rib remains otherwise sound. If the rib is beyond repair, then replace it of course). Let the epoxy-soaked area set overnight.

5C: Rinse out the “penetrated” hole to remove amine blush, fill the void with thickened (i.e. structural epoxy) and cover the repair with a piece of waxed paper (prevents sagging) Let this set overnight and then repeat Steps 5 through 8 above.

Okay purists let me have it.

While on the subject of fasteners.... In last month’s installment I asked if anyone could identify the unique fasteners that grace much of this boat’s topsides planking (Figure 6)



Figure 6. *Sunnyside*’s unique topside fasteners had quite a tale to tell.

Once again, Kathryn Greene, daughter of former owner Walter (Bucky) Krasniewicz came through with what turns out as a remarkable answer.

“Hello again. Just remembered that you had a question about the unique “bronze” boat fasteners. My dad, Bucky, had a scrap metal and surplus business in Stamford for many years. When businesses would close-up he would go in and bid on the contents of the building and over the years accumulated all sorts of fascinating stuff in his numerous warehouses. When Luder’s shut down in Stamford in the late sixties he and others bought out their parts inventory. Brother Tom said that the fasteners used in *Sunnyside* were from Luders and they were originally used when Luder’s was building sub-chasers and mine sweepers for the government and these needed to have non-magnetic fasteners, thus the bronze. This might be the reason no one has ever seen these used before.”

Fascinated by the fact that our old catboat shared its heritage with U.S. Navel subchasers and minesweepers we hunted down a former Luders’ Boatyard worker, 103-yr old Fred Perkins, to confirm the tale.

“Yes sir,” Fred recalled as we handed him a fastener. “I’ll be damned. Those are the mil-spec, cast, mind you, cast silicon bronze flat-head ship spikes we used. We used them by the barrel-full in all kinds of sizes to build out six Aggressive-class minesweepers in the early 1950’s. We drove ’em in like rivets with a sledge. I’ll tell you; they were a bastard to work with as the hulls of those boats were planked with teak and it was like driving a nail through a steel plate. We often joked that the government must have leveled a

rainforest or two to supply all that teak. As I recall we ended up with a surplus of spikes and teak large enough to build quite a number of really beautiful commercial and pleasure boats.”

I explained to Fred that several Luders shipwrights moonlighted on the original restoration of *Sunnyside* in the 60s and that besides the use of the fasteners, much of her interior floors, replacement ribs, cabin sole and exterior deck planks were fabricated out of teak.

Fred just cocked his head, smiled from ear-to-ear and whispered, “Now why doesn’t that surprise me?”



Figure 7. A photo of one of the boats Fred worked on, the U.S. Navy Mine Sweeper Ocean (MSO) *Salute*.

Wikipedia data rounded out Fred’s story.

The Aggressive-class minesweepers were US-built minesweepers. They were designated as MSO (Mine Sweeper Ocean), to distinguish them from the smaller coastal MSCs and inshore MSIs. Of the fifty-three constructed for the United States Navy, six were built at Luders Marine Construction Co. of Stamford, Connecticut between 1954 and 1957. These included: *Aggressive* (422), *Avenge* (423), *Rival* (468), *Sagacity* (469), *Salute* (470) and *Skill* (471). Thirty-three of the class were decommissioned before the mid-1970s. Four were sold to the Republic of China in 1994 and re-classed as Yung Yang-class minesweepers. They were still in active service in 2012.

Aggressive-class minesweepers used AN/SQQ-14 mine hunting sonar to locate moored or bottom mines. They used electromagnetic cables to set off mines or other cables to cut their mooring lines, and various magnetic and acoustical devices to set off mines. Toward the end of their use, the class also employed remote submersibles like the Super Sea Rover to locate mines. Who would have guessed?!

Track 1: The Krasniewicz Saga Continues.

Beyond informing us about minesweeper fasteners, Kathryn Greene and her siblings have

continued in their efforts to assemble the provenance of this historic catboat.

Kathryn reports, “My brother Tim remembers that dad bought the boat from a man (we think an airline pilot) in Westport, Connecticut who lived off the Merritt Parkway, near the Red Barn restaurant.” (Do any of our readers know this person?) Not sure I mentioned this but the deal between my mom and dad was that dad could have the boat if my mother could have one last child (!) They both said “Yes!” and my brother Patrick was born on March 18, 1964.”

Kathryn continues, “As far as naming the boat, there are two combining stories...My dad’s business, Vulcan Surplus, was on Sunnyside Avenue in Stamford and one of my mom’s favorite places to visit was Washington Irving’s home, Sunnyside, in Tarrytown, New York. The rest is history. I did go to my locker and found a few things that I have attached (Figures 8, 9 and 10). My brother Tom said that you can tell the difference between the “resurrection” (1960’s) and the “restoration” (1980’s) pics by her white mast versus her varnished mast, respectively.”



Figure 8. Captain Walter Krasniewicz proudly single handing the resurrected *Sunnyside*.



Figure 9: *Sunnyside's* own version of the “K-jammer” kids. (L-R Tim, Beth, Candi, Tom, Patrick, Mary Anne)



Figure 10. The “restoration” phase *Sunnyside* cavorting with the catboat fleet.

One of the cleverest but clearly most heartbreaking mementos supplied by Kathryn Greene is the for sale poster created by Katzenjammer Kids artist Peter Wells. (Figure 11). (As we were going to press, we learned that Peter Wells served during WW II on US Navy PT Boats in the Pacific. He was the son of noted Naval Architect, John H. Wells, whose drawings are among the collection at Mystic Seaport Museum.)

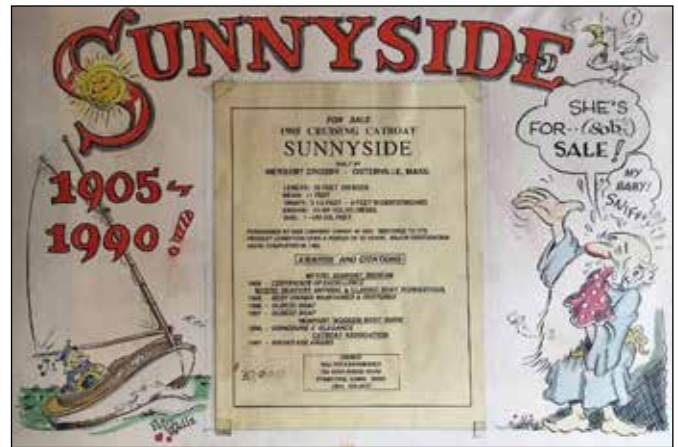


Figure 11. Cartoonist Peter Wells' bittersweet “*Sunnyside* for Sale” poster.

In a follow-on email, I asked Kathryn, “Why did your dad sell her?”

Kathryn explained, “Bucky had *Sunnyside* for over thirty years and enjoyed her very much. Most of us kids had moved away from Stamford, so we weren’t there to sail with him. Plus, the cost and work of upkeep. He had retired from his business a couple years before and my mom, Kay, was diagnosed with cancer in 1988 and passed in 1992. He kept sailing her until he finally sold her in 1995. I guess it sort of was the end of an era. To replace her and enable him to still be out on the water, he purchased a mahogany rowing boat that he called *Liberty*. Growing up on Long Island Sound he was excited to explore the coastline close-up. Also, at that point he became quite the environmentalist and reported goings-on along the shoreline, even bringing a reporter from the Stamford Advocate on board *Liberty* to talk about who was doing what to the Sound. I have sent you a pic of him on patrol! (Figure 12)



Figure 12. *Sunnyside's* skipper, Walter Krasniewicz, on final patrol aboard *Liberty*.

Sunnyside Sails On

As reported in earlier versions, we know that *Sunnyside* was purchased by a Long Island-based couple, Hoda Kaplan and Jeff Megerdichian in 1995 and that they sailed her for ten years out of Greenport, Long Island, New York. One of Hoda's friends, Joe Chetwynd, a former South Street Seaport boatwright and now a Massachusetts-based nautical historian, stopped by the Tripp boatyard and reminisced about several wonderful day cruises aboard *Sunnyside* during Hoda and Jeff's stewardship.

Joe reported, "It was a lot of boat for Hoda to handle but she managed. We would kid her that she paid "way too much" for the old thing (\$30,000) but that did not bother her a bit." We learned, with Joe's help, that Hoda's love for *Sunnyside* even earned the boat a place in her obituary following her untimely passing:

Hoda Jane Kaplan, 57, of Brooklyn, NY, formerly of Chicago, died on August 21, 2002, (Note: Corrected from earlier reports of her passing in 1995) from injuries suffered in an automobile accident. Sailor, scholar and lover of subway trains, she volunteered at the South Street Seaport for fifteen years renovating the *Wavertree* (Figure 13) a sailing ship built in 1885. For the past ten years she sailed her catboat, the *Sunnyside*.



Figure 13: Hoda Kaplan's "other" boat, *Wavertree*, named after a district in Liverpool, England.

Following Hoda's passing, Jeff decided to place *Sunnyside* on the market. Catboat Association Classified Advertising Coordinator Spencer Day sent the following For Sale ad uncovered from his research into Catboat Association Bulletins:

"1905 Herbert Crosby 25 foot catboat *Sunnyside*. In water and in sailing condition but needs to be refastened and will need a new deck. Counter stern, cedar on oak, very old Volvo MD7A 13hp diesel inboard. Offered to anyone with the right combination of skills, resources, and time. The present owner is at the limit of all three of these and cannot maintain her as a classic boat. She has already won the CBA Broad Axe Award for a previous owner. You could win the second one. This is too nice a boat to lose. If you are a motivated individual, organization, or builder looking for a rebuilding project, you should consider this classic craft. Asking \$5,000 or best offer. Located on Long Island."

All of which brings us up to her most previous owners, Bob Luckraft and associates.

Track 2: The Bottoms-Up Research Continues

Catboat historian and author, Stan Grayson has been joined by nautical historian Joe Chetwynd in their hunt for the boat's pedigree following her 1904-1907 racing career with Quincy Yacht Club Commodore Ira Whittemore.

Following his boatyard visit Joe sent the following comments and update, "*Marvel* is a great touchstone of nautical history and you were both right and very courageous to take on both her rescue and restoration. I was very surprised to learn that she was once enrolled in the Quincy Yacht Club and sailed my home waters under Commodore Ira M. Whittemore. I hope that the QYC is still interested in their once proud history in sailboats. They are primarily power boaters these days. I suggest that we might appeal to their membership for some modicum support for the boat's restoration project." (Author's Note: I have tried my darndest to contact the officers and staff at the QYC to no avail. If any reader can suggest who and how to contact an appropriate member, please forward their contact information to me at jeconway3@gmail.com)

Joe also suggested that we should conduct research at the Thomas Crane Public Library in their special collections of historical photographs and, possibly, in the microfilms of the City of Quincy newspaper of that time, *The Quincy Patriot Ledger*. (This research is now underway. More in a subsequent installment.)

On yet another boat yard visit, former owner, Bob Luckraft, while inspecting the restoration work under way, noticed that her builder's plaque was missing. He recounted, "Herb Crosby, like many

of the Crosby's, always affixed a beautiful, bronze Builder's Plaque to every boat shipped. For some reason these have been targeted by thieves. My plaque on *Genevieve* was stolen and it looks like your boat has lost hers as well."

Bob continued, "You know, we might ask the Catboat Association if any other Herb Crosby boats out there still have their plaques. Who knows? We might get lucky and be able to make a copy."

We did just that and found that *Patience*, an 1895 H.F. Crosby, currently sailing south of New England (Figure 14), still carries her plate. Robert V. Jones, owner and skipper, was contacted and he readily agreed to lend the plaque to the cause. The relic (Figure 15) arrived by FedEx and multiple copies will soon be reproduced thanks to the beneficence of a Massachusetts-based, bronze foundry owner. (More on this in a subsequent installment.)



Figure 14: *Patience*, an 1898 Herbert F. Crosby Catboat that still carries her builder's plate.



Figure 15: The author with the Herbert F. Crosby builder's plate relic.

By the way, *Patience* is currently for sale. Contact <https://www.barnegatbayyachtbrokerage.com/445052512>

Before shoving off on the day of his visit, Luckraft had one additional "Oh by the way" to share: "In researching the provenance of *Marvel* in *The Rudder*, I came across an image of the burgee of the Cape Catboat Association, the sailing club that she belonged to. I've had a number of these reproduced and thought you might like a copy."

With that he handed me the ensign shown in Figure 16. We plan to fly this proudly when the boat's big re-splash happens next season.



Figure 16: The reproduced ensign of the legendary Cape Catboat Association.

Epilogue: Chetwynd left a voicemail marked urgent. "John, I've located a copy of the QYC's 1907 Yearbook. In the book *Marvel* is described as follows: MARVEL; CB Cat; Owner; Ira Whittemore; Dims 25'.0" x 24'.0" x 11'.3" x 3'; Bldr: D & CH Crosby, Osterville, Mass.

"Oh My God! You may not have a Herbert F. Crosby boat after all but rather a Daniel and Charles H. Crosby-built boat. Call me." (To be continued...)

The author would greatly appreciate donations as small as \$1.00 to support the grassroots project restoring this historic catboat. These can be directly made to: <https://gogetfunding.com/marvel-an-historic-boat-restoration-project/>



MARSHALL MARINE CORP.

New boat builds, full catboat service, parts and storage



New Boat Construction

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

Complete Catboat Services

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

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

Brokerage

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



www.marshallcat.com

55 Shipyard Lane ~ So. Dartmouth, MA

508-994-0414

geoff@marshallcat.com



Cruising

Steve Flesner, Editor

Roaming: 24 Hours on the Indian River

Brent V.W. Putnam

There's always a shake-down cruise. This one was nearly a year in the making, delayed by predictably unpredictable things like weather and government bureaucracy (that one is another story). When the stars finally aligned, I set out for Honest John's Fish Camp, the designated launching point for this adventure.

Except that I was already late. I was supposed to meet the fleet on Thursday, June 10, but I'd spent the day cutting and fitting a cockpit cover for *Roam* (yet another story) so I could stay aboard with some degree of comfort. Friday began with stops at Wal-Mart and the sailmaker, which delayed me further.

Roam had come to me with two sails: a beautiful, albeit well used, red sail, and a nearly new white sail. By default, Beetle Cat sails have one set of reef points. Every catboater knows the value of reefing. In anticipation of those times when another reef might be prudent, I'd had Mack Sails put a second set of reef points into the white sail. I left the red sail with them a month before this trip, but when I stopped to pick it up, it wasn't ready.

"You can take it if you need it," the woman in the office said, "or leave it and come back. It should be done next week."

The red sail is prettier and more noticeable, but I left it with them. I had the white sail, and that second set of reef points would soon prove useful.

Several hours later at Honest John's, I met the attendant on duty, Jonathan. I neglected to ask if he's the "Honest John" or a relative thereto. The trees were swaying in the wind, so after rigging *Roam* and stowing my gear, I tied in a reef. Then I saw the flag at the dock. It was standing straight out. I tied in the second reef.

As I prepared to shove off, Jonathan looked out the inlet toward the Indian River and remarked, "You're going to get wet."

"I've taken a lot of folks sailing," I replied with a smile, "and whenever someone complains



about getting wet, I remind them that they are on the water." Jonathan laughed and let go of *Roam's* forestay, sending us—*Roam* and me—on our way.

Out in the lagoon, I was immediately grateful for the second reef. The GPS on my VHF showed four and a half knots—hull speed for a Beetle Cat—and *Roam* was moving nicely. Had I made the mistake of using the red sail, I'd be overpowered and struggling.

Unfortunately, my destination was south of here—toward the Sebastian Inlet and into the fifteen knot southerly. Jonathan's prediction was correct: I was getting wet. The Indian River Lagoon, not an actual river but rather a massive estuary, is catboat country, and as with any thin water in a breeze it's choppy.

Close-hauled and slogging my way south, the larger waves crashed into the bow and over the foredeck, the wind blowing spray into my face. I had salt on my lips and my glasses were dripping (goggles would've been useful in these conditions). The only consolation to this onslaught is that it felt like bathwater.

It was enough for me to think about adding a dodger. A dodger on a Beetle Cat? Heresy! But why not? My Beetle was already a mongrel when I acquired her, sheathed in fiberglass by a prior owner. I had corrupted her further in my efforts to turn her into a camp cruiser, installing lazy jacks, a topping lift and an outboard.

We had shoved-off at around 17:00. Our destination, a spoil island known as IR1, was just six and a half miles away as the crow flies. Beating my way south was beating me up and eating up daylight. *Roam* is not equipped with running lights, and I had no intention of violating the "Bass River Rule."

Water was sloshing around the bilge, soaking those parts of me that were not hit directly by the spray. Wet, and a little discouraged by our slow progress, I felt the need to bail out and dry out. It was around 19:00 when I slipped into the lee north

of Grange Island, dropped anchor near the beach and took the opportunity to check-in with my host, Dan.

Dan is the coordinator for the West Coast Trailer Sailor Squadron, an informal organization of shallow water sailors. It was formed in the late 1990s when a long-time sailor traded his keel boat for a Sea Pearl, a shallow-draft cat-ketch. The squadron includes shallow water boats of all types—the only common thread is the ability to be launched from a trailer and pulled up onto a beach.

Although most of the members live and sail on the west coast of Florida (hence the name), there are trips such as this one to other parts of Florida. Although this was technically a solo adventure, I would be in the company of other boats if something went wrong, an ideal shakedown cruise.

Now dry with much less water in the bilge, I was feeling adventuresome again. Right about now, my wife, Rebecca, would be saying, “Oh Lord,” because she knows what comes next. With dusk approaching, the prudent course of action would’ve been to immediately seek an anchorage and get settled, but I was emboldened to continue on and try to join the fleet.

