

Catboat Association Bulletin



No. 188



Spring 2022

ON THE COVER

Old Sculpin, a 1912 Manuel Swartz Roberts cat, sailing in the 2021 Martha's Vineyard Art Association catboat parade.

Photo by Dawn Peterson

Catboat Association

www.catboats.org



BULLETIN NO. 188

Spring 2022

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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.

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

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WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

Notify Carolyn Pratt at the address above.

From the Editor:

Well, another Annual Meeting is in the books, and what a meeting it was. It was so great to get together after the cancellation of last year's meeting due to COVID-19. There were a few bumps in the road before we got there.

Just prior to the January date, about 120 tickets were sold, and with the Omicron variant in full swing, there were some doubts that that many would attend. Then an unexpectedly severe snowstorm was forecast. A flurry of emails ensued and the meeting was quickly rescheduled. This, it turned out, was a blessing in disguise. The Omicron variant went into rapid decline and ticket sales shot upwards. In the end, about 220 members attended.

So, the banner was hung; the Resource Show was set up; the awards were put on display; and the seminars queued up. This year's seminars included the ever-popular Catboating for Beginners, hosted this year by *Pinkletink's* captain Eric Peterson, a presentation on catboat history by John Conway, a discussion on Departures from the Nautical Rules of the Road by yours truly, and the rebuilding of *Margaret* by Bob Luckraft.

But the highlight was Bill Womack's presentation on the History of the Beetle Cat. Bill told of the boat's history from its inception, through its many owners and changes in locations, to its continued production today. Beetle Inc. remains one of the few builders producing solely wooden boats. You'll find a summary of his presentation on page 8.

Speaking of Beetle Cats, in this issue we introduce The Beetle Page. Edited by Michelle Buoniconto,



Secretary (and Chief Mate) at Beetle Inc., The Beetle Page will share stories and information I'm sure you'll find interesting—especially you Beetle Cat owners.

Lastly, one important note: After thirteen years, Tim Lund stepped down as Chair of the Steering Committee. With his characteristically light touch on the tiller, Tim has done a masterful job of keeping the Association on course and always improving. Fortunately, he'll be staying on as a member of the Steering Committee. He turned over the helm to long-time steering committee member and catboat kid Nate Titcomb, handing him the gavel and a bottle of rum!

Skip Stanley
Editor



Now Hear This:

View from the Top – Nate Titcomb, Steering Committee Chair

I'm honored and excited to take the helm of the Catboat Association. Growing up as a Catboat Kid aboard *Calynda*, attending rendezvous, gatherings, and annual meetings, instilled not only the love of the boats that I hope everyone reading this shares, but also introduced me to so many wonderful people throughout our organization. I look forward to hopefully seeing so many of you this summer, at our events, and for those who I do not have opportunity to see in person this summer, I hope you reach out to share your stories, adventures, concerns, thoughts and hopes. I can be reached at nate.titcomb@catboats.org

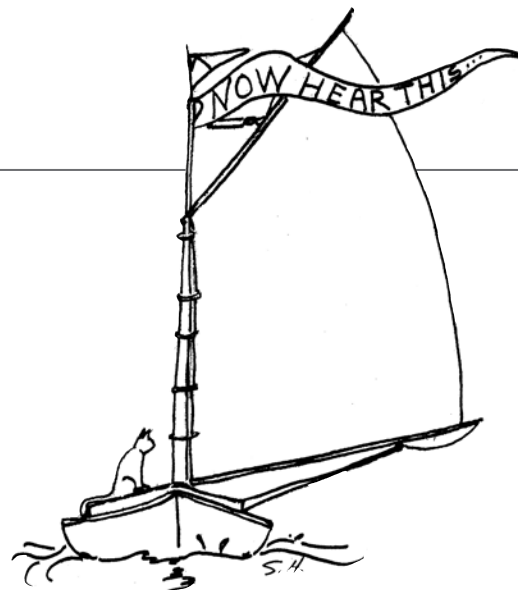
From Our Catboat Friends in the Netherlands

A warmest catboot greeting from the Netherlands. This year the catboats *Novatus* and the *Krimel* have existed for exactly 100 years and give the Dutch Catbootclub a reason for a nice centenary celebration. This will take place from 15 to 17 July in Veere. We expect as many catboats as possible from the Netherlands and even a few from Germany. The highlight, on Saturday 16 July, will be the participation in the Van Loon Hardzeil competition—an annual competition for old flat-bottomed boats and other gaff-rigged ships.

This year there will be a special catbootclass, in which we will participate as the catbootclub with as many boats as possible. Never before has there been such a spectacle of catboats in the Netherlands. If there are members from other parts of the world, they will of course be very welcome.

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



New Book Review Contributing Editor

With this issue, Ned Hitchcock provides us his last book review. Ned's column has been a fixture in the Bulletin for the last eight years. His first review, *The Boat That Wouldn't Sink*, by Clinton Trowbridge appeared in Bulletin 164 in the spring of 2014.

We are pleased to welcome longtime member and contributor Dan McFadden who will be taking over for Ned.

Photography/ Arts Editor

The Bulletin staff is looking for a volunteer with an interest in photography to oversee the images for the front and back covers, the center-facing pages, and miscellaneous locations as needed throughout the Bulletin. If interested, please send an email to bulletin.editor@catboats.org

CBA Award Nominations

Over the course of the summer, please remember the awards committee will be looking for Award nominations. These will be presented at the Annual meeting. They 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.

This year’s award presentations are in this issue.

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

New Ways to Log on to the CBA

Website: Catboats.org

As of January there are two new options for signing onto the CBA website as alternatives to using the standard username and password: Facebook or LinkedIn. This was the result of a system software update by Your Membership (the web platform the CBA uses).

BoatUS Membership

Please don’t forget—if you are a member of BoatUS, you can get a 50% discount on your annual membership by applying the CBA’s Cooperating Group Program code GA83247B. For specific information you can call them at 1-800-395-2628, email them at coopgroup@boatus.com, or visit their website: www.bostus.com/group/default.asp

Remember to also ask about insurance—they insure boats too.

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? And 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 but your membership gives you access to all the back-issues—and they are amazing. Don’t miss a thing—renew today!

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Crossing Over the Bar

Arthur Bloomer

Arthur Walter Bloomer passed away peacefully after a brief illness on February 22, 2022 after a wonderful, long life. He was a member of the Catboat Association and his last catboat, the *Genevieve*, moored off of Chatham Fish Pier in Chatham, Massachusetts, was said to have been the most photographed catboat in the world at the time.

Arthur was an avid sailor, camper, boater, and traveler. But he loved Monomoy Island the most, where he spent summers as a child, as well as North Beach and Prince Edward Island, where he developed many lifelong friendships. He greatly enjoyed passing on the history of "Whitewash" village on Monomoy and his memories of life growing up in Chatham, as well as hosting all manner of gatherings at his string of North Beach Camps over the years. In his later years, morning coffee at Larry's PX, rounds of cribbage, keeping the firewood stocked, checking in with friends and keeping track of the 'market' kept him busy with a nice routine, supported by a close group of friends, to whom his family is very grateful.

He was predeceased in 2020 by his wife of sixty-seven years, the former Betsey A. Buck.



Members We've Lost Since Our last Annual Meeting

Joseph Ryan, husband of Norma, sailed *Solid Comfort* out of North Kingstown, Rhode Island. Joined in 1981.

Sue Allard, wife of Fred, sailed *Flying Colors* out of Mystic, Connecticut. Joined in 1983.

Kenneth (Bud) Delong, husband of Lee, Grandfather of Ben, Great Grandfather of Gabriella, sailed *Pearl* out of Hyannisport, Massachusetts. Joined in 1986.

Stuart Lollis, husband of Mary, sailed *Lulu* out of Edgartown, Massachusetts. Joined in 1992.

Sidney Tiesenga, husband of Gail, sailed *Quest* out of White Stone, Virginia. Joined in 2004.

George Damerel, husband of Kathy, sailed *Katnip* out of Oak Ridge, New Jersey. Joined in 2016.

Roland Barth, husband of Barbara Bauman, sailed *Ibis* and *Sea Bean* out of Florida, Boston and Maine. Joined in 2002. Roland is the author of several books including *Tales of the Intracoastal Waterway* that tells of his sail from Miami to Wareham Massachusetts to celebrate his seventieth birthday.

Dave Pearson, known to us as "Good Old Dave," husband of Jo-Ann, sailed *Andante Cantabile* out of Branford, Connecticut. Joined in 1975. Dave and Joann were longtime Steering Committee members.

Carol Titcomb, wife of Neil, mother of Nate and Chris, grandmother of Charlie, Hailey and Sarah, friend to us all. Sailed *Calynda* and more recently *Interlude* out of Branford, Connecticut. Joined in 1985. Carol was a long time CBA volunteer who ran the Publications Department with her husband Neil and served loyally on the Steering Committee for many years. Her smile, sense of humor and baked goods will be greatly missed.





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Annual Meeting

History of the Beetle Cat

Bill Womack

Bill Womack is the owner of Beetle Inc., the builder of Beetle Cat Boat since 1921. We were honored to have him deliver the keynote presentation at the Annual Meeting luncheon. This brief history was taken from his talk.



Bill Womack.

It all began with the Beetle family.