I weighed anchor. Although the wind and waves had quieted, it was still from the south. I was still getting wet from time to time, and the sky was now growing darker, helped along by thunderheads to the west, behind which the sun was setting. I tried motoring and motor-sailing, but with the wind on the nose, the Torqeedo’s battery was quickly running down.

A sense of urgency was setting in. I checked the chart. On the eastern shore of the Indian River, there was a very shallow, natural harbor labeled “Mud Hole,” the mouth of which faced northwest. It was southeast of my position—a straight run on a single starboard tack.

At the mouth of Mud Hole, *Roam* went into the lee of Scout Island, so I started the Torqeedo. After touching bottom a few times, I turned back to deeper water, second-guessing my decision.

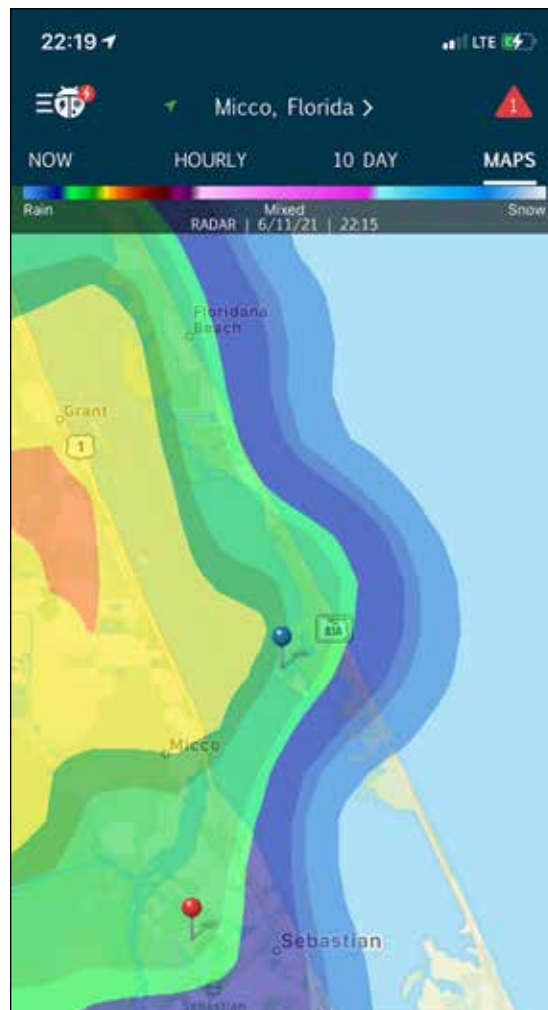
There was another option. Campbell Pocket is a deeper harbor further southeast, but it’s around Scout Island and Long Point. Tacking my way south, I continued to scrape bottom, this time with the centerboard. Unable to see well in the growing darkness, things became increasingly frustrating.

This was a violation of the Bass River Rule: never enter unfamiliar harbors after dark. I coined the rule many years ago aboard *Cranberry* after a fouled prop

in the Bass River, the result of arriving after dark and losing my bearings in the unfamiliar surroundings.

Roam’s centerboard kept scraping bottom, I kept getting hit with wind-driven waves, and my frustration was mounting. Second-guessing my second-guess, I aborted the attempt on the Campbell Pocket and turned back for another try at Mud Hole. This time *Roam* literally scraped the way in, the Torqeedo lifting with each bump across the bottom. There was less shelter from the wind than I’d expected, but it was good enough. I tossed the anchor overboard, secured the sail, and bailed more water from the bilge. It was 21:00.

The lightning to the west was getting closer. I checked the radar on the weather app on my phone; it was heading toward me. As I scrambled to get the cockpit cover up, I put it on inside-out. The weather app alerted me—Severe Thunderstorm Warning! I rushed to fix my mistake and get the cover on correctly, accidentally ripping several pull-the-dot snaps off the plastic tarp.



A storm threatens. I was anchored at the blue pin.

Although it was missing a few fasteners, I managed to get the cover secured and unpacked my bedding. The air was warm and damp, and everything was wet to some degree, including my sleeping bag. I hadn't eaten, but I wasn't hungry, having been fueled by adrenaline over the past hour. I checked in with Dan and Rebecca and hunkered down as the storm approached.

Like an amoeba, the storm's outline morphed and split as I watched the radar, the new cells moving north and south of us. Rain came, but it was a steady hum on the tarp, not the tropical downpour I was expecting. With each flash of lightning, the mullet that had gathered around *Roam* scattered with a loud "ssshhhhh." I counted...thunder boomed. It was uncomfortably close. It drifted east. I dozed off.



Saturday morning in Mud Hole.

On Saturday morning, the only thing disturbing the water was the ripples from my movement aboard *Roam*. From time to time a motorboat from the nearby campground pattered past at idle, lest they drive their *stern* into the bottom. In the dark of night, the Mud Hole seemed impenetrable; in the light of day, it was an obviously ideal anchorage for a Beetle Cat.

The morning sun was hot—this is Florida, after all—so I left half of the cover up for shade. As *Roam* drifted around her anchor, I was alternately baked and shaded. It felt isolated, but there was a rumbling in the distance. Too early in the day for thunder, a train's horn reminded me that civilization was not far off.

I've been camping and I've been cruising. Although Rebecca has described nights aboard our larger catboats as camping, those accommodations are luxurious when compared to the Beetle. Unlike

a Marshall 22, the Beetle has no cabin, bunk or galley. The head on *Roam* is a plastic bucket in the Herreshoff tradition, albeit with plastic bags (this is a no-discharge zone). There's sitting headroom under the cockpit cover I fashioned from a tarp, but it's really only useful when at anchor. Like back country hiking, camp or beach cruising is a minimalist endeavor, an attempt to reduce baggage to the minimum necessary in order to get as close to nature as possible. Or, as Dan described it, it's a bunch of old guys pretending to be Huck Finn for a few days.



Accommodations.

Dan called as I was preparing a breakfast of Spam, oatmeal, coffee and mixed nuts. The fleet was starting to pack up and head out. The forecast was for more storms later in the day, so several boats were heading home; everyone was going north to Honest John's. They were still several miles south of me; I had time to finish and clean up. Dan said he'd call when they got close. I described *Roam*, so he knew what to look for. He observed that, "You're probably the only Beetle Cat around here."

Heeding the wisdom that it's always easier to shake out a reef than to put one in, I shook out one of the two reefs I'd put in the night before.

The Torqeedo wouldn't start – I probably drained the battery the night before. Now able to see the bottom, I set sail and steered *Roam* through deeper water, ghosting out of Mud Hole and into the broad expanse of the Indian River Lagoon.

Originally called Rio de Ais after the local Ais tribe of Native Americans, this stretch of the Indian River Lagoon is about two miles wide; it varies from half-a-mile to five miles wide along its 156 mile length. One of the most biologically diverse estuaries in the northern hemisphere, the brackish water is fed by freshwater springs and rivers to the west and natural (though now armored and stabilized) inlets to the east. It's home to over 4,300 species of plants and animals, and is the only place you'll find the Atlantic salt marsh snake. On this morning, the familiar cry of an osprey echoed in the wind. With an average depth of four feet, this area is perfect for catboat sailing, and there is much to do and explore here. Within the boundaries of the lagoon are five state parks, four national wildlife refuges, and a national seashore.

Dan caught up to me in his *Wayfarer*, *Truant*, and I shook out the last reef. The water was calm. A west wind of six to nine knots was moving *Roam* along at about three and a half knots but *Truant* is a faster boat and Dan outpaced me.

Our destination is north of Honest John's, nearer the Intracoastal Waterway on the west side of the lagoon. BC44B is a spoil island, literally created from the dredging spoils when the Intracoastal Waterway was cut through here in the early-to-mid 20th century. Each island is numbered; as the name suggests, this is part of island number 44 in Brevard County. The fleet had stayed at IR1 last night, Indian River County Island Number 1.

Several other boats turned in at Honest John's, but Dan and I continued on to the island, beaching



Rendezvous.

our boats on a north facing beach with Mike in his fiberglass *Scamp*, *Luna*. There were introductions, discussions about our respective boats, and of course food.

After lunch, the three of us put to sea again, this time to explore Snag Harbor, a cove on the east side of the lagoon that sits within the boundaries of the Indian River Lagoon Preserve State Park. It's a nice place for a quiet sail and a good anchorage, as evinced by the presence of a pirate ship, or rather a pontoon boat dressed up like a pirate ship, that appeared to be permanently moored there. I didn't ask Dan if he knew anything about it, but you can find it on satellite images.



A pirate ship?

Mike and his wife were staying at a campground nearby, so he headed back from Snag Harbor, leaving Dan and me as the last of the flotilla. We returned to BC44B to discuss what was next, and I took a few moments to walk around the island.

Dan recommended exploring the channels around the mangrove islands south of Honest John's. The wind had shifted to the southeast and freshened, so we both tied in a reef before shoving off the beach at around 14:00.

Along the way, the wind continued to build and I started to get wet again. It went downhill from there. The battery on my handheld VHF radio was nearly dead. My spare, which uses AAA batteries, wasn't working. I couldn't do any troubleshooting while holding a tiller, so I warned Dan that my communications may soon be impaired.



Spoil Islands.

Dan was having troubles of his own. He outpaced me in his Wayfarer, again, but soon radioed that he was turning back to Honest John's. He pumped his bilge dry, but there was more water and it wasn't coming over the railing; he had a leak somewhere.

With no juice left in the Torqeedo or my VHF, no company, and a storm brewing to the west, I decided discretion is the better part of valor. As Dan pulled *Truant* out, I pulled up to the dock to do the same. It was 15:30.

I'd spent less than twenty-four hours out here, but it was a good shakedown cruise. The tarp I fashioned into a cockpit cover worked as expected, although the pull-the-dot fasteners weren't durable. I met some good people, and learned a bit about the Indian River. Perhaps most important, I'll be back.

Anyone want to join me?

References:

Hoddinott, Ron. "Shallow-water Beach Cruising in a Small Sailboat", *Sail magazine*, 8 September 2015. <https://www.sailmagazine.com/cruising/shallow-water-beach-cruising-in-a-small-sailboat>

Rountree, Bob and Gross, Bonnie, "Primitive Camping on Dozens of Starlit Islands in Florida," *floridarambler.com*, 10 May 2021. <https://www.floridarambler.com/florida-camping/primitive-island-camping-florida/>

Friends of the Spoil Islands. "Spoil Island Maps by County." <https://www.fosifl.org/spoil-island-project-home/spoil-island-maps-by-county>



Tally Ho

James H. Stevenson

My first memorable encounter with a catboat was during a fun race on Chester River on Maryland's Eastern Shore. I had borrowed a day sailer with stained sails and a dirty bottom that I referred to as "The Floating Reef." We were sailing in Comegy's Bight in a fresh breeze and as I was nearing Deep Point a twenty-two foot catboat was beating upriver, all grace and serenity in her elegant ease. The plumb bow, gaff main and easy sweep of the sheer endeared me to the classic lines. I waved to the skipper, but I suppose the prospect of acknowledging our slovenly state would be too great a stain on his ego to respond, so he steered on, but I was hooked.

By the 2019 Annapolis Boat Show the hook was irretrievably set. Geoff Marshall, of Marshall Marine, advised me of the availability and condition of used Marshall catboats in his inventory. He suggested I wait for a preowned 22 soon-to-become-available with a relatively new Yanmar diesel and low hours. After considering the nearly-new engine and an encouraging survey report, I bought the boat sight unseen.

My strategy was to sail her from South Dartmouth, Massachusetts, the home of Marshall Marine, to Rock Hall, Maryland in the spring and race her on the Chesapeake. Unfortunately, COVID-19 stymied my plans for eight months until this July when Kathy and I boarded a flight to Providence, Rhode Island, dodged the COVID Police, and were cordially whisked away to Padanaram by Geoff's mother.

What a relief to find *Puddle Duck*, soon to be rechristened *Tally Ho*, floating at the water's edge. Geoff was kind enough to lend us the yard pickup so we could provision for the trip, do a little sightseeing and even offered the use of his house for showers.

My blue water sailing experience is limited consisting of racing and deliveries in my teens and twenties with the rest of the time spent mainly on the Chesapeake. So, trusting in the compass to find a point of land beyond the horizon, and whose next stop is San Juan, tends to give the novice ocean mariner pause. Cuttyhunk, Massachusetts is the western terminus of the Elizabeth Islands, a string of islets that dribble from the outstretched bicep of Cape Cod's arm. From Padanaram, it is a natural destination for a shakedown cruise.



First look at our new boat at Marshall Marine.

So, fully provisioned with Dinty Moore beef stew and two coolers icing down our groceries, we passed through the Padanaram Bridge out into Buzzards Bay. I wish I could say that it was a relief to finally be sailing but no sooner had we settled in, the wind freshened and we began to broach. I decided that with a novice crew on a boat that I was as yet unfamiliar, the safest course of action was to motor to Cuttyhunk. The decision was soon justified as the swells increased to four to six feet. Though a bumpy ride, the Marshall 22 proved to be a fine sea boat delivering us safely to port.

Cuttyhunk Pond is a popular anchorage with all manner of sail and power boats jammed into an area about half as long as the island. We anchored at the northern end amongst the seaweed with a refreshing southwest breeze. This evening would be the true test of a budding sailor: Dinty Moore beef stew cooked on a single burner alcohol stove.



Home sweet home.

The next day we hiked to the highest point of the island and were rewarded with a splendid view of Martha's Vineyard. Kathy had lobbied hard to go there but I judged sailing east to the Vineyard with adverse currents paving the way to Edgartown would add another week to a trip that eventually took four.

While wandering around the island, we met Chris and Candy Powell. I'm always watchful for rare birds and Chris proved to be an ebullient ambassador to the avifauna of the island. He confirmed that a brown duck paddling around the harbor was indeed a Common Eider. We chatted about birds and boats while ice cream ran in rivulets to our elbows.

I cannot sufficiently convey the charm of New England and it was a rare opportunity to meet interesting people from the graciousness of Geoff Marshall to the Police chief who ran the tender in Cuttyhunk Harbor. I found that the locals I spoke with would reflect before responding, mining a quarry of wit earning them the moniker "droll yankees." The air was clean and the water clear, something we used to see in winter in the Bay but

is now very rare. I should not have been surprised to find that the areas we visited have metamorphosed from the working class blue collar fishing towns of my youth to retail destinations and second homes for the prosperous. I think that this is a natural result of an ascendant economy and certainly the architecture has not suffered through neglect. Despite COVID, all the popular destinations were packed.

The next morning, we slipped out the channel and headed west to Block Island. My first mistake of the trip was to set my compass course directly to Block Island ignoring the charted obstruction between. A Marshall draws only two feet so I felt safe navigating close to the reef, but these waters harbored uncompromising obstacles as compared to the Chesapeake's relatively benign waters.

As usual the breeze blew up from the southwest and, as we passed the end of the island, an extraordinary chop developed with enormous chaotic swells tossing us around. At the time I didn't know any better and, staying the course, noticed over to port what looked like the gray back of a whale surrounded in white water and spray, only it didn't move! I bore off quickly to the north avoiding an early end to the trip on Sow and Pigs Reef. Clearing the reef, the seas resumed a less confused motion and we got back on track for The Block. But again, the southwest trades built to small craft warnings and the seas to six plus feet so we decided to bear off to the northwest to the Sakonnet River. This had the effect of lengthening the trough of the wave so that we were not battering our way forward in a boat that is nearly half as wide as it is long.

Getting a decent start the next morning, we again headed back out to sea for Block Island. This was the first day of nearly calm seas. We putted along at about five knots under a blistering sun (and without an awning). Kathy kept busy on her phone and I fell into a routine of watching the compass, scouting the horizon and checking the gauges. I was in the midst of remembering a poster in the Carpenter Street Saloon in St. Michaels depicting a square rigger about to plunge off the edge of the earth with the caption "I told you so," when not thirty yards off our bow a large silvery fish launched straight out of the water. Directly on its heels, a massive creature leaped in hot pursuit. I recall thinking it looked like an Orca, dark above, light below with large pectoral fins. It evidently gave up the chase and swam near the surface its dorsal fin popping up and down as it cruised beneath the gentle swells.

Kathy taking photos said, "Slow down and make a circle around it."

"Ok Hon."

We closed to within fifteen feet and I was impressed by the fin which appeared to be about two feet tall but sticking out of the water at a diagonal. I wondered later if it was rolled over on his side to size us up for a potential meal.

"Get closer."

"Sweetie I think we are close enough," remembering that sharks are known for attacking boat propellers.

Kathy dashed off a picture to my oldest son, James, the fisherman of the family and he soon responded, "Yup, Great White."

Before leaving for the trip, I badgered the Rock Hall Yacht Club for a copy of *The Register of American Yacht Clubs*. I had great hopes that other yacht clubs would reciprocate with RHYC. The reality of reciprocity never materialized. No clubs that Kathy called responded citing COVID worries. Although marinas were also suspicious of transients, we always managed to get wedged in somewhere.

As we entered the Great Salt Pond on Block Island, I was not a little surprised at the sheer volume of yachts and the carnival atmosphere with banners flying from the tuna towers and tenders plying to and fro. One of the strangest sights occurred while standing at a dock when someone said, "Look at that!" and silently ghosting through the fleet on what appeared to be a surfboard levitating above the water was a man nonchalantly headed for the beach. The impression was like an aquatic take on the *Back to the Future* hoverboard scene and left me seriously doubting if what I was seeing was real. It turned out to be an electric hydrofoil.

So far, the trip had not been suitable for sailing. The wind was either on the bow or excessive, but the morning we left for Mystic looked like an easy reach. Relieved to get in a little sailing, I raised sail and, as the breeze increased, the gooseneck on the gaff crumbled raining pieces of the casting and part of the gaff to the deck. Refurling the sail, I cranked up the Yanmar and headed for Fishers Island Sound. I called Geoff Marshall and described what had happened. He said that he could send a new casting to Mystic or some other port along the way. I demurred not wishing to delay our trip. Also, the wind was typically on our bow and sails would be no help on the New Jersey Intracoastal Waterway (ICW). Besides, the little motor was so far reliable, surprisingly quiet for a diesel and able to push us at a respectable five knots.



Broken gooseneck Block Island.

From Cuttyhunk to New York City the coast is dotted with ports and anchorages gratis the last ice age. Fishers Island provided a bulwark for the ports of Stonington, Mystic, New London, Groton, and others. We chose Mystic and motored up its meandering namesake river through the railroad swing bridge then further on the magnificent bascule bridge that was all wheels and levers.

Though the Mystic Seaport Maritime Museum was a veritable ghost town, it was still open and we could walk the grounds and enjoy the company of vessels whose original missions were long past, but whose memories were enough to propel them to a new life as living history. The other so-called Maritime Museums of Connecticut and Maryland are, in my opinion, a little miss-named as they are also working boatyards where classic vessels are not only maintained and repaired but also built.

Moving on we made ports of call at Guilford, Milford and then a long day to Stamford where we waited out all fifteen minutes of hurricane Isaias, as luck would have it, behind a hurricane barrier.

From Stamford, we made our last dash up Long Island Sound to City Island to wait for the ebb current to jet us through the East River to the Hudson. A departure gift from Geoff Marshall was the classic Eldridge tide table and despite having written descriptions plus diagrams, I managed to read the wrong column and got the tide backwards. Back home, the Chesapeake tides are not as noticeable as in the northeast, especially at the notorious Hell Gate, the confluence of the Harlem and East Rivers.

By the time we reached Wards Island, the jig was pretty well up. We were fighting a losing battle against the current coupled with the wakes of motor yachts hurtling past and tugs barely in control of their barges. Nearing a bulkhead on the west side of the river, we were hit by a wake that nearly put us on beam ends. From the helm, I watched as everything loose below flew to the cabin sole and the unattached forward hatch slid overboard.

Backtracking, we ducked into a little cove at Stony Point and dropped anchor, waiting for the current to ebb and contemplated what to do with a square hole in our foredeck. In a collaborative effort, we found that one of the plastic storage containers neatly fit the hole and could be wedged in place between the boom and deck. By late afternoon the tide had changed, and we ventured out into the ebbing current and enjoyed a thankfully uneventful passage past Manhattan to the Hudson River.

That evening we stayed at a marina on the New Jersey side of the Hudson and savored the lights of Wall Street. I felt that this was the end of the first part of the journey as the terrain would change from the rocky glacial moraine seacoast of the northeast to the sandy barrier islands of the coastal plain.

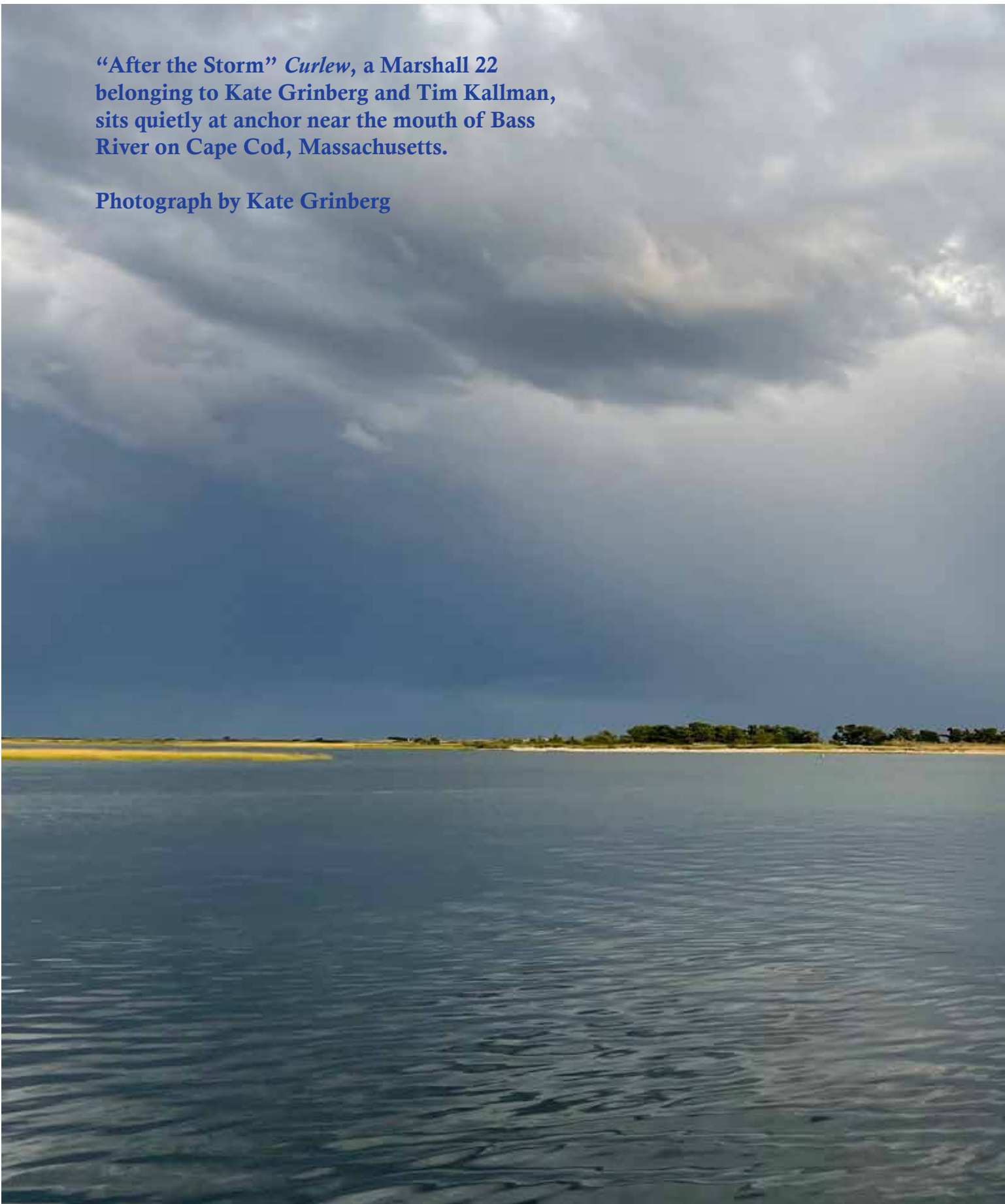
Another change included the fact that while harbors are plentiful behind the barrier islands, entry to the Jersey ICW is not. From Atlantic Highlands, the first inlet was Shark River, which we were advised to pass because of fierce tides and spare dockage. The next port would be a good day's haul to Manasquan.

Manasquan was spooky. We arrived by late afternoon and the channel was buzzing with powerboats. We tied up at a marina with a restaurant and I was barely able to reach the pier deck except by standing on the cabin top, getting a leg up on a stringer and hoisting myself up the piling. I named the place "COVID Paradise" as our first port of call where masks were perfunctory, the bars and restaurants were packed and head boats took out

(Continued on page 38)

**“After the Storm” *Curlew*, a Marshall 22
belonging to Kate Grinberg and Tim Kallman,
sits quietly at anchor near the mouth of Bass
River on Cape Cod, Massachusetts.**

Photograph by Kate Grinberg





(Continued from page 35)

parties of college kids celebrating all night, minus masks. At about 2:00 a.m. a parade of fishing boats headed out the channel for deep water.

This was to be our first day on the ICW, but when we headed inland to the channel entrance, the tide was foul and without much thought I turned the boat around and we headed for the ocean and Barnegat Bay.

The New Jersey shore runs about south southwest from Barnegat Bay to Cape May and, with few exceptions especially at the inlets, the ten foot drop off is no more than two hundred yards from shore. The weather had been clear with slight chance of thunder showers. I noted a fog bank offshore and kept that in mind. This was the first time I took the GPS seriously, which helped me to skirt the shore—mile after mile of sandy beaches and summer homes. There were also occasional schools of porpoise that would sound when they got near the boat.

From Barnegat Bay, we started in fog that soon burned off and motored to Little Egg Inlet. The next day we gave the ICW another try to get in the back door to Atlantic City. This proved to be a character building experience. The tides inside the Barrier Islands can be vicious and so are the biting black flies. The ICW here winds back and forth through narrow channels and low scrubby islands.

Finally spotting Atlantic City in the distance, the frustration only grew as we seemed to be backtracking, but the buoys reassured us as the numerical sequence was consistent. We eventually pulled into the Golden Nugget marina at dusk. That evening after dinner we sat on the boat and watched tendrils of fog wisp in from the ocean.

It should not have been a shock to find ourselves fog-bound in the morning, but with the weather forecast being favorable, we dashed off into the misty netherworld anyway. The fog was not so thick that we couldn't see the beach but the trusty GPS was a great confidence builder.

I am basically a cave man and Kathy, my cosmopolitan companion, is a social butterfly always game for the night life and a fast dance. So, when we neared Ocean City, I think she could hear the tread of flip flops on the boardwalk. We darted in and stretched our sea legs for an evening.

The last leg of the New Jersey coast was uneventful between Ocean City and Cape May, except for morning fog and the schools of porpoise were quite friendly. I remember a youngster getting

next to the boat and looking up at us like a curious good natured puppy.

The long run up Delaware Bay and the C and D Canal took the most planning and patience. Years ago, I did a delivery to Newport from Annapolis and my father quipped that sometimes going up Delaware Bay you feel as though you are racing duck blinds. Our good friend Joe Halstead counseled us to begin an hour before mean low water and ride the tide up the Bay, catch the peak at Delaware City, then coast down to Chesapeake City on the ebb. "You can knock it out in twelve hours," he said. "The trick is to ask God for a southwest breeze blowing in the same direction as the tide, otherwise the wind will set the waves up like walls of water making for a miserable passage."

The only other problem was that out of three different tide charts none of them agreed on the time of low water. I had to dash home to do some unexpected banking. On the way back, as we were disembarking the Cape May Ferry, I heard two men behind me talking about the tides so I turned and happened to be face to face with the Captain. I told him about my predicament, and he said that there can be several factors affecting the tides but on the whole the Eldridge tide table is pretty reliable.

The next day, low water was at 6:00 a.m. We rode the last of the ebb out the Cape May Canal and then headed west on a diagonal to meet up with the shipping channel opposite Port Mahon. Delaware Bay is wide and shallow and the shipping lane is fairly slim but there are numerous lighthouses and buoys to guide the way. As the Bay narrowed, we passed the Ship John Shoal light crawling with cormorants and a lone Bald Eagle standing like a figurehead perched on the prow of its guano lathered perch.

In ten hours, we had reached the entrance to the C and D Canal, sometimes clocking eight knots, then rode the ebb towards the Chesapeake, arriving at Chesapeake City around 7:00 p.m., which included an hour en route refueling and using the pump out facility. We anchored in the lovely little cove at the Chesapeake Inn and had our first meal (at the Hairy Mexican) in home waters.

The next leg, down the Elk River, was picturesque and Southern. We were passed by a herd of cigarette style craft that had been tied up the night before at the Chesapeake Inn. They roared past with blue and white banners flogging the air. A forty footer, with enormous outboards and "Trump Train" painted in hefty letters across its beam, left us wallowing in its wake.

Our last evening aboard was spent at the Tolchester Marina, about ten miles by car from home in Chestertown but still another five to six hours to the Rock Hall Yacht Club. We ate at the Beach Bar listening to live music and as the sun set, watching power boats well-fortified with Eastern Shore cheer cruise westward into the mists.

Unmooring the next morning to the rattle like call of a kingfisher, we headed out to the channel. The grey cliffs and pebbly beaches of the upper Chesapeake were gradually giving way to the broad bays and salt marshes of home. Passing the old familiar landmarks, I had time to reflect on the trip that was nearing its end and what I had learned. The journey was a great adventure that I sorely needed and did not disappoint. I had wanted to motor the New Jersey ICW but either the tide was foul and I did not want to wait half a day for it to change. Luckily, I found out that a railroad bridge was closed for repairs so I decided going “outside” was the best option. Going outside, port to port takes planning as a rip current in a crowded channel is daunting and dockage, at least during the pandemic, is dicey. The passage from Cuttyhunk to New York City could

have been less “bumpy” but to wait for a favorable tide is impractical if you are under time constraints.

The other factor I had not considered was that I was no longer seriously racing. The competitive juices don’t automatically retire when you do and I can’t remember ever being on a pleasure cruise when some part of me wasn’t in chase mode. My anxiety over a jaded retirement vanished when my three-year-old grandson sprung from my twelve foot peapod up and over *Tally Ho’s* side and into the cockpit. That boat had been a great hit with the family. We raced her in the Down River Race, from Chestertown to the Rock Hall Yacht Club, and were pleasantly surprised in that she pointed well with the other boats and had comparable boat speed.

Though somewhat small for a cruising boat, *Tally Ho*, none the less, bore our expedition well and we would do it again. I found that the cockpit accommodates four to six adults comfortably and the grand kids love looking out the ports and sleeping on the bunks. As a comfortable shallow draft day sailer with a novice crew, the Marshall 22 is fun to sail and a weekender with a lot of class. “*Tally Ho!*”



Safe Harbor: Rock Hall Yacht Club.



Down on dee Bay Hon

Steve Flesner

Who let the cats out...okay, how did they get out? Well, down on dee Bay, they picked the lock and bolted into a catboat...I mean what else would a cat jump into that was on the water? You can only keep felines caged for so long and when the first event of 2021 took place over Memorial Day—the West River Heritage Regatta at Hartge Yacht Harbor—they were ready, even if it was blowing thirty-plus and pouring rain. The turnout was great despite the weather. The Regatta featured wind, rain, omelets, oysters, and seminars...but no sailing! It was just good to see old and new friends and talk about our favorite subject... catboats. Just goes to show, some cats do like water!

We held three more cat gatherings and the seven-day Long Cruise headed down to the mouth of the Potomac to explore some creeks and islands and to look for the source of dark and stormys! We hope all our catboat friends up north got to enjoy getting back out on the water as much as we did despite the hurricanes, floods and locusts! Now remember, down here some folks say, "Ya'll come back, ya hear?" That means you have to have been here at least once. We hope to see some of you down on dee Bay Hon and hope you come back!

See you in Mystic!



Beetle Cat® Boat Shop

Sole Builder of the Beetle Cat Boat

WE OFFER

New Boats * Used Boats
Storage * Parts * Repairs
Maintenance

*New Custom Wood Spars
& Flagpoles*

3 Thatcher Lane
Wareham MA 02571
508-295-8585

www.beetlecat.com

Celebrating
101
Years

Canines and Catboats

Teri Stanley

Dog Lovers! Who says dogs and cats can't get along?



Photo by Phil Carling

Gracie is a Golden Retriever on board the Fenwick Williams catboat *Tabby*. *Tabby* was built by Seth Persson in 1947 for John Killam Murphy, now owned by Phil Carling. Gracie and Phil can often be found spending many quiet summer evenings onboard *Tabby* in her slip in Hingham, Massachusetts.



Photo by Bridget Stanley

Standing on the stern of *Sandy Toes*, a 1967 Marshall Sanderling, is Gibbs, a one-year-old Chesapeake Bay Retriever. Gibbs, owned by Wade and Bridget Stanley, is seen here taking time off from hunting in the woods for a day of sailing in Hingham Harbor.



Photo by Skip Stanley

This four-year-old Labradoodle Jamie sails onboard the seventeen foot Sun Cat *True Story* owned by Jon Ettinger in the Catboat Parade, part of the Martha's Vineyard Art Association Exhibition *Catboats!* held this summer in Edgartown. Along with Jamie, who "likes to be on the water, but not in it," Jon's crew consisted of his daughter, Morgan (not pictured), and boyfriend Brenden Breen.

Got a great photo of your dog on your boat? Email your photo, as a .jpg file, to us at catboatcanines@catboats.org and we'll put it in the Bulletin. Please include some basic information such as your dog's name, kind/breed, your (or the owner's name), the name of the boat, where it was taken, and any other relevant information. If you'd like, feel free to provide a few lines about your dog that say something about his or her personality.



Rendezvous and Race Results

Steve Flesner, Editor

Casco Bay Cruise

Anne Bridgman

The forecast was two words: Hurricane Henri. Luckily the storm was a day out. So, *of course*, we would hold our annual regatta in the New Meadows River! Cloudy with an east-southeast-northeast wind (you get it, occasional big puffs and shifts with the ten knots, gusting to fifteen, easterly breeze). A nice day to have a reef in for the conservative sailors among us. We don't have herds of cats in our area, so we were happy to have three. "Other" boats like to sail with us, of which we had six. So, it was a merry fleet.

In the past we have had complex formulas for handicaps, to keep the group together. This year, no handicaps, no staggered starts, one lap around the usual six and a half mile course, and we all stayed together better than ever. Go figure.

Hobo (a catboat name from the original famed Rainbow Fleet) had a picture-perfect start, over the line two seconds after the horn, followed closely by *Priscilla*. *Rosamond* lost track of her time and started about a minute late, to leeward of the leaders, but slightly closer to the first mark. *Hobo* took a gamble going off from the starting line close-hauled, which took her away from the first mark significantly, but she made up for that along the course.

Parts of all three legs were kind of "reachy," from close to broad, with a rare tack required—a really fun sail. *Rosamond* had the lead at Birch Point, but was being outfooted by *Priscilla* by the first mark. Enough wind to warrant avoiding a jibe, *Rosamond* did a big tack too close to the first mark and promptly hit it.