James Beetle, along with his sons John, James, and Charles, was in the business of building boats for the whaling industry in New Bedford, Massachusetts in the 1800s. It was while building whaleboats, that they developed an assembly process with parts, patterns, and pieces such that they could put together and deliver a boat within forty-eight hours.¹

The Beetle Cat's origin can be traced to a small sailboat that John and Carl Beetle (John's second

son) developed (as kind of a family thing) after the whaleboat industry ended in 1921. They started fooling around with a little catboat and perfected it over the winter of 1920-21. Called a Beetle Cat, it was popular right from the start and was actively marketed in the 1920s.

Carl, however, lost interest in the boat because it was small and it wasn't very lucrative. He went on to build larger boats. John stayed with the Beetle Cat even though he had a full-time job with the Greene and Wood Lumber Company in New Bedford. He would work nights and weekends building and selling them.

Right from the start, Beetle Cats were actively raced on the New England coast. In fact, the first racing fleet was in Duxbury in 1923; the second was in Bass River in 1927; the third was in Barnstable in 1932. There were three New England championships before the Second World War: in 1937, '38, and '39.

After John Beetle passed away, his brother Charlie, along with his son-in-law, John Bauman, and his niece, Ruth Beetle (a schoolteacher by trade), took over the business. In 1930, Charlie hired fifteen-year-old Leo Telesmanick. Leo had been humping around the whaleboat yard since he was "knee-high to a duck" so they figured it was time to put him on the payroll. When Charlie Beetle and John Bauman both passed away in 1936 (within three months of each other), Ruth Beetle put Leo in charge of the Beetle Cat for a time; he was twenty-one years old.

An interesting aside: A newspaper article out of the New Bedford Standard Times in 1932 listed Ruth Beetle as the only female shipwright, or boatwright, in the country.

After World War Two, Waldo Howland, of Concordia Yawls, was looking for a small boat to supplement his fleet of larger sailing boats and offered to buy the Beetle Cat from Carl (who, though focused on fiberglass boats, still owned the patterns and plans). Carl wanted nothing to do with the Beetle and said, "Just take it. Get it out of the shop. The patterns and all that are in my way. You can have it; get it out of here." So, Waldo Howland took 'em.

Waldo subcontracted space for the shop at the Palmer Scott yard, which was adjacent to the old Beetle Shop, down on Lower French Boulevard. The foreman in the Palmer Scott Yard at the time was

none other than Leo Telesmanick. It was a natural fit.

At the time, there were no construction drawings, no patterns, not a whole lot of anything. So, Leo took the lines off three of the best Beetle Cats. Then Waldo Howland had naval architect Ben Dotson make the first set of line and construction drawings of the Beetle Cat. Leo also put the Beetle Cat mold together in 1946. Since then, *every* Beetle Cat has been built on that mold using the same methods Leo put together at the Beetle whaleboat shop. It is the same production process we use today.

Concordia was cruising along and Leo was building Beetle Cats when Palmer Scott decided to retire and close his shop down. So, the Howlands built a new shop across the harbor on Smith Neck Road. They put it there because that's where Leo lived. They put it in his backyard.

When Leo retired, in 1983, Concordia had a special Beetle Cat built to be his "gold watch." It was made of clear wood and varnished—no paint on it except for the bottom paint.

With Leo retired (but not really gone), Charlie York and Steve Smith took over building Beetle Cats for Concordia. Then, in 1993, owner Brody McGregor decided the Beetle Cat wasn't profitable anymore, or was marginal at best, and he was going to discontinue it. But Charlie had other ideas: he bought the rights to the Beetle Cat and formed Beetle Inc.

During the process of Charlie taking over, Concordia sold the property to Davis and Tripp for their boatyard making Charlie and Beetle Inc. tenants. They weren't spending a lot of money maintaining the facility and Charlie was doing the best he could to keep it alive. He was still producing boats but not like Concordia was producing boats.

Charlie York is probably one of the best wooden boat builders you'll ever come across, but...and he'll be the first to tell you this...he was not a good business person and he was drastically underfunded. And then I came along...

In the 1990s, I had a 1961 Beetle Cat. It was nearly forty years old and pretty tired. I babied it along up until about 2001 or 2002. Then I decided I needed a replacement or at least I needed some help. After a lot of soul-searching between fiberglass and wood, I decided to have Charlie build a new hull for my Beetle. (We still do this today: build a new hull, put the old rig back on, and keep it going....) It took Charlie a little over a year to get that hull built. And with me going down and pestering him, bugging him, and carrying on, "Charlie, ya gotta get his done.... Ya need to be a little more organized da-di-da-di-da...."

And finally he got it finished. I was to pick it up in July, 2003.

So, I go down. The boat's on the trailer. I get it. And I say, "Charlie, ya still need that help."

And Charlie says, "Bill, for the right amount of money, I'll sell you the whole damn thing."

And I said, "Like hell you will!"

I got in the car, and pulled out, and I'm heading down Smith Neck Road... Now everybody knows, when you go down Smith Neck Road, you have to pack a lunch and take a lantern 'cause it's an all day trip. So, I'm going down the road, up through South Dartmouth, get up on Route 6, and I'm thinking, *Is he really serious about this?* So, I pick up the phone and call Charlie.

Now, in the year and a half it took to get that hull built, Charlie never answered the phone. It was always "leave a message" or whatever; I'd have to go down there and shake him up. He answered the phone on the second ring! "Charlie, are you serious?"

And he said, "Bill, if you are, I am."

I said, "I'm coming back."

I turned right around and I'm on Route 6 by the Stop and Shop and, with the boat on the back, went right down to Smith Neck Road, pulled into the lot and we made a deal in fifteen minutes. I was gonna buy rights to everything in the shop it would take to build the Beetle Boat. It took the lawyers three months! And Charlie and I signed papers in October of 2003.

The only thing was, Davis and Tripp didn't want us in there anymore. The minute Charlie and I closed the deal, I got a call from Davis and Tripp, "I'm not telling you to move out overnight, but we want you gone in six months." So, I went on the hunt....

We ended up moving the shop to Wareham. There was, however, a lot anguish over the fact that the Beetle Boat Shop was now no longer on Smith Neck Road. "And Womack, what's he doing? He took that damn thing out and put it in Wareham...!" But everybody who's ever been there will tell you, that was a blessing in disguise. Now you don't need a lantern and a lunch to visit the Beetle Boat Shop. You're on our way to the Cape for the weekend and you whip right in to the shop. We're at the intersection of Routes 195 and 495. You can throw a rock from the ramp and hit the back of the barn. People stop in there to pick up a tiller on the way to the Cape. They come back by there on the way out and say, "My boat's busted can you take care of it?" And we fix it. They come back the next week, it's all done. It was a blessing for the Beetle community. And with

us, it just made it a lot more convenient to get boats in and out as well.

And what have we got? At the hundredth anniversary, National Championship we had seventy-two boats on the line. Seventy-two! In the history of the boat, even back in the 50s and 60s, there had never been seventy-two Beetles on the line at one time. The juniors and the mighty-mites raced out of Point Independence. They had fifty boats on the line. The seniors, the open, the men, the women, they raced up in New Bedford. They had fifty boats on the line. But never were they all in one place until last summer in Chatham—seventy-two boats, all classes, all on the line at one time. That was something to see, let me tell you.

What has made this boat, the Beetle Cat, stay alive all these years? What's the draw? Kids. Kids of all ages. The first thing we do with kids at the shop we teach 'em the shape of a boat, what a boat's supposed

to look like. It's a catboat. And they learn by drawing and coloring in the sails and stuff like that. But that's the answer right there. That's what the boat was designed for; that's what the boat is all about. This boat's been through generation after generation after generation because it's a family sailboat. These boats have been in these families for generations. You know grandma, when she was ten years-old she sailed it, and then mom sailed it, and the grandkids sail it. And we hear these stories all the time.

A quote by John Beetle: "As long as people continue to get married and have children, Beetles will be built and sailed." That's a fact. With that being said, the Beetle Cat lives on....

1. Legend has it that Henry Ford went to New Bedford, visited the whaleboat shop, and saw how they were developing this assembly line process and he took it back to Detroit and that's how he got the idea for the assembly line process for the Model T. You can check that out...but that's my story and I'm sticking to it!



Beetle Cat® Boat Shop

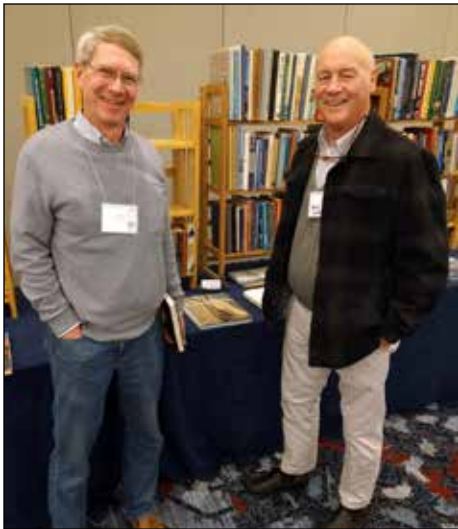
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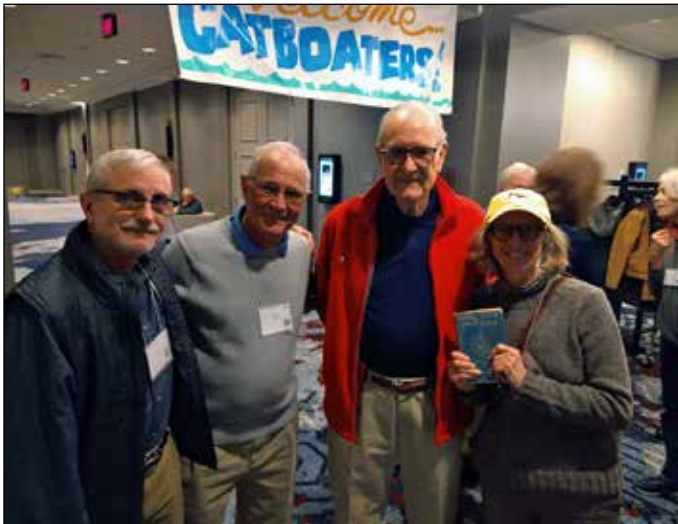
David Holbrook and Bob Horne.



Tom Hyland and Louise Orinnin.



Neil Titcomb and Diane Webster.



Left to right, Digger Vermont, Frank Newton, Dave Park, Josie Smith.



Bob Luckraft and Ed Meaney.



Mary Crain at the merchandise table.



Andy and Mary Ellen DeFrias and Tim Lund (center).



Kevin and Francine O'Driscoll and Mike Murphy (center).

2022 Catboat Association Awards

John Killam Murphy Award: Phil Carling



Phil Carling receiving the John Killam Murphy Award from Tim Lund.

Established in 1965, the John Killam Murphy Award is presented annually to a CBA member who “the advances the principles and perpetuates the traditions of sail exemplified by the Catboat Association.” We could think of no better example of this than the man who diligently maintains the (actual) catboat which is depicted on the very plaque which is the John Killam Murphy Award and that would be Phil Carling.

Phil has owned *Tabby* since 1978. During that time he’s maintained her in fine condition—no small task for a vintage wooden boat—as you well know. Each winter he tackles one project or another and each spring he brings her to her slip in Hingham, Massachusetts. Then, little by little he puts on the rest of her rigging, the spars, and the sail. Annually, he sails *Tabby* up to the Antique & Classic Boat Festival, in Salem, Massachusetts, where she has been a proud fixture for many years. Phil’s diligence in maintaining and showing this venerable catboat for the past forty-four years is the very epitome of “perpetuating the traditions of the Catboat Association.”

Upon receiving the award, Phil thanked everybody and said, “The stewardship of *Tabby* has been a thrill for my whole family for many years.” He reminded everybody that the model of *Tabby* was given to John Killam Murphy at his 95th birthday party. He thanked everybody and said it all really started with his wife who asked long-time member and past president, Frank Cassidy, how she could find a wooden catboat that didn’t need much work. That brought a laugh from the crowd. With Phil were his

brother, Tom, his long-time friend John “Gilligan” Gibson, and his grandson, Alex, who first sailed aboard *Tabby* at the age of eight.

Dolphin Award: Eric Peterson



Eric Peterson receiving the *Dolphin* Award alongside Fred Sherriff.

The *Dolphin* Award was established in 1975 to recognize a member “for exceptional service to the Catboat Association.” It is named after *Dolphin*, the last catboat owned by John Killam Murphy.

This year’s recipient, Eric Peterson, has provided exceptional service to the CBA, in many roles, for many years. Since joining the Catboat Association in 1993, Eric has been a key member in both leadership positions and in support roles. He served as a member of the Steering Committee, lead Editor for the Bulletin, and, from 2006 to 2009, Steering Committee Chair (taking over from Bob Luckraft). He and his wife, Dawn, have welcomed the steering committees to their home on numerous occasions for meetings and the “stuffing parties” (preparing 900 invitations to the Annual Meeting). A long-time contributor to the CBA Bulletin, he has been the Contributing Editor for each issue’s Boat Building and Maintenance section.

For the past few years, Eric and Dawn have been, and continue to be, the organizers of the Annual Meeting. Working with the hotel, setting up the menu and scheduling the events. One fun thing Dawn shared: Eric is fond of saying, “My work is far from perfect, but perfect from afar.” Eric personifies what it means to be a “catboater.”

Upon receiving the award Eric said, “Thank you so much, this is a great honor, and it’s been a privilege. What can I say? This is what it’s all about.

The catboat brings us together and this is about the people. Catboats have a way of finding the nicest people to be their owners. Thank you all.”

Broad Axe Award: Laurie (Loop) Armstrong



John Conway receiving the Broad Axe Award on behalf of Loop Armstrong.

Established in the fall of 1976, the Broad Axe Award recognizes a significant achievement in catboat construction. This includes the restoration of an old catboat as well as the construction of a new one.

This year’s recipient Laurie (Loop) Armstrong built not just one but two catboats from the keel up. He was wrapping up work on the tender for a forty foot cruiser when a friend suggested their next build be a catboat. Then his next door neighbor, Ross Johnson, known as “Offcut,” said he wanted one too. So, they decided, why not? Let’s build two. And that’s what they did.

Each boat was eighteen feet, six inches in length, eight foot, six inches in beam with a traditional barn door rudder and carry 250 square feet of gaff-rigged sail. During the builds, to distinguish one from the other, they called the boats “house” and “hill”—the one closest to the shop being “house” and the other up against a steep rise on the edge of the property being “hill.” To avoid the possibility of one boat being built better than the other, they put off deciding who would get which boat until the boats were finished.

During the build, their moms were often frequent lunch visitors and each had done their share of clean-up duty at one time or another, sweeping up shavings in the shop. For this reason, and many others, the boats were named: *Beatrice* and *Grace*. Sadly, neither mom lived long enough to see the boats launched.

Loop was unable to attend the award ceremony, but sent the following note of thanks:

Dear Catboat Association,

Catboats are a rarity on the west coast, so being awarded the Broad Axe Award in place of all you eastern Salty types with your decades and decades of catboat heritage came as a complete surprise. And an honor.

It may not take a village to build a boat, but it’s a lot more fun if others are involved in the process. There’s half a dozen people I need to share this award with, not least of which is Maria, the 14 year-old helper who never missed a Saturday during the 2 years build. Thank you.

All the best,

Laurie Armstrong

Henry M. Plummer Award: Kevin O’Driscoll



Kevin O’Driscoll receiving the Henry M. Plummer Award.

First presented in 2003, the Henry M. Plummer Award is presented “to the skipper and/or crew of a catboat that completes a voyage of note or to recognize a significant act of seamanship.” The award is named after Henry Plummer who sailed his twenty-four foot Cape Cod catboat *Mascot* from New Bedford, Massachusetts to Miami, Florida and back in 1912 and 1913. It is immortalized in the book *The Boy, Me, and the Cat*.

This year’s recipient, Kevin O’Driscoll, may have logged more time in a catboat than any of us in recent years.

In 2021, Kevin, in his 1974 Herreshoff America the *Shannon Marie - A Force of Nature*, traveled a total of 2201 nautical miles, which included a 1257 nautical-mile round trip from New Bedford, Massachusetts to Lake Ontario, part of which was sailing to New York, up through New York harbor and on up the

Hudson River. On the trip, Kevin lived a total of forty-five days on the *Shannon Marie*. Weather was a major factor and on many days “small craft warnings required motoring and cut down his “sailing-day” count. Undeterred, he pressed on....

Kevin has written about his many exploits, and as well as numerous “how-to” articles, in the CBA Bulletin. Most recently, in Bulletin 186, was his treatise on “How to Transit the Locks in the New York Canal System.

Upon receiving the award, Kevin said, “I wouldn’t be able to make it without a lot of you. I got a lot of moral support from many of you, you were unbelievable, but the most important thing right now: I would like to wish my wife Francine a happy anniversary, it’s our forty-sixth! Her claim to fame: is she says my boat is my summer wife and she’s the winter wife and she’s truly good with that. Thank you everybody!”

Editor’s Choice Award: Terry Gips



Terry Gips receiving the Editor’s Choice Award.

In 1963, founder John Leavens, along with his wife Pinkie, began publishing the Catboat Association Bulletin. It was intended simply to spread the word about races, rendezvous, and other get-togethers as well as to share information of interest to catboaters and members of the Association. Since then it has continued to grow to the journal it is today.

The Editor’s Choice Award was created in 2014 as a way to recognize significant contributions to the Bulletin. This year, for setting up the Bulletin advertising program, the Editor’s Choice Award went to Terry Gips.

Entirely on her own initiative, Terry singlehandedly developed a new advertising program for the Bulletin. Without a “playbook” to follow, she developed the framework for the program and laid out a plan to make it a reality. She researched and developed the rates for the various size ads and reached out to potential advertisers and worked closely with individual companies to ensure their ads had the proper look and format before going to the printer. She coordinated submission timetables to ensure the ads would be ready for each Bulletin as well as the payment schedule. She coordinated the advertising for five Bulletins—the first appearing in Bulletin 180 in the fall of 2019. This well-structured advertising program earned over \$10,000 for the CBA.