With *Rosamond* doing her penalty circles, *Priscilla* handily got the lead and we had a beautiful reach in fairly close company to mark #2. By this time, *Hobo* was back in the thick of the mixed-boat fleet and not far behind. Mark #2 was at the mouth of The Basin, where the funneled wind always affects the boats. But *Priscilla*, *Rosamond* and *Hobo* all had clean roundings, and were off for the finish line. On this third leg, errors and pure luck in predicting wind were telling. *Priscilla* headed for the middle of the bay where she



was out of the lee of the land and should have been in good air. *Rosamond*, hit by a few scary puffs, was slowly pinching to windward, seemingly way above the finish line. *Hobo* almost caught up with *Priscilla*.

In the end, *Rosamond* skinned by the committee boat first without having to tack; *Priscilla* ended up way to leeward and had to tack several times to cross the line. *Hobo* came in nicely after that.



Rosamond coming up on *Priscilla*.

We anchored around the committee boat for awards and potluck nibbles with hosts, Jenny and Anne, rowing from boat to boat. It was an exhilarating afternoon, perhaps somewhat due to all the energy that comes before a hurricane.

RACE RESULTS*

Vessel	Skipper	Elapsed Time
<i>Rosamond</i>	Anne Bridgman	1:06:28
<i>Priscilla</i>	Anton ter Meulen	1:15:49
<i>Hobo</i>	Tamara Vermette	1:16:17

*Catboats only

Chester River Yacht Club Regatta

Richard McLaughlin

The Chesapeake Catboat Boat Association participated in the 79th Annual Corsica River Yacht Club Regatta over the July 24-25th weekend. Local lore has it that is that this is the longest running sailing regatta on Maryland's Eastern Shore. I'm not certain how long the CCBA has been participating but they say Commodore Flesner attended the first regatta. I remember attending for the first time with *Tenacity*, at Captain Dunn's invitation, in 2003. That was also the first time I met Captain Hoover, and was introduced to "Mars & tonics."



Dinner at Rock Hall YC.

Five catboats participated in the event beginning with arrival on Friday at the Rock Hall Yacht Club. Friday was sunny with light air making a long day for Captain Livingston and *Patriot*, sailing up from Oxford, Maryland. Captains Palmer (*Old School*), Miller (*Lark*), and Sherriff (*Pride*) followed *Patriot*

into Lawyer's Cove. Our new member Captain Jim Stevenson, and his recently acquired vintage Marshall 22 *Tally Ho*, was already on a club mooring at RHYC. Cocktails and dinner were enjoyed by a group of nine CCBA members while overlooking the scenic Chester River. By 7:30 p.m. the boats pulled anchor or slipped away from the dock to make their way across the Chester to Emory Creek on the Corsica to anchor for the evening in advance of the 10:00 a.m. captains meeting at Corsica River Yacht Club. All attended except for Captain Stevenson who had offered to tow the eighteen foot Swift Explorer ketch over that morning. Captain Crawford and I would sail her back across to RHYC Saturday evening (after crewing and staying for the eastern shore dinner). Racing conditions were favorable by noon on Saturday: sunny and clear and the air fresh. The course was set with a start/finish line and three marks.



Is that a watch in Kathy's hand?

We would race twice around and have three races. Five catboats with experienced skippers made for a lively day. No vessel reefed; however, my guess is Phil had his hands full with his Sanderling.



Patriot don't need no stinkin' reef!



He changed his tune!



Pride hard on the wind.

Welcome to the club, and congratulations Jim! And thanks for the tow and inviting me as crew with you and Kathy on your inaugural CCBA event.

On Saturday evening, a small craft advisory was posted for the Chester and northern Bay. It continued throughout the remainder of the weekend, so the race committee cancelled Sunday's race.

Thanks to all the CCBA members who traveled by land or by sea to attend this longstanding regatta.

RESULTS

Place	Boat Name	Boat Type	Captain
1	<i>Tally Ho</i>	Marshal 22	Jim Stevenson
2	<i>Patriot</i>	Marshal 18	Phil Livingston
3	<i>Salina</i>	Marshal 22 Sloop	Jim Palmer
4	<i>Pride</i>	Marshal 22	Fred Sherriff
5	<i>Lark</i>	Americat 22	Butch Miller

It was “a big boat day “ and Captain Palmer and *Old School*, with her large Chesapeake rig, were in their natural habitat. She portrayed power and grace as Palmer put her on long tacks with flawless execution. Captains Miller, with his twenty-three foot *Lark*, and Sherriff, with his Marshall 22 *Pride*, competed closely, but in the end, novice catboater Jim Stevenson took the honors. Jim says, as a former log canoe sailor, he never before appreciated the sailing capabilities of a catboat. He has since changed his tune.



Rendezvous at Cuttyhunk Island

Tim Fallon

Eight lucky catboaters arrived at Cuttyhunk on August 14th to sail the 2021 Rendezvous. Per evolving tradition, sailors clambered aboard the twenty-eight foot C.C. Hanley catboat *Kathleen* for a welcome reception under the tent on Friday night. Saturday dawned with a few passing showers but turned to a sunny afternoon with a light southwest breeze. A noon-time start saw seven boats parade out the harbor and cross the line for a race around the small neighboring island of Penikese. *Eleanor* had a first place start that was punctuated with a pop of a champagne cork. But the race ended with *Cerulean*, a Menger 23, taking the honors for her quick counter-clockwise sail around Penikese. Following the short race, a gam was held on Church's beach where the group was entertained with a stunning sunset and treated to a table of appetizers. The skipper of *Glimmer*, Jim O'Connor, said it concisely, "It's a great day to be alive." We already look forward to next year's gathering.



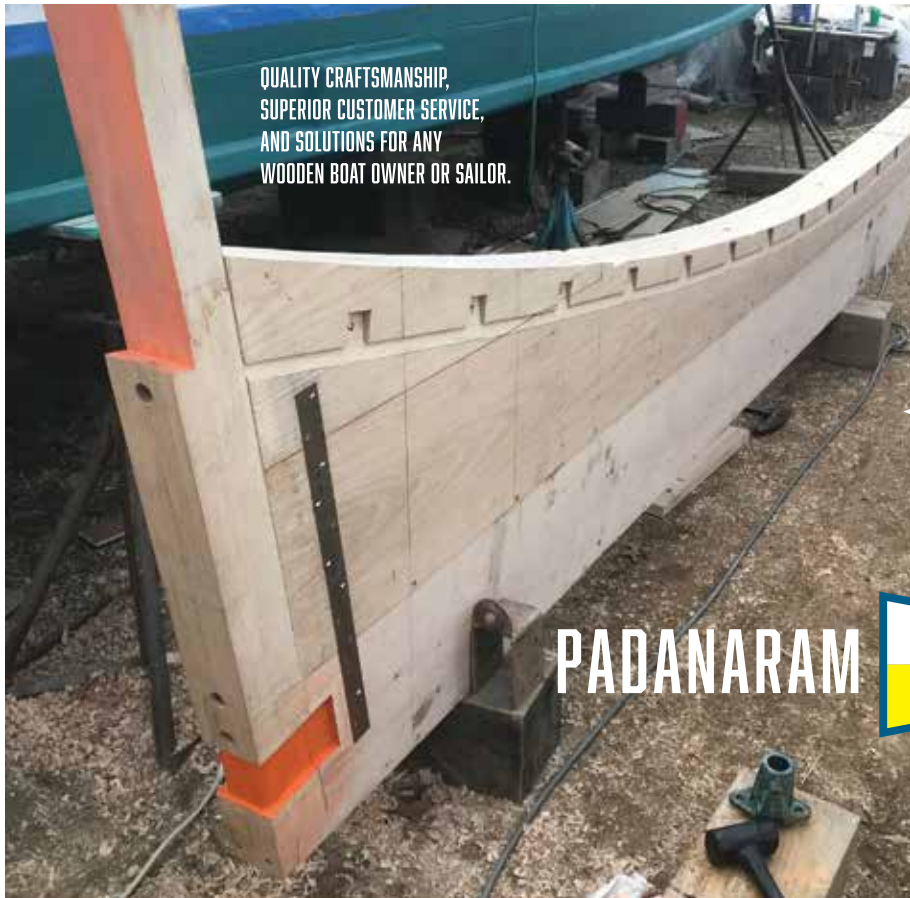
The start of the Cuttyhunk Rendezvous.

Participants and order of finish:

1. *Cerulean* – Rick and Maureen York
2. *Eleanor* – Dave Fallon, Granne Coen and Derek
3. *Glimmer* – Jim and Kim O'Connor
4. *Ishmael* – Jay and Diane Webster
5. *Hilary B* - Jono Billings
6. *Little Dipper* – John Scott

DNC – *Sea Chantey* – Mark Lovewell

DNC – *Kathleen* – Tim, Karen, Ben and Jamie Fallon



QUALITY CRAFTSMANSHIP,
SUPERIOR CUSTOMER SERVICE,
AND SOLUTIONS FOR ANY
WOODEN BOAT OWNER OR SAILOR.

RECENT CATBOAT PROJECTS:

Fenwick Williams, 1951

frame, keel, and stem repair, new floor timber, garboards, housetop and companionway

The Egbert, 1885

new keel section, repairs to stern post

Wilton Crosby, 1912

new keel, stem, rudder post, mast step and transom

PADANARAM



BOATWORKS

Portsmouth, RI

info@padanaramboatworks.com

401.251.4280

Martha's Vineyard Art Association Exhibition: *Catboats!*

June Schoppe, MVAA Event Chair

On July 17, 2021, fifteen beautiful catboats, led by the magnificent *Tigress* with her stars and stripes sail, took part in a glorious parade of sail throughout Edgartown's "great harbor." The day marked the start of the week's events honoring Manuel Swartz Roberts, famed Edgartown catboat builder who built over 200 catboats in the building that would become the Old Sculpin Gallery. The parade was attended by hundreds of cheering onlookers who crowded the docks, wharves and beaches lining the parade route.

The parade culminated in a private tour of the *Catboats!* exhibit which featured artwork by members of the Martha's Vineyard Art Association in the Old Sculpin Gallery and the nearby historic Norton Boat House, both owned and maintained by the Vineyard Trust. The exhibit also featured some of Manuel's tools and models, archival photographs and oral histories recounting Manuel's life and work. Of course it wouldn't be a party without refreshments; there were plenty of lobster rolls, oysters, and cold beer to go around.

Because of the overwhelmingly positive response by participating captains, crews, and the public, the MVAA and Old Sculpin Gallery have agreed to host the event again next year. And, as a bonus, there will be a revival of the Manuel Swartz Roberts Cup Race following the parade.

See you all next year in Edgartown! It's never too early to register to participate....

Please send your contact information to juneschoppe@gmail.com and please put *Catboats!* in the subject line.





Traditional Classics faithfully reproduced in fiberglass

HOWARD BOATS

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



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



Custom projects in any method of wood



This one even planes: The e/XL

Sailing Techniques and Seamanship

Brent V.W. Putnam, Editor

The Logbook

Brent V.W. Putnam

“Captain’s Log, Star Date 1329.8”

If you’re a Trekkie, this line will be familiar to you – it was the opening line of every episode of Star Trek. Gene Roddenberry, the creator of Star Trek, used the analogy of ships when depicting the spacecraft of his imaginary universe. The commanding officers of his spaceships were captains, each of whom kept a log.

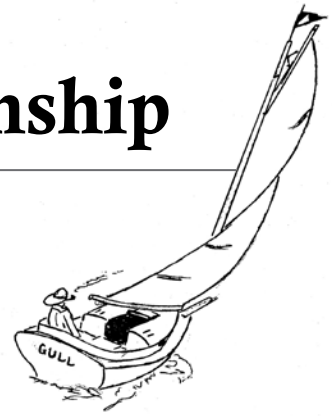
The first use of a logbook has been lost in the fog of history, but its purpose is clear. One of the most important things on any vessel—be it a starship or a catboat—is navigation, i.e., being able to get from point A to point B. Because this takes time, captains needed a way to record their progress from one day to the next, sometimes over the course of weeks or months. And thus the logbook was born.

The term itself comes from one of the oldest words in English. Like the first use of a logbook, the origin of the root term “log” is unknown.

Before we had the modern tools of navigation such as the sextant, chronometer, LORAN and GPS, dead reckoning was used to determine position. Out of sight of land, the ship’s speed was an important part of this equation, and a log, literally, was used. A sailor would drop a floating object often a small piece of wood—off the bow, time how long it took for the log to reach the stern, and calculate the speed.

At some point—probably when some hapless sailor ran out of logs to throw overboard—it was decided to tie a line to the log so it could be retrieved. Since it was no longer disposable, the log could evolve into something more efficient, eventually becoming a flat piece of wood in the shape of a quarter-circle, now known as a “chip log.” A lead weight on the radius caused it to float upright and provide resistance to the water, and knots at equal intervals on the line measured distance. Toss the chip log overboard, count the number of knots that pass as the sand in an hourglass runs out, and as we all know:

Distance / Time = Speed, and thus, the “knot” became the unit of measure for the speed of a boat.



Examples of commercially available logbooks. You can also create your own.

Although required for certain vessels, few catboats are big enough to require a logbook. That’s not to say that you shouldn’t have one. This is where the logbook meets seamanship; a good seaman will keep a logbook. For the captain of a vessel, the ship’s logbook is not only a record of speed, direction and position, but will include other details, such as the weather conditions and sea state.

On commercial and military vessels, entries may be made as seldom as every hour. On pleasure boats, and especially those that move slowly such as sailboats, entries may be less frequent—perhaps every other hour, or just a few times a day. At the very least, significant events such as departure, arrival or the position at noon should be recorded.

For commercial and military vessels, the logbook becomes a legal document, a record of the captain’s actions in the event there is a collision, grounding or other incident that requires investigation. The United States Coast Guard publishes the “Small Passenger Vessel Log Book” to assist with record-keeping. Several laws and regulations require that records of drills, maintenance and inspections be kept to

ensure compliance. In this regard, we see logbooks (or colloquially, “logs”) in a variety of non-maritime industries and occupations where these kinds of records must be maintained.

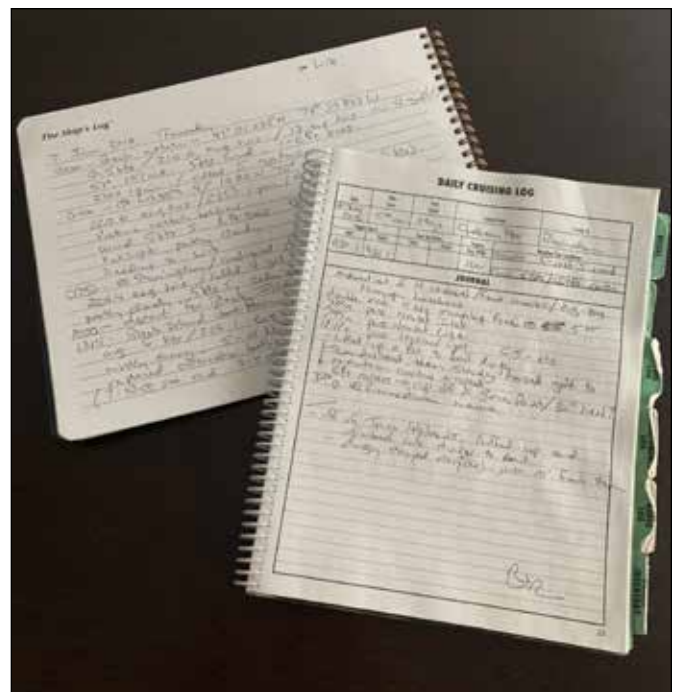
For this reason, many logbooks will include not only details of a vessel’s journeys, but maintenance records, guest lists, and other details.

Moreover, a logbook may be required for professional licensing, so even if you don’t keep one for your boat, you may need one for yourself. For example, to obtain the “National Operator of Uninspected Passenger Vessel (OUPV) of Less Than 100 GRT” license (i.e., the “six-pack” license), one must accumulate 360 days of experience in the operation of vessels. A “day” is defined as four or more hours at sea. How do you document this kind of experience? With a logbook, of course!

We kept logbooks for our Marshall 22, *Cranberry*, and our Fenwick Williams *Lazy Lucy*. After adventures such as our circumnavigation of Cape Cod and sailing up the Intracoastal Waterway, the logbooks became both keepsakes and references for subsequent Bulletin articles.

Indeed, beyond any legal requirements, as a historical record a logbook may prove invaluable. Recently, the United States Navy began digitizing the logbooks of its vessels and making them available to the public via the Internet. The earliest of these is from the Continental Schooner *Wasp*, from March 9, 1776.

Pick a ship and a date from the National Archives and you can transport yourself back in time. For



Logbook entries for *Cranberry* and *Lazy Lucy*. Note the signature; for a logbook entry to be “official” it must be signed by the captain.

example, at the end of World War, II on September 2, 1945, the Japanese formally surrendered in a ceremony aboard the U.S.S. Missouri. On this day, the logbook reveals details that other records of the time don’t mention such as: the ship was anchored in ten fathoms of water with fifty fathoms of chain; it was 77 degrees with a light wind from the northeast. At 0803, the destroyer U.S.S. *Buchanan* brought “foreign representatives to witness surrender ceremonies.”

SEA YOUR AD HERE

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

Contact Dan Look for information and rates
dan.look@catboats.org / (770) 855-3135

884

00-04 Anchored in berth 7 71, Tokyo Bay, in 10 fathoms of water, mud bottom, with 50 fathoms of chain to the starboard anchor on the following anchorage bearings: right tangent Fort #1 166°T, Yokosuka Breakwater Light 325°T, Fort #2 193°T. Boilers #1, #4, #5, and #8 are in use. Condition of readiness III is set. S.O.P.A. is in the U.S.S. SOUTH DAKOTA (BB37). Administrative S.O.P.A. is in the U.S.S. SAN DIEGO (CL53). Various units of the Pacific Fleet and British Fleet are present.

J.H. Hoffman
J.H. Hoffman, Lt.(jg), U.S.N.