Upon receiving the award, Terry said, “Thank you very much. Yes indeed, in the Steering Meeting when we talked about the possibility of advertising, I, you know, did that dangerous thing and I put up my hand and thought *I know how to do this*. Among the many hats I’ve worn, I’ve done a little graphic design and I know how to talk to people who need to get their oar into the mix of things.

“And one of the things I wanted to say is as those of us in this room get a little greyer and some of us have had to give up the best part of catboat life, which is sailing. I’m so impressed that many of us want to stay connected, we want to be part of the catboat world. Some of my best friends are catboaters. Some of the best times of my life have been in a catboat, I wish I were still there but there’s another life ahead.

“At any rate it has been a real pleasure to get this off the ground, and to see how it has added to the Bulletin. I love the Bulletin; it’s a real piece of what we do. It keeps us connected.

“So, thank you all for being part of this addition to the Bulletin; it’s a really great thing. In many ways, it’s an old-fashioned Bulletin, and I love that we still do it on paper. So, thank you!”



The awards on display. From left to right, the Henry M. Plummer, the Dolphin, the Broad Axe, the John Killam Murphy and the Editor's Choice.

Catboating for Beginners

Eric Peterson

The “Catboating for Beginners” seminar had a slightly different theme this year as it was hosted by a long time catboater and self-proclaimed philosopher, Eric Peterson. The young bucks that usually host this seminar (his sons) were unavailable this year, so the old man stepped in to share a lifetime of boating experience.

Eric’s advice was more about relaxing and keeping your crew comfortable than it was about the other obvious stuff (nomenclature, hoisting, reefing, etc.). After all, why do we have these catboats? We have them for different reasons, I guess.... Everyone needs to figure out their reason and then make it happen. Maybe you want to anchor near a beach and

read all afternoon, or maybe you want to develop your sailing skills to a level where you could do some casual racing at a rendezvous. Of course, there were also discussions about tricks to raising and lowering your sail and leaving and returning to your mooring. We also discussed common circumstances such as when you could use your sail and your motor at the same time and other radical ideas like that. There were many enthusiastic audience members with great suggestions and questions that kept the conversation lively. The bottom line of this seminar was, do whatever is comfortable and fun for you and the people you sail with!



Rebuilding A Century Old Catboat

Bob Luckraft

Bob Luckraft showed a pictorial review of his complete re-build of *Margaret* a fifteen by eight foot catboat. *Margaret* was built in 1920 by famed boatbuilder Manuel Swartz Roberts of Edgartown, Massachusetts, on the island of Martha's Vineyard. Roberts built about 200 catboats during his lifetime. Only a handful are known to have survived to this day. *Vanity*, which is considered to be one of the last of the working catboats, is a Roberts-built boat. *Vanity* was founding member, Oscar Pease's catboat and today sails as a floating exhibit for Martha's Vineyard Museum.

Margaret had been sitting on a trailer, in an upstate New York barn, since about 1985. The owner of the boat contacted former CBA President Eric Peterson. Eric understood the importance of a Manuel Swartz Roberts catboat barn-find so, he drove to New York. It was obvious that the boat was going to need a lot of work. With a promise that he would try to find someone to restore her, Eric found himself taking the boat home. There's an old adage, "There's no such thing as a free boat." Well, finding someone to take on a free "wooden boat" proved to be especially difficult. There is, however, a counteracting, unexplainable joy one gets when they see something that is done just right. Manuel Swartz Roberts captured that with *Margaret*. She's got that classic look, which triggers joy. Upon seeing her, Bob Luckraft felt it immediately. With a lifetime's experience restoring wood boats, Bob knew that it would take a complete rebuilt to bring *Margaret* back. He was all in.



Margaret's boom is attached not to the mast, but to a deck crab, which was common on many of the smaller catboats of her day. Her tinned air scoop helps ventilate a fairly large forward deck.

To begin the project, masonite templates of the decks were made. Special care was taken to properly mark the location of fittings and the mast hole. Sitting improperly on a trailer for many years, resulted in some hogging of *Margaret's* keel. The boat was taken off the trailer and placed on blocks. Lead and iron weights were used to straighten the keel to a taut string line. The stem was rotted and a long crack ran up most of its length.

Eric had drilled holes and placed threaded rods to hold the bow together for the trip back to Massachusetts. The fix served its purpose, but was a bit "Frankenstein." Locating a good piece of white oak for the stem took quite a bit of time, but in the end Peter Arguimbau (*Molly Rose*) and his son Andre came through with a massive slab with good grain. New laminated ribs or frames were steam-bent on either a jig set up on the workbench or directly in the boat using the planking as the form.

A new transom was built and a centerboard box and board installed. Bob was determined to plank the boat from bow to stern with full length cypress. Two planks on each side, however, had to be made with butt blocks. There are a few planks on a catboat that have about a ninety degree twist in them. The garboard at the stem is the worst. For these planks 6 mil plastic bags were used. The plank was not steamed in a steam box, but inside a bag with one end of the plank clamped on the boat. An adjustable strap attached to the ceiling held up the other end of the plank. Steam was then piped directly into the bag at the area needed. With this system there is no rush to get the twist in before the plank cools, as it would coming out of a steam box. One slowly introduces the twist as the wood gets flexible. Once the board is clamped in its desired position, it's allowed to cool. The next day the bag is removed, a caulking bevel cut, and any fine tuning for fit is done.

The decks are half-inch marine plywood, which was scarf jointed together where needed. Dynel cloth set with System Three epoxy provides the look of a canvas deck. Varnished mahogany T & G bead board was used for the coaming. The sole is vertical grain T & G fir. A direct drive 24-volt electric motor from Electric Yacht was installed and powered with Battle Born LiFePO4 batteries. *Margaret* was relaunched at the end of June 2021. She sails out of Waquoit Bay, Mashpee, Massachusetts.

Her keel, rub rails, bench seats, the spars, the crab, and some of the blocks or pulleys that she arrived with are believed to be original and are still in service.



The stem, forefoot and mast step were one of the first things to go.



The framework for the planking completed.



A direct drive, 24-volt electric motor from Electric Yacht was installed and powered with Battle Born LiFePO4 batteries.



The entire cockpit coaming was able to be removed in one piece. This later proved to be a great aid in replicating the new coaming.



The planking installed, bunged and faired.



The ribs were fitted into pockets cut into the keel. In Addition, Manuel Swartz Roberts connected the ribs together with a steam bent piece of oak that rode over the keel.



Back on the trailer and getting ready to be relaunched.

Departures from the Nautical Rules of the Road

Skip Stanley

This seminar started out with the *very* basics. It was not to be a comprehensive presentation of the Rules, but rather an overview highlighting five situations where a departure from the Rules may be either called-for or *required*.

The Rules of the Nautical Road are designed to prevent collisions at sea and are based on the concept of risk of collision. If it weren't for that risk, there would be no need for the rules. They are founded on two logical principles: (1) It's easier to avoid an object with a predictable motion than one that is moving around unexpectedly and (2) the task of avoiding falls to the more nimble vessel. This basic premise applies to two power-driven vessels on established courses, who are in sight of one another and approaching such that risk of collision exists.

For two power-driven vessels:

- In a meeting situation, each vessel alters course to starboard passing port to port.
- In a crossing situation, the vessel to starboard is the stand-on vessel, the vessel to port is the give-way vessel.
- In an overtaking situation, the overtaking vessel is the give-way vessel. The vessel being overtaken is the stand-on vessel.
- In a river, the up-bound vessel is the give-way vessel. The down-bound vessel is the stand-on vessel.

For two sailing vessels:

- With two vessels on opposite tacks, the vessel on the starboard tack is the stand-on vessel; port tack is the give way vessel
- With two vessels on the same tack, the windward boat must keep clear of the leeward boat.

The second instance presents an interesting situation which seems to run counter to the Rules. With two sailing vessels both on port tack (port side to weather), the windward boat—the give-way vessel—should be quite comfortable altering course to the right and going under the other boat's stern. However, and here's where things get interesting, when both vessels are on *starboard tack* the *windward boat* is (still) the give-way vessel. Therefore, in order to pass under the stern of the stand-on vessel, the give-way vessel must alter course to the *left* to go under the other's stern.

One Rule of importance to this discussion is Rule 2, specifically subparagraphs (a) and (b).

Rule 2. (a), commonly known as the Rule of Good Seamanship, states that “Nothing in these Rules shall exonerate any vessel...from the consequences of any neglect to comply with these Rules or of the neglect of *any precaution which may be required by the ordinary practice of seamen*, or by the special circumstances of the case.” [Italics mine.]

Rule, 2. (b), commonly known as the General Prudential Rule states that “In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any *special circumstances*, including the limitations of the vessels involved, which may make a *departure from these Rules* necessary to avoid immediate danger.” [Italics mine.]

This was followed by a presentation of the “Hierarchy of Vessels”—each vessel listed having to give way to those above it.

- Vessels not under command
- Vessels restricted in their ability to maneuver
- Vessels constrained by draft (international waters only)
- Vessels engaged in fishing
- Sailing vessels
- Power-driven vessels

It was pointed out that sailing vessels are relatively low on the “totem pole” and that nothing prevents a sailing vessel from acting in a manner similar to a power driven vessel (placing itself lower on the list) and giving way early as the circumstances warrant.

An aside was made to the so-called the “Bigger Boat Rule.” Here there are two things to keep in mind: (1) the larger vessel may not be as maneuverable as you are. So, even if you are right, he can't comply even if he wanted to. Take it as a special circumstance and act accordingly. (2) If you try to “assert your rights,” you're likely to lose. See rule 2. (b).

And a quick reminder when changing course: Make your changes “early and substantial” so as to be readily apparent to the other vessel; avoid a series of small maneuvers.

The Departures from the Rules – The five situations calling for a departure from the Rules.

1. Departure by Agreement. You've probably heard two vessels talking on channel 13: "Two whistles, Cap?" "Roger that, pass you on two..." Here the vessels have agreed to a starboard to starboard passage.

2. A Situation Not Covered by the Rules. Two common situations come to mind maneuvering around wharves, piers, or other obstructions and vessels which are stopped (making no way). Recall that the Rules are based on the premise of the vessels being on established courses, thus are not applicable in these situations.

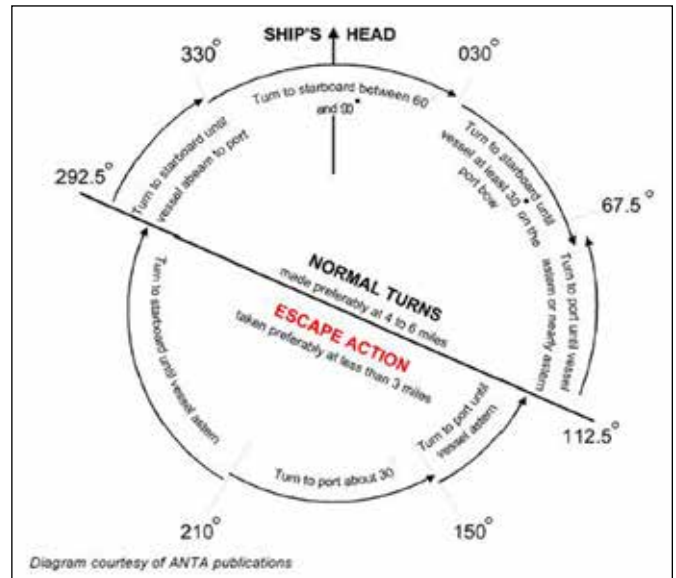
3. The Limitations of the Vessels Involved Based on the Circumstances at the Time. This includes such things as the physical conditions (e.g., weather), the geography, the vessel's draft, etc. You're not required to endanger your vessel to comply with the rules (e.g., if standing on would put you aground).

4. Approach of a Third Vessel. The Rules are designed with two vessels in mind. With a third vessel (or more) in the vicinity, you may find yourself in a position where altering course for one vessel, puts you in a precarious situation with another. Therefore, it's a special circumstance and requires a departure from the Rules.

5. In Extremis. In extremis is defined as a situation where both vessels must maneuver to avoid a collision. At that point, you *alone* will not be able to avoid a collision. It is a situation you *do not* want to be in and where one or both vessels has violated the Rules.

To emphasize this situation, I told the story of a collision in Hingham Harbor on the mid-seventies. We were becalmed in a sixteen foot daysailer and were practically run down by a powerboat. My father had

the presence of mind to turn our bow *toward* the other vessel and it ended up hitting our starboard quarter, a glancing blow. Therefore, if you ever find yourself in that situation, where a collision is eminent, turn *toward* the other vessel and take the collision on the bow. There are three reasons for this: (1) turning toward the other guy reduces your profile (target angle for you military types) and you may only exchange a little paint or even escape the collision entirely; (2) the bow is strongest part of the vessel (the *last* place you want to be hit is midships); and (3) the shape of the bow will serve to deflect the blow.



The presentation was wrapped up by showing the above image from a radar plotting manual. It illustrates a number of situations and what to do should one occur including some where going left is the best option.

Reference: Allen, Craig H., Farwell's Rules of the Nautical Road, Naval Institute Press, Annapolis Maryland, 2005

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Discovering Catboat History

Thought you knew catboat history? In his seminar John Conway challenged conventional thinking based on research from a wide range of resources and from the writings of CBA founder John Leavens and historian/author Stan Grayson.



Research resources.

One of the more interesting facts involved President Woodrow Wilson's enlisting eleven, fifteen foot catboats to defend coastal shipping from World War I German U-Boats.



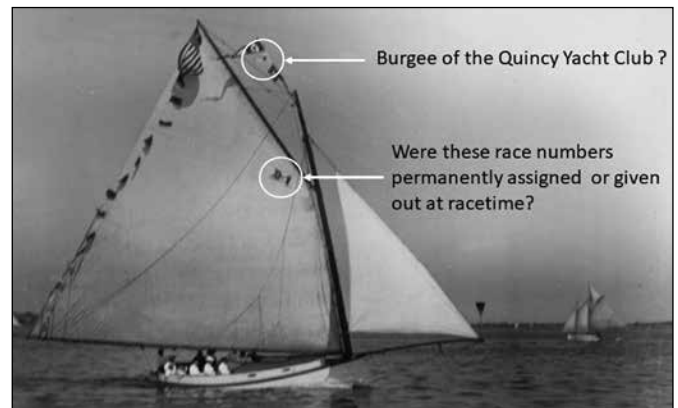
Beetle gunboat.

Another revealed that between 1870 and 1920 over 24,000 newspaper articles were written about catboats and that over seventy-five boat shops produced catboats during this period. John's presentation continued with a case study of the discovery, by historian Joe Chetwynd, of the only remaining Toppan Tot catboat and her journey into the Mystic Seaport collection.



Toppan Tot.

He concluded the session with the story behind how the provenance of a catboat built in 1892, believed to be either the D-Class catboat *Marvel* or the *Elaine*, was being documented....and the surprise finding that one of her restorers, Walter Krasniewiez, was awarded the 1987 CBA Broad Axe Award.



Marvel.



Walter Krasniewiez.

2022 All Catboat Resource Show

Anne Morton Smith

It was touch and go for awhile there – Should we plan on coming? Should we put our stuff away and plan for next year? Do we have to miss another great time at the Mystic Marriott chatting up all the enthusiastic catboaters?

Hurrah! We made it! Special thanks to our friends who joined us to share their wares and wisdom in the exhibit hall at the 60th Annual Meeting of the Catboat Association. Timing and circumstance made for a small but mighty party in the newly renovated ballroom.

The CBA extends a special thanks to this delightful array of catboat exhibitors and vendors – members and future members alike - with an added salute to those who contributed door prizes awarded during the luncheon (marked with an asterisk, below.)

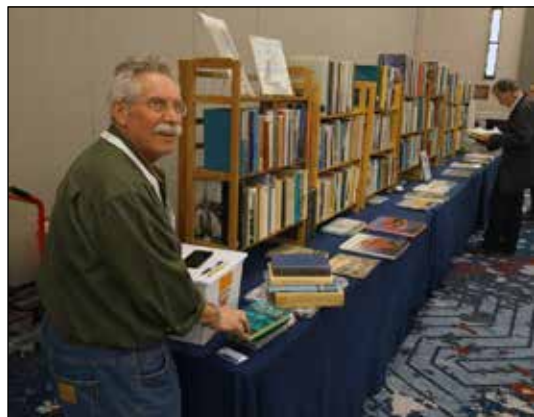
- Arey's Pond Boat Yard *
- Beetle, Inc. *
- Brewer Banner Design *
- Cats & Gaffers Regatta
- CBA Swag Shop*
- Connecticut River Books –
 - Nautical Charts and Books *
- Cottage Accents
- LBI Fiberglass
- Marshall Marine *
- Jim O'Connor *
- Pleasant Bay Community Boating
- Pert Lowell, Co. –
 - Mast hoops and wooden hardware *
- Sea Fever Books *
- Squeteague Sailmakers
- S.N. Smith & Son
- Tom Hyland



Penny Brewer, Brewer Banner.



Bill Womack and Michelle Buoniconto, Beetle Cat Boats.



Frank Crohn, Sea Fever Books.



Kristen and Geoff Marshall, Marshall Catboats.

On Stepping Down as Steering Committee Chair

Tim Lund

Tim's remarks to the membership:

By now you may have heard a rumor. It's a rumor I'm here to confirm. After thirteen years I'm finally comfortable talking in front of you all, and now it's time to leave.

The first year I gave this talk, I was shaking so much I had to put my notes down, now you're all friends. Well, you were friends then too of course.

First and foremost, there are a lot of people to thank. I'd like to thank everyone who is on and has been on the Steering Committee, for putting up with me for the last thirteen years. And that extends to all of the rest you, for the same reason. I hope I haven't scared any of you off. And I hope you're willing to help out some more.

After all those many years there are a lot of people to thank, and I'm sure I'm going to forget somebody, but here are a few I'd like to recognize in no particular order (that's just easier):

John Conway. For many years, John has been a sounding board and driven many of the feature presentations. He just takes the reins and makes it work and has been incredible.

It is amazing how many things get done by volunteers just by asking them to do it...and it happens.

Mary Crain. Mary managed the CBA Store for many years and then took over the Publications Department too. And speaking of volunteers, Mary is retiring as Storekeeper as of the first of May, so we need somebody to fill that role. Please help. Soon.

Steve Flesner. Steve, who's not here, is the Commodore of the Chesapeake Catboat Association. He and I talk about once a week. It's just wonderful to talk catboats with another interested party.