04-08 Anchored as before. 0707, U.S.S. TAYLOR (DD466) came alongside to port with Lt.Col. R. Powell and about 170 press agents to attend surrender ceremonies of the Japanese Imperial Forces. 0733, U.S.S. TAYLOR (DD466) cast off. 0750, exercised crew at quarters for scheduled ceremonies.

M. Olson
M. Olson, Lt.(jg), U.S.N.

08-12 Anchored as before. 0803, U.S.S. BUCHANAN (DD484) came alongside to port with various general officers of the Army and foreign representatives to witness surrender ceremonies. 0805, Fleet Admiral C.W. Mitsi came aboard and his personal flag was broken at the mainmast. 0824, U.S.S. BUCHANAN (DD484) cast off. 0838, U.S.S. NICHOLS (DD449) came alongside to port with General of the Army Douglas Mac Arthur. 0843, General of the Army Douglas Mac Arthur came aboard and his personal flag was broken at the mainmast alongside the personal flag of Fleet Admiral C.W. Mitsi. 0848, U.S.S. NICHOLS (DD449) cast off. 0856, Japanese representatives came aboard. At 0902, with the following present, the ceremony commenced and the Instrument of Surrender was presented to all parties:

United States	
Colonel G.S. Lander (SCAP Liaison)	
Republic of China	
Gen. Hsu Yung-Chang	Vice Adm. Yang Hsuan Chang
Lt. Gen. Chu Shih Ming	Maj. Gen. Wang Chih
Co. Li Sho Chang	Col. Wang Pei Cheng
United Kingdom	
Admiral Sir Bruce Fraser	Capt. A.D. Nicholl
Comdr. R.H. Courage	Comdr. (S) A.F. Cartwright
Surgeon Lieut. G.R. Gayman	Lt. V.C. Merry
Representing British Pacific Fleet	
Vice Adm. Sir H.B. Rawlings	Comodore J.P.L. Reid
Lt. G.E. Cook	Rear Adm. E.J.P. Brind
Lt. E.B. Ashmore	
United Soviet Socialist Republic	
Lt. Gen. Kuzma Nikolaevich Derevyanko	Maj. Gen. Nikolai Vasilevich Voronov
Rear Adm. Andrey Mitrofanovich Stetsenko	Maj. Ivan Joseph Borovskiy
Capt. Nikolai Michailovich Karamishev	Lt. Nikolai Nikolaevich Tulinov
Commonwealth of Australia	
Gen. Sir Thomas Blancy	Lt. Gen. F.H. Berrysman
Rear Adm. George D. Moore	Air Vice Marshall Jones
Air Vice Marshall Bostick	Comodore J.A. Collins
Capt. J. Salfour	
Dominion of Canada	
Col. L. Moore Cosgrave	
Republic of France	
Gen. LaClere	
Commonwealth of New Zealand	
Air Vice Marshall Isitt	Lt. J.D. Alvingham
United Kingdom of Netherlands	
Adm. Helfrich	Lt. Gen. L.H. Van Oyen
Col. C. Siebel	Comdr. A.A. Fresco
Japanese Empire	
Mr. Mamoru Shigemitsu, Foreign Minister	General Yoshijiro Umeo
Katsuo Okazaki	Saburo Ohta
Shunichi Kase	Lt. Gen. Shunichi Miyakami
Major Gen. Yatsuji Nagai	Col. Kazuyi Sugita
Rear Admiral Tadatoshi Tanioka	Rear Admiral Ichiro Yokoyama
Captain Katsuo Shiba	

APPROVED: [Signature] EXAMINED: [Signature]
S.J. MORRIS, CAPTAIN, U.S.N. COMMANDING OFFICER H.B. LYON, LIEUTENANT, U.S.N. NAVIGATOR

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH
33321

Note that this log is neatly typed and signed with no apparent errors. This is the "smooth" log. Most of us will keep a "rough" log: a single, rough draft. For commercial or military vessels, the information from the rough log will be transferred to a smooth log, the final draft, once all of the day's information has been recorded. This is then signed by the officers of the respective watches and the captain.

Your logbook may not be as formal or detailed as that of a U.S. naval vessel, but keeping one is a hallmark of good seamanship.

Logbook from the U.S.S. Missouri (BB-63), the "Mighty Mo," on the date of the Japanese surrender, September 2, 1945.

- References:
- Online Etymological Dictionary, <https://www.etymonline.com/>.
 - Stanley, Skip. "Dead Reckoning." Catboat Association Bulletin, No. 184, Winter 2021. pp 41-42.
 - National Maritime Center, Charter Boat Captain, OUPV (6-pack). https://www.dco.uscg.mil/nmc/charter_boat_captain/.
 - SMALL PASSENGER VESSEL LOG BOOK, <https://homeport.uscg.mil/Lists/Content/Attachments/1592/SPV%20Logbook.pdf>.
 - Logbooks of the US Navy at the National Archives. <https://www.archives.gov/research/military/logbooks/navy>.

How to Transit the Locks in the New York Canal System

Kevin O'Driscoll

Between 2018, 2019, and 2021, I hit every lock that is part of the New York Canal system. Here are a few pointers for how to transit these locks.

Of course locks go both ways—they fill up and they empty. When they fill up, you go up in elevation and you'll even see a sign when you get to the top of the lock. On that sign will be the height—the elevation—you just went up, or are going down, depending on your direction. You'll also see information about your total elevation above sea level, and how far the next eastbound or westbound lock is. Mileage is all in statute miles not nautical miles.

Of primary importance is communication. The locks operate on channel 13, just like other marine activity such as requesting a bridge opening. They don't always answer you right away; don't be offended, they're usually doing something. You'll notice that the lock keeper will often ask if you are going all the way up the river or canal. They do this to let the next lock keeper know you're coming. Like streets, they have red and green lights to tell you to stop or proceed—pretty simple.

This is where experience comes into play. Try to stay far back from the doors on a lift transit, because when they lower the lock so you can enter, it dumps a whole bunch of water. There's enough water pressure to spin your boat around if you're too close to the doors. There will be times that the lock keeper tells you that you have to wait, say, twenty minutes. Sometimes, they're cycling a whole opposite transit, which means, if you're going down, you have to wait for all the other boats to come into the lock, wait for the doors to close, and then for the lock to fill.

The locks are forty-five feet wide by 385 feet long; the depth depends on elevation. One exception, the Troy lock—the first one you hit when you get off the Hudson River—is about 510 feet long. A lot of commercial barge traffic comes down the Champlain Canal at night and they use the Troy lock to go out onto the Hudson River.

Now you have the green light and you're going to go on a lift, i.e., they're filling up the lock with you in it. I have an 18 foot Herreshoff America catboat; she weighs about 3500 lbs. I sail solo, so I have no crew to help me hold on to the side of the lock. It's crucial that I call the lock keeper or talk to him directly and

ask for an "easy lift." There are large water valves along the bottom of the locks. No matter where you are in a lock, the water flow from those valves can blow you off the wall. Big boats usually come with a crew, so they can hold on to the wall with the mooring lines that are supplied. But small boats (being sailed solo) can be blown off the wall when they fill the lock fast. Asking for an easy lift reduces the flow and only delays you about three to five minutes at the most, depending on the lock.

You'll find that the lock keepers are wonderful people and more than willing to oblige. In the three years I've traveled across the New York Canal system, I have never once met a lock keeper that didn't have a smile on their face and a very friendly demeanor. In fact, I keep in touch with two of the lock keepers. They're wonderful guys.

A side note: If you ever get a chance, after you get through a lock, tie up to the wall and go take a look at it. The keeper will gladly show you around, and give you some wonderful insights.

I put this disclaimer out there also: These locks are over a hundred years old. Things are going to break down, because they're being used all the time. Be patient, the operators are working as hard as they can, they're not just sitting around.

When you come into the lock, be very careful; make sure you know which side you want to use before you enter. I always tie up on my port side. I sit right in the corner beside my cabin with a boat-hook. It's an adjustable hook and I keep it at its shortest length. All the locks come with two sets of ladders, at either end of the lock, on both sides. I use the ladders because it's much easier to hold on to them rather than the mooring lines that are supplied.



Inside Lock #16 before lowering.

I come into the lock at about one and a half to two knots. As soon as I come in, I turn the throttle to idle; I might even put it into neutral to slow myself down. When I get up close to the ladder, I'll smack my gear shift lever into reverse, kind of like putting on a brake, to keep from coming into contact with the wall too fast. When I grab onto the ladder rungs with the boat-hook, I don't want to be doing any more than a knot; usually I'm doing between a half and three quarter knots. Remember, you have to stop your boat and hold on, which is a total pain in the stern if you try to hold on to one of the mooring lines. They keep swinging as you go forward, making it very hard stop and stay in place.

I used three large orange ball fenders plus two more regular fenders beside my stern orange ball. I find the big orange balls roll as you come up against the wall by the ladder. Some people think that it's a good idea to put boards along the fenders. I don't. The orange balls work very well and you don't have to deal with a couple of extremely large dirty boards that you have to carry with you. Remember, all fenders are air filled. You can let the air out of them with a valve that you use to pump up a basketball or football. Deflated, you can stack them on top of each other. But don't bother putting your fenders on, and then taking them off, and then putting them back on for each lock. Leave them hanging over the side—everybody else is doing the same.



Inside Lock #16 after lowering.

Knowing that you're catboat owners, you know how beamy our vessels are. You want to make sure you put one of the fenders at the widest point of your vessel. Also, make sure they're not dragging in the water, it'll become very annoying very quickly.

I've been using the term "tie up," but that's the one thing you never do—you never tie to anything. If the water goes down and you can't untie yourself you're going to be left hanging in the air. Likewise, if you can't untie it with the water going up you're going to get sunk.

All the locks are not created equal. Some are made of concrete, some are lined with steel. Some have big chunks of concrete missing (check out the wall before you come into the lock). Some locks have just the mooring lines and the ladders; others have cables that are bolted to the wall at the bottom and the very top. These cables are very taut and something else you can grab with a boat-hook while you go up or down. Some of the locks have large indentations with pipes in them. The pipes are connected at the very top and at the very bottom.

If you are using your own lines, you need to prepare for the pipe or cable. Keep one set of dock lines just for docks. Leave them cleated and bring the ends into the cockpit where they're readily available. Use two more lines coming from the bow and stern for the pipe or cable. Make sure the lines are made of sturdy material that can slide up and down the metal pipe. The lines are going to get filthy. You can do something similar on the locks with the big steel cables, which have a very durable plastic sheath. Bring the bow and stern lines around behind the pipe and hold them in the opposite hands; basically, you want to hold your stern line with your bow-side hand and your bow line with your stern-side hand.

If you use the pipe or cable system with the bow and stern line, you will need a good pair of heavy duty work gloves, they will help you hold onto the lines, the kind with a big wide cuff that you can just stick your hand into, i.e., you don't have to pull to get them on. The lock spends half of its time underwater, so slime and stuff does develop on the pipes and the cables and the ladders. Use those gloves only for transiting the locks. If you use the boathook system like I do, under no circumstances wear your slimy gloves—the boathook could slip out of your hands.

On my trip up to Lake Ontario this year, I used the ladders every time but once; that time I used the cable (with my boat hook).

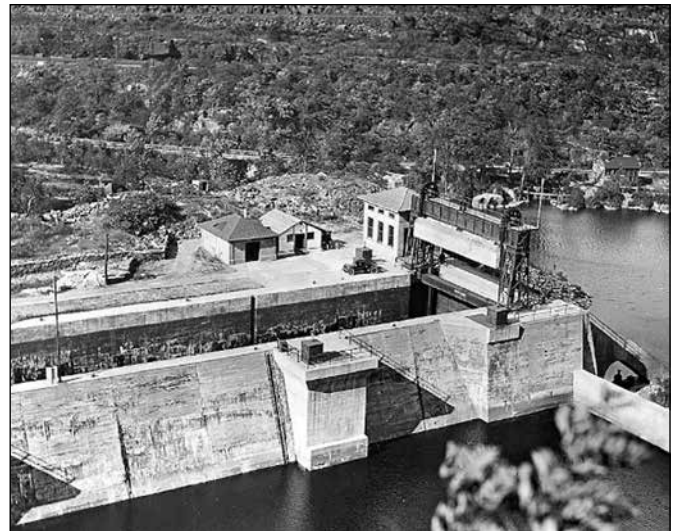


Approaching Lock #17 on the Mohawk River.

The maximum height allowance on the New York Canal system is fifteen feet six inches, but on very rainy occasions when the water level rises that limit comes down. Knowing that my readers are sailboat owners, you will have your mast down and may even have made some type of awning to keep out of the sun. Make sure the awning does not overhang the edge of your boat. You will drag it and destroy it going up the lock wall. I speak with first-hand knowledge on this particular subject.

Not all the locks work the same, e.g., some have drains in different places. Many of them have multiple door dams, which are used to control the level of the water in the river, right beside the lock. Some locks have their dams upriver somewhat, usually between a quarter to a half-mile from the lock. A couple of locks use tunnels that route the water around the lock. The ones with the tunnels often have a turbine generator installed. I got to check out one of them at Lock #23. The inspection plate on the turbine read 1911.

Excessive rain can also cause complications. When it rains, more dam doors are lowered which increases the current coming up to a lock. On those days, especially when they're trying to lower the level of the river, there is quite a bit of current coming from the dam area. You will notice that the area down the canal/river, on the lock side, has very calm water, especially compared to the other side. Always stay on the side of the river or canal that the lock is on.

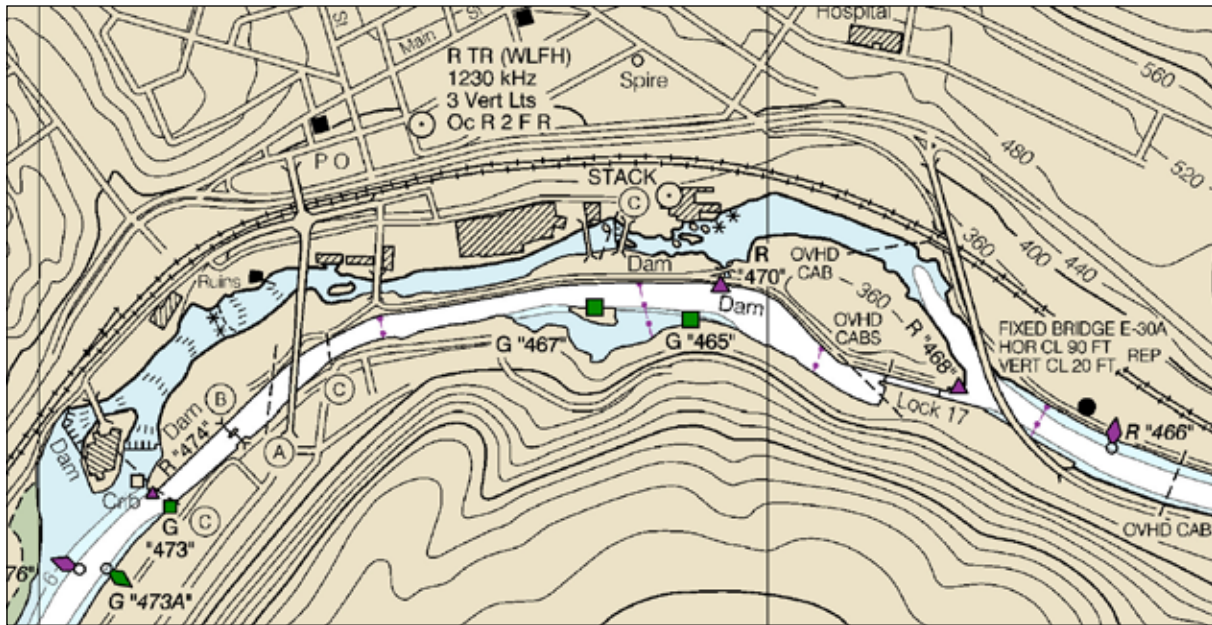


New York State Archives photo of Lock #17 from 1921.

A point of interest and a warning: Lock #17 does not have standard doors on both ends. The western doors are a standard pair that swing open; the eastern door is like a giant garage door that goes straight up in the air. Lock #17 is also the highest lift in North America (40.5 feet); when it dumps water, it will blow you down the river. Going east, there's a bridge right before you get to the lock. The lock keepers usually ask you to stay back by the bridge when they lower the level for an eastbound transit.

As in any boating situation, courtesy is key. Don't do something silly like try to cut another boat off to get into the lock first. You will see boats up to fifty feet long traveling on the New York Canal system. They can't always see you; make sure you have eye contact with the captain on the other vessel. Try to keep the attitude light and remember you're on a vacation—there's no rush—you won't get any further ahead if you leave the lock before everybody else. When I was going up the Oswego Canal, there was a group of five very large boats. After we all left the lock, they went blasting up the river. I would kept along at my steady tortoise pace (five and a half knots). The lock keepers held the gates open for me (remember, they knew I was coming because the keepers of the lock I just went through informed them I was on my way).

The secret to moving long distances on the canal system is quite simple: Don't stop. I ate my breakfast on the go, which would usually consist of trail mix that I make myself with a lot of dried fruits, nuts and some Corn Chex mixed in. My cooler is right around the corner in my cabin. I can grab water, juice, or soda out of that.



NOAA chart of the New York State Canal System. This section of the Mohawk River flows north of the Erie Canal. Note Lock #17 and the bridge to the east (right).



Inside Lock #23, Oneida Lake.

As I wrap this up, a couple more bits of veteran knowledge. Between the slime on the walls of the lock and on the mooring lines, your vessel is going to get dirty. The slime will leave a mess.

If you're traveling the New York Canal system you will find many towns that have a wall to tie up to. There's usually a spike with a big iron ring stuck into the top of that stone wall. There are also large

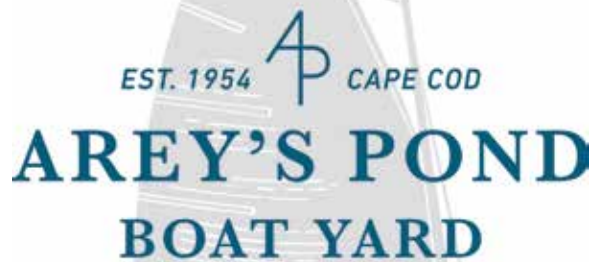
bollards they used to tie up the big barges. A lot of these town walls have free power, bathroom and shower facilities, and there's usually some along the way where you can fuel up your boat and pick up ice if necessary. Carry an extremely long extension cord. Make sure you get a standard marine conversion plug, the one with the really big yellow 3-prong round plug, and a normal receptacle on the other end. If you can get an extension cord that lights up when you plug it in, all the better. I need a plug to charge my batteries; those of you with charging systems don't have to worry so much.

There are marinas along the Hudson River that will help you take your mast down. There's a very nice one in Catskill. If you have a tabernacle system all the better. Do not enter the New York Canal system with your mast up. I have put my mast up in Waterford to leave the welcome center for the Erie and Champlain canals, but there's one bridge before you get to the Troy lock to go back onto the Hudson. I can usually get my twenty-two foot mast underneath that bridge, but on my last trip the rain raised the river level so high there was only eighteen feet of clearance. I had to go all the way down to Catskill and use their town dock to raise my mast.

I hope some of you find this informative, and I hope some of you will actually take your boats out on an adventure. Always remember: If not now, when?

Fair winds and following seas from the *Shannon Marie*.





EST. 1954 CAPE COD
AREY'S POND
BOAT YARD

*Builders of
Award Winning
Custom Catboats*

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

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

AP 14 XFC

The Extra Fast Cat.

Modern performance racing meets traditional elegance.

This new model is our answer to the call for a performance design that maintains the traditional feel our catboats are known for. Davis and Nash designed the AP14 XFC to optimize all the simple characteristics of a catboat and offer a turbocharged version equal to the fun and speed of a 14' racing sloop.

The 6.77' beam allows room for two to four people to comfortably move from side to side for racing or day sailing. The gaff rig and catboat beam ratio confers stability and a powerful and fast sailing experience at all points of sail.

Arey's Pond currently builds three versions of a more traditional 14' catboat in wood or fiberglass. The new AP14 XFC takes the traditional catboat designs to a new place in the long history of Catboat Racing.

**NEWPORT FOR
NEW
PRODUCTS**

BEST SAILBOAT UNDER 39'



Find out what's new at the pond! Like us on facebook & follow us on Instagram: @AreysPond

Navigation

Skip Stanley, Editor



The Taffrail Log

I've always been interested in taffrail (patent) logs. So much so, that I once made one for a model sailboat out of a fishing lure.

I've imagined sailors checking them, miles at sea, logging the distance run, and then turning to other concerns, their boats moving through the water with the log quietly spinning on the rail, all but forgotten till the next need to check the boat's progress.

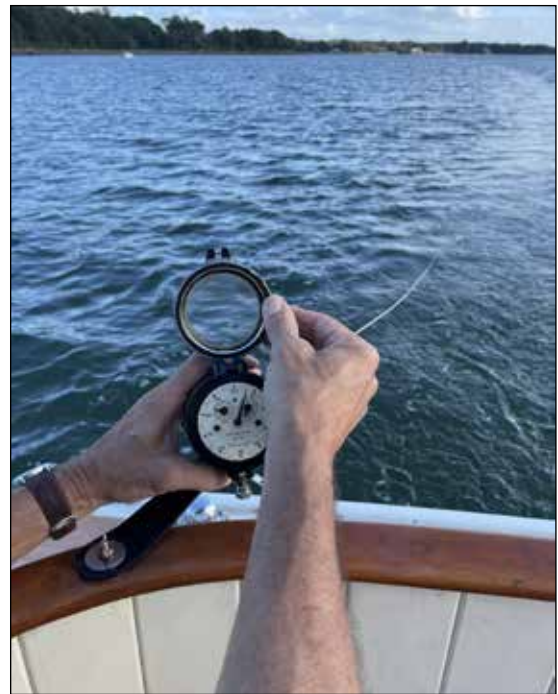
When land is distant or out of sight, you sometimes feel like you're not moving. Things move slowly at sea. More than once I've looked over the stern for a wake to confirm I was actually making way. The taffrail log confirms you are, in fact, moving.



The log in its box.

Beautiful in their simplicity (a good thing at sea), taffrail logs consist of a case that houses a small cylinder of gears. These are turned by a braided line connected to a four-finned rotor (a spinner), that is towed behind the boat. There are no knobs; the indicator needles are set by opening the face of the case and moving them directly by hand. The internal mechanism is drenched in lubricating oil. The back of the case can be taken off to manually inspect the mechanism, but there isn't much to it.

Also known as a Walker log—many were made in England by Thomas Walker and Son and went by the name “Knotmaster”—taffrail logs are, in reality, water-based odometers. They are called taffrail logs because they are mounted on the aft rail—the taffrail—of the ship.



Opening the face.



Adjusting the indicator needles.



The taffrail log with rotor deployed astern.



The Walker harpoon log.

Photo courtesy of the Penobscot Marine Museum

A number of companies made these logs, their styles differing mostly in the configuration of their dials, the basic operation being the same. One design, on display in the Penobscot Marine Museum,¹ is Walker's Harpoon Log where the entire mechanism was housed in the rotor. I'm sure this style fell out of favor for a number of reasons: it had to be hauled aboard to be read; if it leaked, it was ruined; and if it were lost, the entire log had to be replaced.

There were two sizes: large for ships and small for boats. The rotors for ships were about a foot long and are tied to a heavy cord which was towed about a hundred feet behind the ship to avoid the influence of the wake. These logs became obsolete as navigation practices improved.

The small boat version has a five inch rotor and is quite easy to handle, a good thing on a catboat, and doesn't have to be towed that far astern, about twenty-five feet or so is plenty. Most logs simply measure the distance run (nautical miles), but some have an indicator for current speed as well. The rotors have been known to be eaten by sharks, which is why spare rotors were carried.

I mounted mine simply by putting a screw in the coaming on the starboard quarter (to keep

it away from the motor on the port quarter). The only drawback with this arrangement is having to position the log's trailing line to avoid the sheet. This sometimes means, when adjusting sail, I have to bring the rotor aboard, set the sail, and redeploy the rotor. This isn't a big deal because when the log is in use, the tacks are long and this doesn't have to be done too often. For fun, I've towed it around Boston Harbor covering over ten miles on a sunny afternoon.

Keep in mind, however, taffrail logs measure distance run through the water, not over the ground, and are susceptible to the influence of currents. But far offshore, where they are most useful, this is less of a problem.

It's a good tool to have in your dead reckoning toolbox.

1. <https://penobscotmarinemuseum.org>

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

The Fallons

Jay and Di Webster

As most of us know, we have many great sailing families in our Catboat Association. One of the best known is the Fallon Family, Tim, Karen and their two sons, Ben, age 9, and Jamie, age 7. The Fallons sail their big twenty-eight foot wooden catboat, *Kathleen*, out of their home ports in Warren, Rhode Island, and Wild Harbor in North Falmouth, Massachusetts. *Kathleen* is a C.C. Hanley design built in 2006 by Beetle Inc. in Wareham, Massachusetts. The Fallons have sailed to many ports between Long Island and Maine.

Tim has been a member of the CBA Steering Committee for many years and serves as the Treasurer. The *Kathleen* can be seen in many places during the sailing season such as Cuttyhunk, Hadley's Harbor, and also at summer CBA regattas with their Ben and Jamie who are becoming good boatmen sailing, rowing and sculling their dinghies. The boys also spend a lot of time swimming, fishing and clamming as well—skills they no doubt learned from their very capable parents!

Tim and Karen Fallon are well known as outstanding racing sailors. They have each won collegiate championships sailing for Tufts University. Several years ago, the *Kathleen* beat the well known *Silent Maid* in a series of races held in several ports from Padanaram to Areys Pond in Massachusetts. The *Kathleen* has also won the Nantucket Cup Regatta. Shortly after winning the Nantucket Cup,



word has it that Tim sold his first prize Rolex Watch and purchased a new Beetle Cat—a passionate catboat sailor for sure!

Tim and Karen each sailed separately in the Beetle Cat 100th Anniversary Regatta in Chatham this past summer. Tim won four out of five races, winning the championship in the two-day regatta with his son Jamie as crew. Karen also placed highly in the standings with son Ben as crew.

The Fallon family rarely miss CBA regattas on Cape Cod and the Islands and they have sailed Beetle Cats in the Hog Island, West Falmouth, race for years.

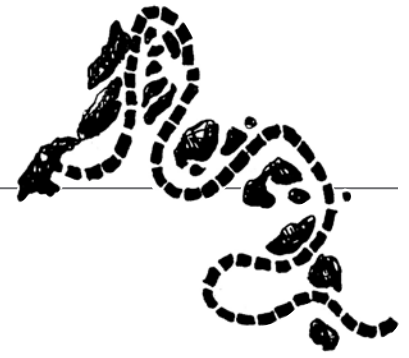
The Fallons rented their home and spent the summer living aboard *Kathleen* getting ready for their next sailing adventure (which will not be on the *Kathleen*). They have purchased a J32 sailboat and plan to sail to the Bahama Islands, leaving this fall. Tim and Karen have given up their jobs and will take on the education of their sons Ben and Jamie while on board. Can you imagine the unique experience these kids will have? The family plans to visit as many of the islands as possible and enjoy the Bahamas' well known strong winds. The Fallons expect to spend about six months on this journey and be back on the *Kathleen* sometime in late Spring 2022.

Catboat family and friends wish them a safe and exciting cruise and look forward to updates as they sail along on this great journey with their boys in tow.



Short Tacks

C. Henry Depew, Contributing Editor



Editor's Note: The material below is a compilation of e-mails received, material read in other sources, and the like. Little originality herein, but I thought it might be useful.

Kill Switch Dilemma

An interesting question has come up recently concerning the use of the ECOS (engine cutoff switch) often called a “kill switch” lanyard. The idea is if the operator falls inside the boat and the lanyard pulls out the connector, stopping the engine (no major problem). But if the operator falls over the side, how do those who are still onboard re-start the engine, with a lanyard/switch connector still attached to that person? The same question comes up if an electronic switch is used. Without the connection to complete the circuit, the engine cannot be started and/or operated (unless you have a background in by-passing car ignition switches). It would be a good idea to have an extra on the boat for others to use to get the engine started and get back to the person in the water. Of course, then there are those who will put in the connector and not attach the lanyard to their body. Oh, well!

(See *Messing About In Boats*, Nov/Dec. 2020 and *BoatU.S.* magazine June/July page 19)

Running Lights Issues

Catboats sit low on the water and seeing one at night can be a problem for others. The running lights need to be as high as possible to be seen clearly. My Sisu 26's lights were four feet up from the water at the bow and three feet at the stern. In addition, there was the light on the cabin top. To make sure all were working properly, I would go down to the boat in the evening and turn on the running lights and then the anchor light. When a light did not come on, the problem was usually in the connection of the wiring to the light socket. I would go back the next day and see what needed to be fixed.

In addition to wiring issues, corrosion can also be a problem, even with the distance

between the lights and the water (spray and fog?).

An interesting wiring problem developed one time from the lower “loop” in the electrical wires running to the lights. It seemed that condensation made its way to the lowest part of a loop and slowly corroded the wires inside. One of my maintenance projects was to make sure the wiring was “stretched” between fixed points. I squeezed the wire to see if it felt “soft” or “crinkled.” If it was, I replaced the wires.

Tides, Currents and the Rule of Twelfths

There are a number of ways to estimate the speed of a given current and, relatedly, the rate of tidal change. One such method is known as the “Rule of Twelfths,” which is based on a semi-diurnal tide cycle (two highs and two lows occurring in a twenty-four hour period). This method is based in the number of hours between two successive lows or highs (twelve hours). For example, looking at half the cycle (six hours) and starting at slack water-low water, the current will flood and the tide will rise at:

1/12 of its rate/range in the first hour,

2/12ths in the second hour

3/12ths in the third hour

Another 3/12ths in the fourth hour

2/12's in the fifth hour

And 1/12th in the sixth hour

This then repeats for the ebbing/falling tide.

What is apparent, is that the current is running, and the tide is changing, slowest at the beginning and end of each tide cycle (slack water high or low) and fastest in the middle of the tide cycle (max ebb or flood).

Note: This is an approximation, not for (precise) navigation.

Sail Pressure

Your sails are up and the wind is blowing—just how much “pull” do the sails place on your lines and rigging?

The formula is: Load = Sail Area (square feet) X Wind Speed (mph) X 0.00431

For example: If the wind is at 15 mph and your mainsail is 100 sq. ft. in size, the pull on the mainsheet is about 97 pounds.

Portholes

Something new for the “glass” in portholes is coming on the market. It is called Altuglas ShieldUp and is reportedly a strong, lightweight, clear acrylic material that resists Ultraviolet *(UV) light.

Heads and Holding Tanks

Both our Sisu 22 and Sisu 26 boats had “porta potties” rather than heads and holding tanks. Since we only daysailed, it was an obvious choice to use the portable head. The Sisu 26 had the plumbing for a marine head, but the head and holding tank had been removed by the previous owner. A catboat, as with all boats, has limited room and where to put the head and holding tank can be a challenge. Aside from a portable head, one solution might be to put the holding tank either under a cockpit seat or some place in the bow. The holding tank can either be a bladder style tank or a more “fixed” tank. If you have the need for a holding tank, you might consider reading *Getting Rid of Boat Odors* by Peggie Hall. You can get the book on-line; just Google “Peggie Hall.” In any event, careful consideration of where to run the lines, with due consideration of the boat’s stability, will be important.

Towing

One time, I badly damaged a small catamaran when towing it over a very bumpy road. Both hulls got cracked when they hit the trailer. Other than tying down the hull more tightly, good padding would have been a good idea. From that time on, I made sure that the hull fitted the trailer and was tightly secured, so that the trailer and boat moved as one over the road. With most trailer-able catboats, the keel takes the boat’s weight. Side supports are mostly to keep the boat upright and shouldn’t take any major load. Both of our Sisu boat trailers were “floating rollers” that adjusted to the hull shape and supported the keel. They were very nice in getting the boats on and off the trailers. If in doubt, where the keel and hull should be supported on a trailer it’s best to contact the boat’s designer/builder.

Emergency Tools

Articles have been written about the emergency tools to carry on the boat. What about the car? Especially if it is the tow car for the boat/trailer. I grew up on the west coast of Florida where sand was the overriding “topsoil.” To this day, my vehicles carry heavy-duty jumper cables, a length of tow chain, a shovel, and some 2x8 pieces of wood. The wood and shovel were needed one time when I went off the pavement and got stuck in the sand. I had to jack the car up, dig the sand out from under the wheel, put in a section of wood, lower the car and get back on harder ground. The vehicles also carry a small tool box with a set of wrenches, some screwdrivers, and pliers. Assorted hose clamps and the like are also included. Of course, the engines (and allied devices) in a 1970 Cadillac and a 1973 Ford were much easier to work on than today’s electronic marvels.