Skip Stanley. Skip really drives everything. He drives the Bulletin, which *is* the organization. Skip has been absolutely amazing since he took that over.

Dawn and Eric Peterson. Eric was a great sounding board when I took over (and continues to be) and Dawn offers her help with planning the Annual Meeting and the stuffing parties. I don't know how many of you know about stuffing parties. They started many years ago with one person, then four people over a bottle of wine; then they became fifty

people and, let's say, more than one bottle of wine. But it's volunteer efforts like that that make the organization run.

Anne Smith (who grew up across the street from me). Anne has run the Catboat Resource Show for many years; it wouldn't work without her.

Diane Webster. Diane stepped up (again) after having done so in the past, when our Clerk abandoned ship in the middle of the summer with very little warning. She has done a great job with the ticket sales for this event [the Annual Meeting]. We could not have done it without her.

And last, but not least, to my wife Sharon (who's not a sailor), for all her support as I dealt with all the wonderful "personalities" in this organization...

So, thank you, thank you all.

At the 2021 spring steering committee meeting at the Peterson's in Mashpee, I announced my intention to step down. I'd been thinking about it since missing our 2021 Annual Meeting and decided that it was the right time. Change is good for any volunteer-run organization, especially one that's been around for sixty years. Sixty years! That's an applause line if I've ever heard one, mainly for you, the membership

But that presented a problem...I had to find a replacement. Was there anyone I knew that was crazy enough to follow the likes of John Leavens, Paul Birdsall, Lee Brown, Ben Brewster, Frank Cassidy, Tom Maddigan, Bob Luckraft and Eric Peterson?

I realized that the best way to fill this role was to switch it up a bit. The chair doesn't have to be a life sentence (I wish I had been told that!). And if I found someone to replace that person too, then she or he would also have an out. So I thought a bit and, after making some calls, knew who I would approach.

I kinda figured that our current treasurer Tim Fallon would do it one day...didn't we all. But...he must have had a premonition and set sail for the Bahamas with his family before I could get him to commit to being the next in line. He did, however, suggest he'd be willing to be the next, next in line. Then, I knew who I'd approach next.

He was born to a catboat family. He has parents who are long time catboat enthusiasts. He was practically being raised on a catboat. I thought the perfect person to take over would *Charlie* Titcomb. But

his mom said “No, he needs a nap and is definitely busy afterward.” So, I had to keep looking. And the natural successor appeared.

And so, after thirteen years, I hand the gavel over to Nate Titcomb.

Thank you again, thank you all.



Tim handed over not just the gavel, but a bottle of rum to Nate Titcomb.

Thank You and a Gift from the Membership

Jay and Di Webster

Jay: “It’s easy for us to say, thirteen years ago we had a rookie coming in to run this Association. Today we say goodbye to a seasoned pro.”

Diane: “The membership of the CBA congratulates and thanks Tim for his thirteen years of loyal service, leadership, and friendship. His endeavors enhanced the continuity of the service and the great times and rendezvous have we all enjoyed, not to mention the friendships we’ve all cultivated. His hard work has benefitted this wonderful organization in so many ways and it’s time for him to have some worry-free fun. Also, big thank you to Sharon for all she’s done in supporting you and all of us”

Then, on behalf of the entire membership, Tim was presented with a brass door knocker.



Diane Webster.



Catboats Found Part 3 - The Adventure Continues

Ed Danvievitch

So, Dad never knew that I put any of this tale down on paper until he read part 1 in the fall Bulletin. Yeah, I kept it a surprise. I wasn't even sure that my ramblings were worthy of our fine publication. Having never written anything more than a parts list, this was a big step for me. My son is the writer in the family—his books appear from time to time on Amazon. The written word was never my specialty. But I have gotten a few encouraging positive comments so I'll try to let the words flow.

It's winter here, in fact it's one of the worst winters Southern Jersey has had in quite some time. Last weekend we had fourteen inches of snow. Normally, this wouldn't be a bother. However, I started removing my centerboard trunk right before that big snow fence that holds the Arctic Circle in fell down and let all this winter in. What happened to global warming? That cold air mass made it all the way down to the Florida Keys. Burr! I had dropped off the fall Bulletin with Dad. I didn't say anything about what was printed inside. It took a day before I got the call. He was hooting and laughing about seeing himself and his old boat on the pages. We talked for over an hour about our adventures (and there have been more than a few). So, while I'm waiting for the ice in my bilge to thaw so I can resume my what-is-proving-to-be a major project, I'll share a few more adventures and misadventures with you.

Think back to the first time you went sailing. How old or young you were on your first trip doesn't matter, we have all experienced this when getting the feel of the boat: *Hey is this thing supposed to lean over like this? This far!* But after tacking, beating into the wind, and trying a few beam reaches, the boat not only felt fast but was also moving as fast as it could. The wind in your face, that feeling that you've made this thing work. You have mastered the wind like our forefathers mastered it long before us.

Too soon, it's time to head home. A nice run home. That when it hits. Or in my case I noticed and said, "Hey Dad! We stopped! We are not moving!" We were far from land, sailing that old Gil Smith that would put the water back together in her wake just as

she found it. Undisturbed. With no wind in my face, it was easy to think we'd stopped. Dad, and if you know him and his wit and humor, said back, "Take your hand and stick it, as deep as you can, into the water." I was probably ten or eleven at the time. And I, well, had to prove we were standing still and did just that. I leaned over the rail and stuck my hand in as fast and as deep as I could. One minute I was in front of Dad and the next I was racing to the stern of the boat with Dad grabbing my belt and yanking me back before I ran out of boat to stay on. Lesson 1: Just because you can't feel the wind does not mean you are not moving and in this case we were at full hull speed. Lesson 2: Always hang on to the boat with your other hand.

Dad and I had many more trips like that one. Each time we grew closer and I learned more about this water world around us. And about this old boat that was our teacher. That old boat became a part of us every time we paddled her down the creek. No two trips were the same. We learned about bilge pumps, an old brass one that we picked up along the way. It worked, but an old Clorox bottle cut in half could move much more water more quickly and didn't require cleaning paint chips or sand out of the check valves. An old cotton sail that when dry could propel us on our adventures but when wet was more than a heavy hand-full. After every rain we'd have to raise it and let it dry or it'd get moldy. Or how that small seam that ran down both sides of the centerboard trunk could allow in way more water than two people with five-gallon buckets could remove. Yeah, we sunk her more than once in heavy rains. There is nothing more rewarding than bailing out an old boat and after finally getting ahead of her leaks and sitting on her benches as you relax from the panic workout. Soaked to the bone on a warm summer or fall day.

Flash forward...even when out of the water that old boat had lessons to teach. Our first attempt to replace her transom was also our first attempt to steam wood. After a full day of stoking the coals and allowing the board to steam, we attempted to bend it on a frame we made.... The board exploded just as it

was almost in shape. Yeah, we didn't use green wood. Who knew? Nor did we ever get the water hot enough to really steam. Again, who knew? We do now. And we figured out how to make the bend without fire or steam. Dad and I always found a solution. Even to this day we talk through projects and have a plan in place before the first tool is picked up. Experience leads to good decisions. Bad decisions lead to *experience*. We have a lot of experience these days....

Dad and I fought with and, little by little, conquered the repairs on that old boat. At one time it was the butt of some jokes but those jokes soon faded away when she took to the water again. A new transom and stem later, she was quite the lady on the water.

Okay, there was a lot more than a few "small" items on that work/repair list that took the better part of ten years. But we learned by doing. And working together we solved many a problem. Shipwrights we are not. But one has to start somewhere. As I said that old boat had a lot to teach us. And teach us she did. When she slid back into the water her lessons continued. My friends who knew nothing of sailing enjoyed many afternoon trips on her. And I grew to respect her and the water.

Hmmm.... Respect the water. Okay, this adventure involved a family fishing trip...maybe some beer.... Okay, it wasn't on a catboat but it's worth telling.

It was a slow day of fishing. Every one of our friends passing by us was telling us about a good catch out in the ocean just outside. So, after getting skunked all day, we decided to take the trip through Moriches Inlet. We had a sixteen foot Larson tri-hull with a huge (to us) sixty horsepower Evinrude. We thought we were kings of the sea. Until...we were going out the inlet, but so was the tide. If you have ever traversed an inlet you know that the waves can stand up on an ebb tide. Up the first wave, down the next and then up the next only to pick up a bit more speed through the next. That Larson was a bow rider with a low bow. The water came over the bow or, in this case, the bow acted like a huge soup spoon. We swamped the boat. How the engine didn't stall....

There we were, sitting waste deep in water. Maybe going outside was not such a good idea. Mother Nature showed us who was boss. Dad spun us around and we rode the back of the next wave back in. Inside we all had a good laugh. But we knew how close we came to swimming home. We had burgers that night. Not fish. But we had fun.

Somehow, maybe due to fear from talks with the "Old Timers," we never jibed that old boat. In fact, we never jibed the Beetle or *Anna*. It wasn't until we got *Catherine* that we finally jibed. I really hate to reef. Call me lazy but I hate to reef. A man has to know his limitations....