New Members

Carolyn Pratt, Membership Secretary

WELCOME ABOARD to our new members since Spring 2021

Charles Agosta & Lucy McQuilken, Harvard, MA

Peter Allgeier, Orleans, MA

Doug & Irene Amsbury, Sugar Hill, NJ

Kenneth & Sylvia Barbor, Rockaway, NJ

James Barron & Philip Boyle, Saint Petersburg, FL

Kevin Brochu, East Greenwich, RI

Stephen Burke, Brick, NJ

Glenn Burkland, Newtown Square, PA

Richard & Nina Cunningham, Dix Hills, NY

Stephen & Wendy Crane, Camano Island, WA

Laura & Jay Darling, Moorestown, NJ

Jeff Davis, Philadelphia, PA

Robert & Sue Dawson, Tenants Harbor, ME

Robert & Jean Marie DiQuolio,
Berkeley Heights, NJ

Christopher Dorsey, Essex, CT

Carl Fly, Wakefield, VA

Rick & Amy Gaddes, North Kingstown, RI

Michael & Jeanne Garr, Kingston, RI

David & Daphne Geanacopoulos,
South Yarmouth, MA

Rick & Diana Grandoni, Beverly, MA

Chris Greenwald, Waban, MA

John Haggerty & Monica Ruehli, Dover, MA

Huntley Harrison, North Chatham, MA

Michelle Brown & Tom Hunter, Marblehead, MA

Donald Jackson, Scarborough, ME

Glenn Johnston, Highland Mills, NY

Scott & Kim Jones, Darien, CT

Jonathan & Jackie King, Cambridge, MA

Jeff Kingsley, Riverside, CT

Gail Knowles, Falmouth, MA

Spring LaFevre, Flemington, NJ

Donald Laird, Milton, DE

Joe Laniewski, Albany, NY

Will & Missy Larson, Dunedin, FL

Mark Lins, Columbus, OH

Jimmy Linsdell, Duxbury, MA

Rod Lorente, Harvard, MA

Raphael Lyon, Brooklyn, NY

Duncan & Genevieve Macfarlane, Easton, MD

Peter & Trish Mainhardt, Cape Coral, FL

Hollis McLaughlin & Kimberlee Labonte,
Edgartown, MA

Stephen & Ingrid Miles, Ipswich, MA

Matt Manzone, Fairhaven, MA

G.Andrew Meschter, Colledgeville, PA

Milton Matos-Roman, Bayamon, Puerto Rico

Phil Mosher, Narragansett, RI

John O'Connor, North Kingstown, RI

Jonathan & Kath Pace, Belle Mead, NJ

Brenda & William Parish, Corpus Christi, TX

Andrew & Summer Pramer, Belle Mead, NJ

Jonathan Ratcliff, Gloucester, MA

George & Robin Rivera, Chilmark, MA

Michael Smith & Joanna Romersa, Norwalk, CT

John & Patty Scott, West Tisbury, MA

Christophyer & Colleen Small, Old Saybrook, CT

Kevin & Meg Sosinsky, Rock Hall, MD

Mike Swensen, Wakefield, RI

Digger and Josie Vermont, Philadelphia, PA

Michael & Courtenay Wallace, Fairfield, CT

Al & Carey Watts, Minneapolis, MN

Cricket & Dean Wilbur, Ipswich, MA

Scott Williams, New Carlisle, IN



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

186-2. 1973 Herreshoff America 18' catboat. Project boat: rudder missing. Two sails, Quantum plus the original. Galvanized Loadrite trailer. Tohatsu 6hp 4-stroke outboard engine. Tabernacle mast. All lines, anchors, bumpers, etc. onboard are included. Located MA. \$5,000. Contact Peter Anderegg 978-827-5871 anderegg.peter@gmail.com



186-5. 1975 Marshall Sanderling 18 ft catboat. 12 1/2 foot Cabin; New teak rub rails; New Motor, never used: Evinrude 4-stroke 9.8hp outboard. 3 old sails. Sail cover. Unused reupholstered cabin cushions. Most recently sailed in Hudson River. Shrink wrapped for winter. Located Catskill, NY. Asking \$7,000. Bill Librera at westhudsonwll.2@gmail.com or (973) 219-9730



186-8. Marshall Sanderling, 1978-Hull #435 - Excellent Condition Totally refurbished 2017-18 by Fair Haven Yacht Works, Fair Haven NJ. (Marine Survey 5/2018) HIN: MMC184351278. New cockpit sole, benches, and rubrails from MMC installed. Hull, topsides, foredeck, cockpit sole, cabin top, mast and spars painted with AwlCraft 2000 Acrylic Urethane, with non-skid on deck in 2017-18. Sikkens Cetol varnish on all teak, cabin handrails, rub rails, coaming cap, cabin trunk trim, boom crutch, centerboard cap, cockpit end of centerboard trunk, and companionway louvered doors. New Marshall Custom canvas sail cover in tan with Dacron cruising sail, used. Rigging includes Harken MainSheet system, 360 Cam Cleat on cockpit floor. All braided nylon halyards end in the cockpit w/ Harken cam cleats on deck. New mast hoops and fittings. Ash tiller w/ forespar



tiller extension. Bronze hardware, bronze headstay and cleats. Four fixed bronze portholes. Running lights w/ new battery 12 volt electrical system. Danforth anchor & 100 ft rode. Outboard Yamaha 2016 4HP 4-stroke, total less than 4 hrs Reduced for sale at 19,500 For information or appointment to inspect in Fair Haven, Contact charles.ladoulis@gmail.com, or mobile at 908-433-5747

186-10. 1978 Marshall Marine 22' gaff rigged sloop. Fiberglass classic beauty, inside winter-stored. Self-tending clubfooted roller furling jib enhances beauty and performance. 24" teak spoked wheel. Just lovingly restored with \$3k on all teak takedown and varnish, and Allgrip deck. Yellow boot-top. Forest green dodger, cushions, wheel & table covers. Accordion fold-down teak cocktail table. 1991 repower with Yanmar 2GM20F, 6 knots. Sleeps 2. Galley sink, built-in alcohol stove, large ice chest. Toilet with holding tank. 1995 and 2019 Surveys available. I owned this boat in Duxbury 1995 to 2012, and in 2019 my wife repurchased her for birthday surprise. Now at Ocean Reef Club in Key Largo, FL. \$22,000. Phone: (802) 324-8435



186-13. 1974 Herreshoff Scout 18' cat ketch built by Squadron Yachts. Boat is a cat ketch both sails and sail covers are in good condition. Honda 9.9 motor has less than 10 hours on it. Boat is in good shape but needs its bright work redone and center board painted. Come with a good trailer and cockpit covers. Picture is SISTER boat. Asking \$7,000. Boat located in Virginia. Contact Eric 757 647 8190 or email at cefly@troop24.us



186-16. 2003 Com-Pac Horizon 20' Diesel Catboat. Com-Pac Yachts describes their Horizon Cat as a classic boat for the diehard traditional sailor - a real Cape Cod cat with a shallow fin keel/centerboard for added stability and windward performance. A high aspect kick up rudder is incorporated for convenience and extremely light helm. Quick, nimble and comfortable, the Horizon Cat has a large cockpit and extensive accommodations. In addition, the exclusive Mastendr mast raising system revolutionizes the trailer-boating experience. See website <https://wwwcompacyachts.com> for videos and a complete description of the boat and it features. The sail (2015) is in excellent condition, brand new sail cover, cockpit cover in good condition, Westerbeke 6.4 hp inboard diesel engine in good running condition. Long-term maintenance/repairs made in past year include: * new engine gauges, ignition and stop-pull toggle * replaced centerboard lifting bail * Stripped and oiled all above deck teak this Spring. Includes heavy duty single-axle trailer with new bearings, lights, coupler and electric brakes. There is a 2019 pre-purchase survey available for review. All survey recommended repairs were made. Boat was stored, serviced and berthed at Kingman Yacht Center 2019/2020 (currently in storage at owners house in East Falmouth, MA). Asking \$24,500. Contact Charlie at bargainhunters2@gmail.com



186-18. 1947 BB Swan 12.5 foot catboat. Fiberglass. One of the first fiberglass boats John Beetle made. Fitted with a Barnstable catboat gaff rig. Has outboard bracket and 2hp new Yamaha air-cooled four-stroke outboard motor. \$1,900. 77sailing21@gmail.com



186-21. 1940 Crosby Gaff-Rig Sloop. Mahogany over oak, bronze fasteners. - Length 28ft, Beam 13ft, Draft 5'8. Galley with two-burner range (white gas); Clock/barometer, sleepers, head, compass; Electronics: Standard Horizon CPF390i (speed/depth/chart) Sails/Spars: main, jib, 2 drifters. Spars made of Sitka Spruce. Gas Engine 1962 (4 cylinder). Out of water 2.5 years, kept undercover outside. Please call or email only if interested. No texting. Location Belfast, ME. Asking \$20,000 OBO. Tom Crandall crandallthomas554@gmail.com 207-323-9311



186-22. 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. Newington NH. REDUCED: \$14,900. OBO. Call or text Peter Doughty 7 oh 3, 8 six 2 - 7351, or email peterpmdoughty@outlookdotcom

186-24. 1980 Atlantic City 24' (the most spacious production catboat built) 11' beam, 2' draft, 6'2" head room. 18hp Yanmar diesel, bowsprit and beautiful spoke wheel. Mahogany interior, hanging locker, dinette and settee with teak and holly sole. Galley: 2 burner alcohol stove with 25 gallons fresh water tank. Marine head in separate forward cabin with door. Recent sail and lines, three anchors, dock lines, new fenders and more. Full dodger with zippered windows, cockpit tent and sail cover. Replaced holding tank and fuel tank. Bilge pump, two batteries, 12-volt outlet. AM/FM disk player, 2 speakers in cabin - 2 speakers in cockpit. Autopilot and transducer for speed, temp and depth, VHF radio and compass. New stainless steel centerboard hidden in a trunk out of the cabin. Rudder reinforced with stainless steel plates. Interior and full set of cockpit seat cushions. Cockpit folding table. Newly painted mast, boom and gaff with tri-color anchor light combo. The ideal coastal cruiser and party boat and a joy to sail. Inflatable dinghy included. Located in Warwick, RI for \$23,500. Seller/owner: Roger Powell (401) 309-1623; email: diyvanner@yahoo.com



186-28. Maynard Lowery catboat, 14 foot 8 inches, beam 6 foot 9 inches, with like new mast and spars, good condition mainsail, Atlantic cedar on oak frames. Boat is in very good condition with fresh marine grade paint throughout, comes with clear Ohio titles and registration on boat and trailer, with current tags, and road ready trailer. Halyards and all lines are high grade correct lines, centerboard up draft is 18 inches, shoal draft. Boat has no repairs done to it, no fiberglass, bondo or anything like that, boat is rock solid in extremely good condition, lead ballast in the bilges I'm estimating at around 300 pounds, spruce hollow mast built correctly. You can't go wrong with a Maynard Lowery catboat. He was an iconic builder on the eastern shore of Maryland, and there are not too many of his catboats around in pristine condition, This is a great boat for someone who has a mooring, It has a very roomy open cockpit. The boat comes with all paperwork, trailer, and canvas cover. I do not have the hoops on the correct grommets in photos but they do show the basic look of the boat. Topping lift in photos is on port side but should be on starboard side, Lazy jacks are with the boat also. Asking \$6,800. Contact Mark Lins Phone: (614) 267 0917 email clementelins@yahoo.com

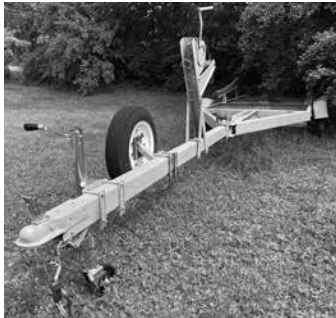


186-31. 1984 Marshall 22 Catboat for Sale - After much contemplation and deliberation I have decided to sell my beautiful M22 Catboat. Very good condition, Yanmar 3GM30



Engine, Bowsprit, Dodger, 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. \$29,900. Located at Beaton Boatyard, Brick New Jersey. Contact Craig at pluemacher@gmail.com. Call or text at 732-330-1941

186-32. Catboat items for sale: 1983 galvanized double axel trailer for a Marshall 18' \$950. Marshall 18 Sanderling boom \$200. Full set of new mast hoops for a Marshall 22' with shackles tied on \$60. Bronze and wood wheel for Marshall 22' \$350. Located in NJ and travel to New England often. Christiangele@yahoo.com 908-962-2289



186-34. 1974 Herreshoff America 18' catboat, Tillotson Pearson, in sail-away condition. "Summer Breeze" has received tender loving care with many improvements in the past 5 years that include reconditioned and painted hull, boot stipe and rub rail, new running rigging, lazy jacks, main sheet, and new main sail and sail cover in 2019. Comes with 5-HP engine and 5 year old Road King trailer. \$9,900. Phone 207.332.6517 or email jebtiburon@gmail.com



186-35. 2004 Arey's Pond 14' Catboat. This boat is in great condition, ready to sail, and includes a cover, outboard, and a trailer. The hull was recently detailed, and the mast is only four years old. The hull is fiberglass for low maintenance, but the teak trim and seats, plus the spruce mast and booms, give it a classic beautiful look. It is a great boat for families, is very stable and seats six in the cockpit. 3hp motor with motor mount is included. Length 14' 2", Beam 7', Draft 10", Centerboard down, 3' 2", Displacement 700 lbs. Price \$18,500. Please contact owner at cagosta@me.com



186-37. 1989 Menger 17 catboat Sea Paws: Ordered in 1988, picked up from builder Bill Menger on Long Island in Summer of 1989. After a short instructive sail, we trailered Sea Paws to Woods Hole, MA and onto the Martha's Vineyard ferry. Currently moored in Vineyard Haven, MA. A professional marine mechanic services the 9-hp Yanmar inboard Diesel yearly (less than 75 hours as of July 2021). Sea Paws is number 74 of the 75 17' catboats that Menger built. For sale by original owner @\$15,500. Equipment: Dacron sail with two reef points, sail cover, teak boom crotch, two battery 12v electrical system, 6-Circuit Switch Panel (fused), portable potty, running lights, electric bilge pump and portable hand pump, centerboard trunk drop-leaf table, shelves over 2-8' berths, teak bowsprit with anchor roller



and Bobstay, mast hinge (tabernacle), 4-inch bronze forward opening porthole, two port and two starboard fixed portholes, rope deck pipe, lazy jacks, cockpit reefing, 4" compass in bulkhead, through hull depth sounder, running lights, masthead light, two brass cabin lights, bronze step on transom, bronze deck hardware, cockpit cushions, teak rub rail, teak cabin trim, bottom paint, single axle galvanized Load Rite trailer. Contact: Catboat13@gmail.com

186-39. Marshall 18 Trailer Wanted. Prefer galvanized single axle tilt trailer with wobble rollers. Please email LarryW2GL@gmail.com, message or call 631-241-4516 .

186-41. 1986 MARSHALL 15' SANDPIPER CATBOAT. "Patriot" is a well-maintained 2-owner Marshall Marine "Sandpiper". One-design Sandpiper racing is popular with established fleets in Florida, New Jersey, and New England. The Sandpiper is a one-design class member of US Sailing as of December 2012. General Specifications: LOA: 15' 6" LWL: 14'9" Beam: 7' 1" Draft: 16" board up, 3' 9" board down. Sail Area: 166 sq. ft. Displacement: 1050 lbs. Ballast: 200 Lbs. Standard Features: Teak cockpit trim, Molded cockpit seats, Burnished bronze hardware, Painted aluminum spars, Braided running rigging, 4.7 oz. Dacron sail, Sail cover, Varnished ash tiller. "PATRIOT" upgrades: New Awlgrip Awlwood varnished teak coaming, Cockpit seat cushions, Custom boom tent, Harken racing mainsheet block, Fluke anchor and rode. Stored on lift out of water when not in use. \$9,200 with trailer. Located on home dock, Annapolis, MD. Contact: Andrew Davis mgendrewdavis@gmail.com Tel. (847) 867-7026



186-42. 1976 Herreshoff America 18' catboat, Nowak & Williams. Available 1May2021. Now on land, Monmouth Beach, NJ. Sail 2 years old and spare sail; New battens, sail bag, and laminate tiller. Tohatsu 6hp outboard 2 yrs old (less than 100 hours). Centerboard, cockpit and cabin cushions, all replaced 2 years ago. Depth finder (2019). Possible transfer of mooring space in Navesink River (Red Bank, NJ). Brand new trailer delivered to the marina is included. \$11,500. Contact Keith at 917-250-2975.



186-43. Beetle Cat rebuilt 2009 by IYRS (International Yacht Restoration School in Newport, Rhode Island). Sailed in centennial Telesmanick race. Newer trailer included. Tom Maddigan tmaddigan01@gmail.com Phone: (508) 540-4655



186-44. 1981 Herreshoff America 18' Catboat. Manufactured by Squadron Yachts, Bristol, RI. Fiberglass hull. 9hp Yanmar diesel inboard. Sailed briefly in the mid 1980's in Texas and then moved back to RI in or around 1991. Stored since then. Offer includes custom built Triad Trailer acquired in New Milford CT in 2007, traditional American flag Dacron sail original to the boat (stored in a bag), rudder, some tackle (wooden mast rings, anchor, bumpers, some lines all "as is"), double teak door to cabin below, "porta-potty," custom made cockpit and inside cushions in good condition. Wheel steering. Motor was tested this summer (2021) and ran nicely. Asking \$5,500. N. Stonington, CT. Stuart M. Kent. Tel: 214-325-6920; e-mail: psusiek85@gmail.com



186-45. 1974 Herreshoff America 18' Squadron Catboat - Classic Herreshoff America catboat. Spacious, stable sailer. Solid fiberglass hull Squadron Yachts, Bristol, RI. Recent upgrades from Marshall Marine: New Rigging: peak Vintage; throat Vintage; mainsheet; topping lift; Harken 146 blocks (4); Harken 147 block; mast hoops w/shackles; mast boot w/Velcro; Boarding ladder; 2016 New Aluminum Mast. NEW from Corrado's Canvas and Cushions, Bristol, RI., V-berth cushions using Sunbrella and 3" 1835 foam. NEW from Thurston Quantum Sails: Mainsail Cover, Mainsail. BoatsMotors Wakefield MA., NEW: 2013 Tohatsu 6hp longshaft MFS6CS outboard. Replacement items/upgrades total \$7,402.21. Also included: Centerboard - Replaced by Pert Lowell Marine; 2 Tillers (one spare); Porta potty, rarely used; 2 plastic deck boxes; 3 plastic bumpers; lazy jacks; Storm anchor; Danforth anchor; Drogue; boat hook. PRICE: \$10,000. Contact: Steve Miles (978) 884-0214; Ipswich MA.



186-47. 21' Fenwick Williams design "Lottie Cates" launched 2004, for sale by builder, Bruce Gratz. Winner, Catboat Association Broad Axe Award. White oak and cypress hull • All bronze fasteners • Marine plywood deck covered with Dynel and Epoxy • Custom cypress, mahogany and white cedar interior • Cockpit seats 4 adults, 2 kids, cushions included • 2 berths with cushions and drawer storage • Over-berth shelves • Chart table with hanging locker • Galley with portable stove, sink with bronze pump • Folding dining table • Enclosed porta potty space • Hollow spruce mast • Spruce boom and gaff • 430 sf sail made by Michele Stevens of Nova Scotia • Bronze blocks • Halyard cam cleats • 16 HP Vetus diesel • 9 gallon fuel tank • 9 gallon water tank • Kingston plow anchor • Spare Danforth anchor \$45,000. phone 802-793-2310 or gratz. bruce@gmail.com Photo courtesy of John K. Robson



186-49. 1975 Marshall 22' with 2 year old Quantum sail, Universal M4-30 4 cyl. diesel engine, two blade prop, Danforth anchor, transom and rudder steps, portable head, depth sounder, 2 new batteries, full cockpit and interior cushions, engine compartment winter heater, 2 bank battery charger. Located Edgewater, MD on the South River. \$18,500. Bill. wmparke3@hotmail.com 305-393-3336 (cell)



186-50. Herreshoff America 18' Catboat. Hull Number TSP HA284 0274. In process of restoration. Rebuilt sole with marine plywood and pressure treated lumber. New \$3400 sail. New teak laminated tiller. Rebuilt outboard. New electrical board (not installed) and installed automatic bilge pump. Hull sound with centerboard. Has not had much use, most time spent in someone's backyard. Previous registration 2001. The boat is currently registered and trailer licensed in FL. It is at Cocoa on the Indian River. The motor also has a new gas tank, and there is a new propane stove included. I will also throw in a new hatch (see through) that can be added to the deck if desired, and another porthole that has not been used. I have removed the side port holes, cut new acrylic lenses and polished/lacquered the brass frames and they have new bronze screws. I have been working on replacing the original rub rails with oak and rope. The boat came to my house on a galvanized "Magic-Tilt" trailer which could use some general fixing up, but it works and is included. The tires are good. I had the interior cushions re-covered for \$500. I have paint for the deck and interior that would be included. Asking \$5500. Which is less than what I have invested. Robertsprague@hotmail.com Phone: (321) 506-0576



186-51. 1999 Menger 23' Catboat "Quest!". Fast boat, ideal for day sailing and cruising with steady 6,500-pound displacement. Draws as little as 2.5 feet, allowing for exploration of coves and shallow bays or extended cruises. Sleeps 4. Cabin has 6'2" headroom and includes a galley and enclosed head with shower. New 435 sq ft sail and sail cover purchased within the past year. Powered by a 2 GM Yanmar diesel with regular maintenance performed. Equipped with Ritchie compass; Horizon cluster meters including knot meter, depth finder, and horizon/wind meter; Garmin GPS; VHF radio; and onboard stereo system. Features a large cockpit with bimini and 2 fitted closed cell cushions. Includes custom-made, teak louvered companion way doors with screens, a flip-down teak boom crutch, and a teak and stainless-steel wheel with decorative rope work. All bright work recently stripped and re-finished. Well-equipped and ready to sail. Additional information and pictures available upon request. Asking \$28,500 OBO. Boat docked in White Stone, VA. Contact: Gail Tiesenga at gtiesenga@msn.com



186-52. 1970 Herreshoff America 18 Catboat "Katnip" - asking \$7,500 OBO
Built in fiberglass by Nowak & Williams Company.
Sale includes the following:
- registered road trailer in excellent condition
- brand new Tohatsu 6 h.p. 4-stroke outboard motor in motor well
- two tillers, one solid and other laminated
- new sail, white with traditional American flag design
- sail cover
- new stainless centerboard cable
- new Danforth anchor, with chain and line
- new mainsheet, all other lines and jackstays
- new HawkEye Depthtrax depth sounder (not yet installed)
- folding mast in tabernacle
- boom gallows to support mast/boom/gaff sprit (currently removed for sailing)
- all bronze hardware
- new Hull Hugr contour fenders
- new Standard Horizon HX210 handheld Vhf



Katnip is currently on a mooring at Norwalk Yacht Club, ready for a prospective buyer to take her out.
 Contact Mike Smith at (203)722-0395 or email michael_b_smith@optimum.net

186-54. 2002 Menger 19' Catboat. 2 Quantum sails - one 2018 in excellent condition, the other in good condition. Mast tabernacle (enables raising and lowering of mast by one person, with boom, sail and running rigging in place). Inboard 9hp Yanmar diesel (450 hrs.), 12-gallon fuel tank with fuel gauge. Custom 2016 Venture trailer with rollers and brakes. 2021 Sail pack sail cover with cutouts for peak halyard and lazy jacks. 2021 Dodger, Bimini with extension panel (covers entire cockpit). LOWRANCE Elite-5 HDI Combo GPS, depth finder. 2016 extra Sail cover and Bimini. Autopilot - Raymarine ST2000 Plus Tiller Pilot. Winter-trailerling Cover. Tent cover for camping. Asking \$25,900 OBO. Located Savannah, GA. 843 696-4699 joecp@gmail.com



186-55. 2014 Howard Boats Fisher Cat #55 with 2014 EZ Loader Trailer. New Squeteague blue sail (2021), plus second Quantum white sail (a few years old). Awlgrip topsides by Howard Boats in November 2021, beautiful Carolina Blue hull. The boat is currently in the water on mooring in Nantucket harbor. Miscellaneous accessories include anchor, boat bumpers, throw cushion, tan seat cushions, boom tent. \$18,500. Can assist with shipping off-island. Contact: Jeff 617-285-9014



186-56. WANTED: Mast, boom, and gaff for Marshall Sanderling. Close to CT. Glenn 203-298-8558, glennstev@gmail.com

186-57. 1965 MARSHALL 22' CATBOAT. #6 HULL Santa Baby (formerly Santa Ana), for sale. Dry boat. Sailed in Duxbury MA x 20+ years (currently hauled out on stands at Taylor Marine in Brant Rock, MA.). Large wood cockpit, comfortable beige vinyl cushions (in great shape), Atomic 4 inboard was removed; (currently using Tohatsu 9hp \$800, low hours, well maintained). Original mast needs paint. 2 sails: original sail (needs repair), 2nd sail: 1980's Hood with 2 reef points. Hull, cockpit, wheel all need cosmetic TLC. Steering: gudgeons need replacement. Antique cast iron stove, original bronze fresh water pump, original bronze hardware everywhere, head with holding tank. We've had lots of fun on this wonderful boat over 20 years; she's a fixer upper for someone special. \$4500 or best offer. 781-422-1555



186-58. 1978 Marshall 22' catboat. Mighty CATZILLA looking for younger skipper. Yanmar 2GM diesel inboard engine, very reliable, needs cleaning up. Two AGM sealed batteries (1 new 2021) never need servicing or removal (they do not freeze and hold charge all winter). Dodger updated 2020 with new "glass" (windshield & side windows); also an extra similar dodger. Two sails, one in good condition (4 battens, 2 reef points), one fair to good (unbattened, 2 reefs, stored 15 years). Galley sink with bronze hand pump from 25gal fresh water tank. Propane stove. Head with 8gal holding. All 4 through-hulls are original bronze and working well. Bronze rudder and transom steps. Stainless steel wheel. Raymarine ST3000 autohelm (aged but works). CQR hinged plow anchor, chain and rode. In water fall of 2021 at Savin Hill YC (Dorchester, MA) until haul-out (planned for Marshall Marine). \$17,500. Spencer srday@gmail.com 617-571-4638



186-59. WANTED: Set of wooden spars (mast, boom, and gaff) for classic 25' wooden catboat built by Roy Blaney, 1995. stephen.edward.burke@gmail.com or (732) 604-8895





Founded 1962
Incorporated 1983

The Catboat Association Membership Application

One-time initiation fee:	20.00
Annual membership/renewal dues:	<u>40.00</u>
TOTAL (to join)	60.00

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

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

If you prefer to mail this application form with your check, please send to:
Membership Secretary, 322 Concord Road, Wayland, MA 01778-1121
Make Checks Payable to: Catboat Association, Inc.

Name: _____ Spouse: _____

Street: _____ City: _____ ST _____ Zip: _____

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

(IMPORTANT: Please provide Zip + 4 Code)

Dates mail goes to 2nd address: _____

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

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

Catboat Name: _____ Year Built: _____

Date Purchased: _____

Homeport: _____

Former Name(s) _____

Former Owner(s): _____

Designer: _____

Builder: _____

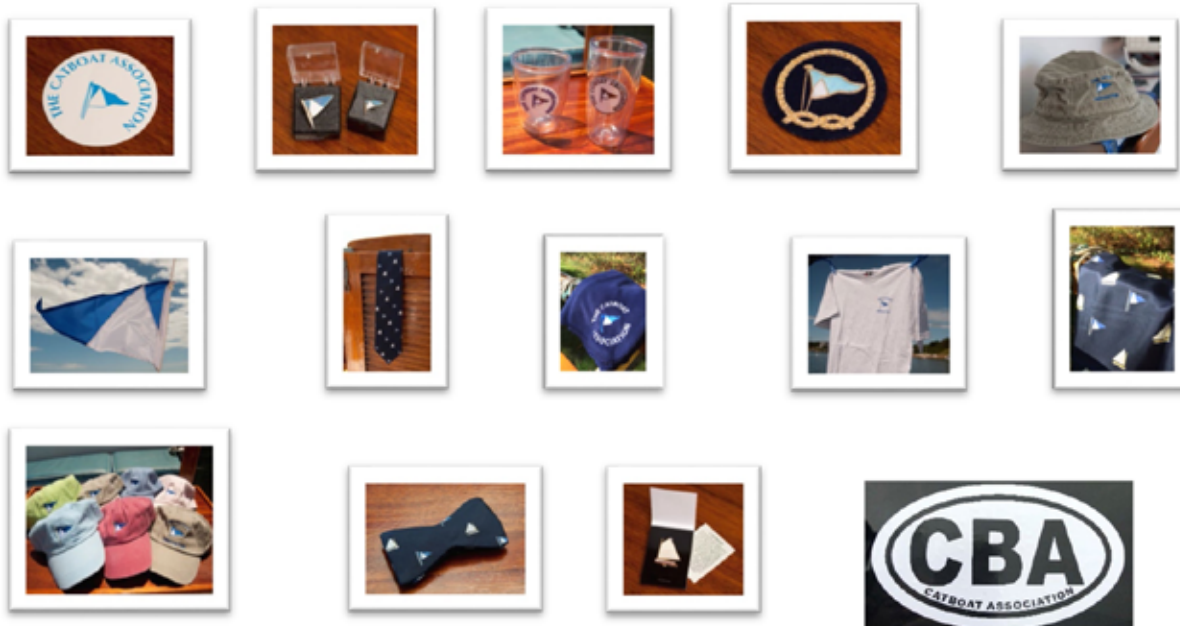
Where Built: _____

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

Description: _____

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

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



CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

<u>Item</u>	<u>Color</u>	<u>Size</u>	<u>Qty.</u>	<u>Price</u>	<u>Total</u>
New!! Oval CBA Stickers				\$4.99	
Fleece Blanket - Navy				\$20.00	
Silk Scarf – Navy with burgee & catboat pattern				\$25.00	
T Shirt - Grey S, M, L, XL, XXL				\$20.00	
Baseball Cap – Color and Logo 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				\$30.00	
Tumbler Traveler (16 oz with Lid)				\$15.00	

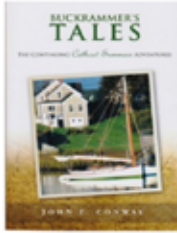
Navy, Stone, Stone/Blue, Nautical Red, Pale Pink, Lime Green, Baby Blue (Please Specify Original Logo or Burgee only) Periwinkle (Orig. Only) **Total \$** _____

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

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

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

CATBOAT ASSOCIATION PUBLICATIONS ORDER FORM



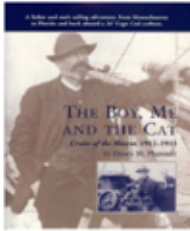
Buckrammer's Tales



The Competitive Cat



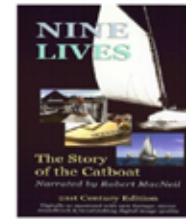
The Catboat and How to Sail Her



The Boy, Me and the Cat



The Catboat Era in Newport



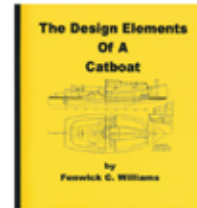
Nine Lives DVD



Mystic 20 Catboat



Rudder Reprints



Design Elements of a Catboat

Item	Quantity	Price	Total
Buckrammer's Tales by John E. Conway		\$19.95	
The Competitive Cat by Bill Welch, MD		\$19.95	
The Catboat and How to Sail Her edited by John H. Leavens		\$15.00	
The Boy, Me and the Cat (hardcover) by Henry M. Plummer		\$19.95	
The Catboat Era in Newport, R.I. (hardcover) by John H. Leavens		\$19.95	
Nine Lives – The Story of the Catboat (DVD)		\$24.95	
The Design Elements of a Catboat by Fenwick Williams		\$15.00	
The Mystic 20 Catboat by David W. MacIntyre		\$15.00	
Reprints from "Rudder" – Design Plans of Twelve Cat Rigged Yachts		\$15.00	
Shipping and Handling: \$3 for EACH item.*			
ORDER TOTAL			

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

Name : _____
 Address: _____

 Phone Number: _____

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

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 current 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 many postal 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 by updating your record 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
- Cats 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 interesting. Take a look at the categories on page 2 and send your text (Microsoft Word .doc or .docx files or the equivalent) 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: January 1; 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

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 send email to the appropriate contributing editor (found following the table of contents) or to bulletin.editor@catboats.org.



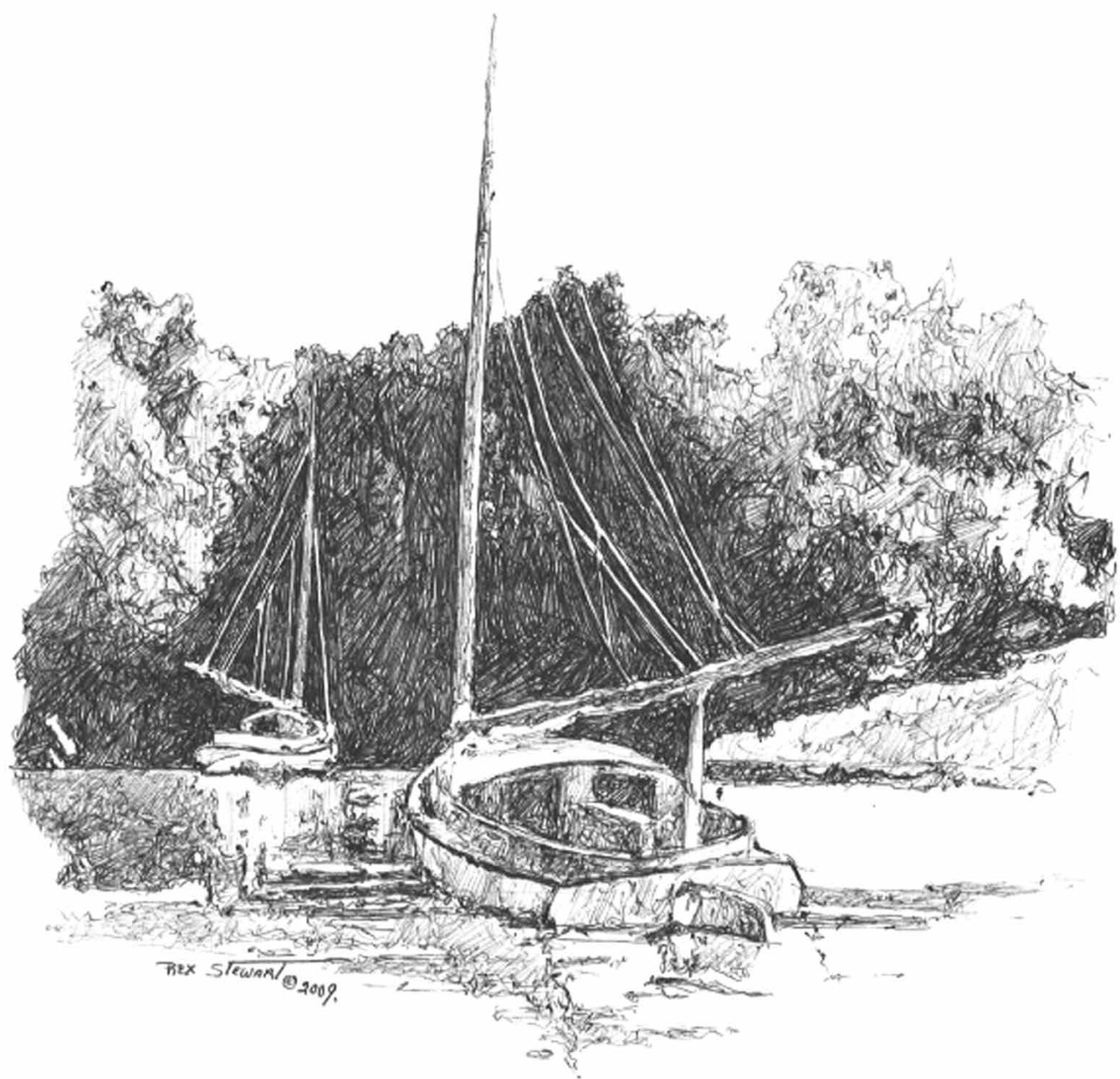
**MYSTIC
SEAPORT
MUSEUM**

75 Greenmanville Avenue
Mystic, CT 06355

To reserve a slip
or for more information,
visit us on the web at:

www.mysticseaport.org/marina





ON THE BACK COVER

“Summer Sail” a white-line woodcut (Provincetown print) by Sandy Earle

From the Artist: The print was made at the Providence Art Club in 2018 from the cover photo of the spring 2017 Bulletin No. 173. The boat is the *Edwina B* being sailed in Edgartown by Mark Alan Lovewell. The photo was taken by Jim O’Connor. Of the many prints I’ve made, this is my favorite. The beauty of catboats is a big part of their attraction for me.

My husband, Mars, and I joined the Catboat Association in 1977 and served on numerous CBA committees. I was on the Bulletin Editorial Board in the 1990s and was especially proud to be on a panel of racing “experts” at a CBA Annual Meeting.

Because we lived in Duxbury, we were most active in the “North of the Cape” group, but cruised and raced our Sanderling *Dandelion* throughout southeastern New England. I was the skipper, having grown up sailing a Beetle Cat in Duxbury.

After *Dandelion*, we had a Sandpiper, *Lion*, which we sailed at Cuttyhunk, where I was Executive Director of the Historical Society. I also served as either staff or volunteer at art and historical organizations in Duxbury, Plymouth, Boston and Providence.

We enjoyed wonderful times with many good friends during our catboating years.



Summer Sail

AE 2018