In part 1, I spoke about how a Beetle when overpowered will flip around into irons. *Rose Bud* showed us this neat trick on one gusty day. We got hit with one good puff it lifted her rudder and spun her around. It was eye-opening fun. That said, when we got hit with another gust we didn't think twice about it. Until I saw the boom lift. By the third time, I knew something wasn't right—then she went over. Quite abruptly too. The sheet caught me in the neck as the boom went up and over.

I got resituated and untangled when I first noticed it—the sail just didn't look right. The gaff was peaked up a lot higher than previously. Time to put in that reef—only I couldn't. I couldn't lower the sail. The gaff bridle had snagged the lower eye bolt on the mast and was now firmly fouled. Overpowered with a fouled sail that I couldn't lower, life got very interesting very quickly. I put Dad on the helm and started to weigh my options.



Catherine after her knockdown. Note the rudder clear of the water.

It was looking more and more like we were going to have to either climb the mast or lower it. Another option was to sail up to the bridge at the end of a canal and try to clear the snag from the bridge. Only problem was, it was a downwind run and there would be no way to stop when we got there. The wind would pin us against the bridge. My boat hook was about a

foot and a half short of reaching the snag. I know all this took only a few minutes to think over, but it seemed like forever.

I started our eggbeater of an outboard motor; I figured it couldn't hurt to have some extra power. We worked her into the wind with the sail luffing the short boat hook and both halyards in my hand I went to work. Somehow, I stayed on the boat as things fluttered. I think my grandmother, who the boat is named after, must have reached down from the great beyond, to give us a helping hand. The bridle worked itself from being very stuck to loose. In one quick swoop, the main came down. Unlike the day we flipped the Beetle around, Dad did *not* say, "Hey, let's do that again!"

Catherine has proven to be an awesome boat. But she will let you know very quickly when you are not paying attention.

I'm not sure if it's because of her aluminum spars and boom but she will jibe if you don't keep the wind off her stern. No other boat we have owned has been so fickle. I've often thought of building a wooden lower boom for her. Maybe one day. It wasn't long after that first jibe that we did it again.

Dad and I were on our way to the Great South Bay Catboat Rendezvous. Our trip took us through the narrows by the Smith's Point draw bridge—our first time having to call for an opening and our longest sail. I had tied in a reef before we left. With the wind on our port quarter the whole trip we made great time. But in the narrows, the wind, as we learned, gets very shall I say squirrely. And within half a mile, it went from our port quarter to our starboard. I knew it was coming but couldn't respond fast enough. The boom lifted and over she went. Much more controlled this time but still violent.

We dropped the sail and called for our opening and motored through the bridge. We tied in another reef and the rest of the journey was uneventful.

Just when I think I know a thing or two about our water world, *Catherine* reminds me there is much to learn....

Flash forward to 2019, I relocated to Cape May for a new job and new adventures. *Catherine* followed me down and she's become a fixture in Cape May Harbor. But the Delaware Bay beckons—a large, shallow body of water. Just think how long a tack could be held without having to come about.

One afternoon I figured I would give it a shot. The Cape May canal is roughly a four and a half mile manmade short cut from Cape May harbor to the Delaware Bay. I've seen people attempt to sail it but only if the wind was just right. This afternoon I figured I would motor down and explore the Bay. I was making good time when I noticed, as I was passing the old railroad turn bridge, that the flood tide was pushing me along. Not knowing when high tide was exactly, I figured I should turn around and see if I could make headway back. So, in between the two bridges I came around. *Catherine* will make 4.3 knots under power; my speed against the tide was just over one knot. Hmm...making headway but not good. The eggbeater outboard hanging off *Catherine's* transom (like a wart on her back side) has its fuel tank under the cover. Just shy of a gallon of fuel or about an hour and a half at full throttle. It was a long hour back to Cape May Harbor and just as I cleared the Route 109 Bridge I sputtered to a stop. I was lucky that the wind was just right. Who needs an engine when you have a sail? And sail I did—in the harbor the rest of the afternoon.

One day I hope to make it into the bay. Maybe this spring but first I need to get back to replacing my centerboard trunk.

The adventure continues....



Catherine underway.



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A Remote Control Catboat Project

Gene Novak

In 2017, a group of local Sacramento area sailors decided to travel east for the Santa Barbara National Championship Regatta and Down the River Race, held on the Trent Avon River in Maryland. We had all heard stories from the late Dave Brawner, former President of the American Model Yacht Association, and RC yacht manufacturer Dave Ramos, of what a grand event this was, so we decided to join in the fun. We ended up having a fabulous time in Maryland and my wife and I decided to extend the trip for a week on Cape Cod. We had booked a time share for the week and were going to use it as a base to explore the cape and surrounding attractions.

We finished up one afternoon, a little too early for dinner or drinks and decided to visit the local museum in Hyannis. As we viewed the exhibits, we came across a wall dedicated to the Crosby Catboat Company. We were enthralled because my wife is a Crosby, but being West Coasters, we had never heard of the Crosby cat! I know that to all of you East Coasters that must sound like pure ignorance, but remember, we come from the home of Bill Lee and “Fast is Fun,” the Cal 40 and Santa Cruz surfing boats. Once we made the discovery, we had to pay a visit to Osterville and see the Crosby clan.

Our last day on the Cape, we were scheduled to fly back to California from Boston in the afternoon so there was time to visit Crosby Yachts that morning. This visit happened the first week of October 2017 and the yard was already starting to put up boats for the winter. We went into the main building and explained our purpose and hope to meet any remaining Crosbys. We were directed to an outlying building in which employees were putting up boats for the winter and instructed to ask for Malcolm Crosby. This is an industrial building with little designation of any kind of entrance except for a large roll up door, so my wife and I proceed to barge right in and look around.

We were surrounded by catboats and launches in various states of preparation for storage. We weren't inside the building for more than thirty seconds when a man came walking around the bow of the closest boat. As he rounded the bow, my wife and I said hello. Well, that was an understatement. As he

emerged we saw that he was the spitting image of my wife's father, Maurice Crosby, from his facial features to his well-nourished belly and suspenders. He could have been my father-in-law! We were all taken aback as we explained the situation and shook hands and exchanged pleasantries. It was a remarkable trip for sure.

Malcolm took us in to meet his daughter, Betsey Crosby Thompson, who was refreshing the varnish on John F. Kennedy's Wianno Sr, *Victura*. We had a great short conversation with Betsey and her research into the Crosby genealogy, but then it was time to head for Boston and our flight home. This trip was an eye opener since we had no idea of the East Coast family connection.

One of the original Crosby brothers from the early 1800s had moved to North Dakota, and that is the branch my wife's family came from. Now we know the relationship between all the Crosbys thanks to Betsey, and it was a great trip having met the boat builders from Osterville.

I had to build one! Upon returning to California, I had some projects to finish as I had committed to building a 1/16 scale J-Boat *Svea* for competition in the AMYA's J Class. I promised my wife that when I got caught up on that project, I would look into building a model of a Crosby catboat. I enjoy the research that goes into a project like this so I purchased a couple of books on catboats and read up on their history and design, only to discover that the catboat was designed originally by the Crosbys. There were similar designs in New York and England, but the Crosbys brought it all together in Osterville around 1857. A great book on the subject is *Cape Cod Catboats* by Stan Grayson.

Eight generations of Crosbys have been involved in boatbuilding since 1744 starting with Jesse Crosby who started as an apprentice for his uncle Jesse Lewis in building boats in Chequaquet on Cape Cod. According to Crosby family folklore, the design of the catboat is based on a family séance that connected the deceased Andrew Crosby with his sons Cornelius Worthington and Horace S. Crosby. The sons were able to utilize the wisdom of their father as relayed by a medium employed by their mother, truly an inspired design. The boys developed the design and built their

first odd looking boat in their shop in Osterville. When they set sail and raced the other fishermen's boats, the new twenty-two foot design sailed faster than any of the other local boats on the bay. When they returned to the shop, they were told that "She comes about as quick as a cat." And that, the Crosbys say, is how the first Crosby catboat was built and how she was christened a catboat.¹

This project had a little family history behind it, but why build one and to what ends? My local club, the Sacramento Model Yacht Club has an entry level class of boat called the *SeaWind*. It is a wonderful boat for beginners, but a tricky boat to sail quickly if you don't get the tuning just right. For me it is also a little small; I was interested in designing an entry-level boat, one sail, no shrouds, and easy to launch and retrieve. I felt that the catboat could be that new entry level boat that was simply enjoyable. I felt that forty-eight inches would fit in any vehicle and a simple rig would make it enjoyable for all. This project would be based on the 1870 design of Horace S. Crosby which was designed to be twenty-three feet, ten inches long.

Some modifications were necessary to ensure that a one-piece mold could be made so costs could be minimized. Due to the length and tumblehome of the J boats I produce, two-piece molds are necessary. This increases the labor put into a J Class hull and I wanted to trim down the labor time as well as the price. Modifications to eliminate the tumblehome, the plum bow and other changes have enabled me to produce a one-piece mold. First, there must be a plug built to make a mold.²

I decided that unlike my other plugs, which were never meant to sail, I would build a prototype, sail it to confirm the design, and make the mold off of the prototype. Plans were modified so the hull would be forty-eight inches, a 1/6 scale of the original design, and materials obtained for the plan on frame construction of the prototype. The keel was laid using three layers of 3/16 inch plywood with the middle layer left out at the location for the swing centerboard. The transom and ribs were then cut out and affixed to the keel in their proper positions. Then it was time for the planking.

I had some leftover spruce from the *Svea* project and proceeded to adhere it to the ribs. This took me to a new skill—learning to steam-bend planks. If any of you have built a boat plank on frame, with a plumb bow, you are aware of the challenges. A catboat is half as wide as it is long, with a very flat section aft of the

bow, which contributes to its speed and stability. On a forty-eight inch hull, steaming was necessary to bend the spruce nearly ninety degrees in about nine inches from the flat bottom to the plumb bow, just like the Crosby Catboat Company did but on a smaller scale. Luckily, the skills are all available via YouTube and they came in handy later in the project. Next was a layer of fiberglass to waterproof the hull then several coats of polyurethane were applied to the inside of the hull to stabilize the wood.

Next was the design of the centerboard trunk, another breakthrough by the Crosbys. Prior to this time in history, lee boards were popular for going to weather in shallow displacement boats. Centerboard trunks that kept water out of the boat had proven very difficult to build. The Crosby's found a way to put the centerboard in the middle of the boat and make it leak-proof! This new model had to have this feature, a retractable centerboard. I wanted to be able to lower the centerboard for going upwind, but pull it up with a servo for going downwind. This would give the boat a windward ability while allowing the skipper to reduce wetted surface downwind and move the weight of the centerboard rearward to compensate for the sail area moving forward on a run. The centerboard was to be made from 1/8-inch steel plate, which came in at five and a half pounds. I used the 3/16 plywood to construct the trunk and waterproofed it with polyester resin. The pivot point was reinforced and I planned to use a 3/16-inch stainless bolt as the pivot.

Next came the deck, which on the original boats was painted canvas. To get this effect, I laid up a couple layers of 5.7 ounce fiberglass fabric and brushed out any puddles of resin so that when the resin set, the deck looked like canvas. My original intent was to make the model with a flat deck to keep costs down, but the more I thought about it, the more I convinced myself to include the cockpit coamings and cabin top. This makes for a more complex project since the deck must be laid up in two pieces instead of one, and the cabin top must be included to make a complete short kit. The prototype has the steam-bent spruce cockpit coaming and cabin sides with the round cabin front. The canvas was replicated on the cabin top which doubled as the hatch cover, which is huge, exposing most of the front of the boat for radio equipment, etc.

The rudder is a huge "barn door" which I fabricated from 3/16 plywood and then coated with polyester resin for waterproofing and finished with paint to match the hull. Short kits come with

an aluminum rudder to reduce labor. Pintles and gudgeons were fabricated from brass plate and attachment points figured out and finally a proper tiller was attached. In order to have the rudder servo control the boat, a Sullivan flexible-control rod sheath and tube were originally used, but this has since been replaced with a through-deck lever action. Other builders are using pull-pull systems, but either way, the rudder and tiller look great when sailing.

The intent was to develop an inexpensive kit. So, looking to spars and sails next, cost considerations were key to success. The main spar on most catboats looks like a short telephone pole: very stocky. I chose to use carbon tubes from Tap Plastics. The main mast is a 3/4 inch carbon tube which is very stiff and comes in at \$17.25. The gaff spar was \$4.40 and the 1/2 inch main boom came in at \$8.95. The price was great and the availability through Tap was universal so the spar portion of the project came through quick and easy.



The prototype.

Sails for the prototype were made of light Dacron material for the traditional canvas look and authenticity. Since the boom and gaff control the

upper and lower shape of the sail, I put all shape in the head and foot of the sail with the luff attached to the mast with wire ties. Outhauls control the sail shape. The halyard blocks attach to the mast—one halyard for the main sail and one for the gaff. This gave me two lines to run through blocks on the deck and back to cleats on the cockpit coaming which actually secures the spar down into the hull.



The foredeck and gooseneck. Note the halyard details.

The radio board was installed on the swing centerboard trunk, batteries installed, lines run and everything dry tested to make sure I could trim the sails and steer the boat. I floated the boat in my tub to ensure she sat on the proper waterline and found that four pounds had to be added to the aft portion to have her sit on the waterline.

Now it was time to sail the boat and see if the design scaled down accurately. The maiden sail was at our local Thursday get-together at Lake Natoma near Folsom, California. We had light air and only a few boats were out that day, but she sailed marvelously. She sailed past a Canterbury J with ease and was very controllable with the huge barn door rudder. When the wind increased in the afternoon, she was still a pleasure to sail. She proved to be the main attraction of the day. The prototype was a success! Subsequent sails have shown that she sails nearly as fast as a Santa Barbara, but doesn't point quite as high.

Molds were produced off the hull and deck. (Simple idea, much more complicated in reality.) The hull mold was overbuilt so I could produce many new fiberglass hulls without distortion and to date we have four hulls under construction. The original plan was to produce a flat deck and let the builder choose how to finish it off, either clear deck or with cabin details. After confiding with my fellow



The model underway.



sailor, it was decided to produce the deck with cabin and cockpit coaming. This necessitated a two-piece mold and further development of the kit parts. The deck is made by joining the inner cockpit area with the outer deck, both with the fabric look finish. The

cabin top is part of the kit. Access to inside the hull is by removal of the cabin top, which is huge and will accommodate even the largest of hands for tinkering with the radio gear.

I initially experienced difficulties with the swing centerboard retracting when it started hanging up on the swollen plywood centerboard trunk. This was reengineered and now works flawlessly with the fiberglass centerboard trunk and the 1/8 inch plate steel centerboard, which can be lowered and retracted at will.

A construction video is in the works, being produced by two close friends and experienced builders: John Hanks, AMYA J Class Secretary, and Bob Eger, ex-AMYA Vice President and the person responsible for getting me into building boats. By the time you read this, the video will be available on YouTube at Bob Eger's page, and many new sailors will be enjoying their Crosby catboat. Bob tells me that the catboat construction was very easy and went quickly. Of course he is used to building J boats from scratch.

We have a couple boats now and it is surprising how well they sail.

It was a great project that satisfied all of my hopes: inexpensive kit for the beginner builder that is simple to build and to enjoy one design sailing of a classic boat design. The project is complete and, if interested in a kit or if you'd like more information, I can be contacted at: genenovack49@gmail.com.

1. www.emcrosbyboatworks.com
2. The plug is what the mold is made from. First the lines must be drafted to the size of the boat from the plans, ribs were made and the hull planked, sanded and finished to make a complete hull. The centerboard trunk was constructed as it would have been done in the 1870s and then the deck and cabin were added. The fiberglass is applied to the hull over a parting compound until the required thickness and stiffness is achieved, the fiberglass is allowed to cure over the course of a few days and the plug is removed. This "plug" is now a sailing model, hull #00 a prototype, to prove the design in case modifications need to be made. I sail this with local members that have purchased and built the model.

Gene Novak started sailing in 1971 and has competed in boats from 21 to 36 feet on San Francisco Bay. He began radio control sailing in 2005 and has been a member of the American Model Yachting Association since then. He currently sails an Islander 36 and competes regularly with several radio controlled sailboats in the Sacramento Model Yacht Club. Gene is a past commodore of the SMYC and regularly organizes regattas in the region.



My 38 Years in the Catboats *Reta* and *Conjurer*

Robert S. Sanborn

The catboat is a tradition of the Vineyard. The husky gaff-rigged Cape Cod cat is fading into the past, and so are the men who could sail them well.

The length of the old time cat varied from about sixteen to forty feet. The best length for use as a combined work boat-pleasure yacht was found to be about twenty six feet. In the old days many went fishing in the winter and “partying” in the summer. They all had a breadth about half the length of the boat, so they were broad and roomy. All were shallow in draft and had centerboards so that they could sail over the shoals and into shallow creeks and ponds wherever they could find three feet of water.

Thirty-five and more years ago the Vineyard harbors and surrounding bays and sounds were busy with great numbers of these useful boats. Only a few remain. It seems time to record a few observations about catboats before they disappear entirely. The nautical books and records are full of technical data about the lines and the construction, but we find mostly generalities about how they are sailed and what they can do.

Easily Handled by One Man

Sailing in choppy seas over the Middle Ground or sneaking up the “crick” as the sketches suggest, a cat is easily handled by one man, and yet she can be loaded comfortably and full with old and young, picnic baskets, soda pop, watermelons, bathing suits, fishing rods, skin diving equipment, minnow nets, straw hats, sunglasses, and a boatload of the gaiety that goes with a day’s trip to Tarpaulin Cove.

A few of us still sail catboats and are familiar with their virtues and faults. Some of us sailed in them as boys. We have owned two twenty-six footers since 1928, and still sail one of them, lovingly. She is 50 years old. Careful examination shows she is still sound, which speaks enough for her construction. Experience also in more modern type boats suggests comparison.

Best Known Local Builder

The Cape Cod cat was built on the Vineyard, on Nantucket and by various builders on the Cape. Our own Manuel Swartz Roberts at Edgartown is probably our best known local builder, and he built good ones. The most widely known builders in catboat history since the 1860s are the members of the Crosby family at Osterville on the South Side of Cape Cod. Crosby cats are distinctive in appearance and characteristics so that they can almost always be identified as such by the experienced eye.

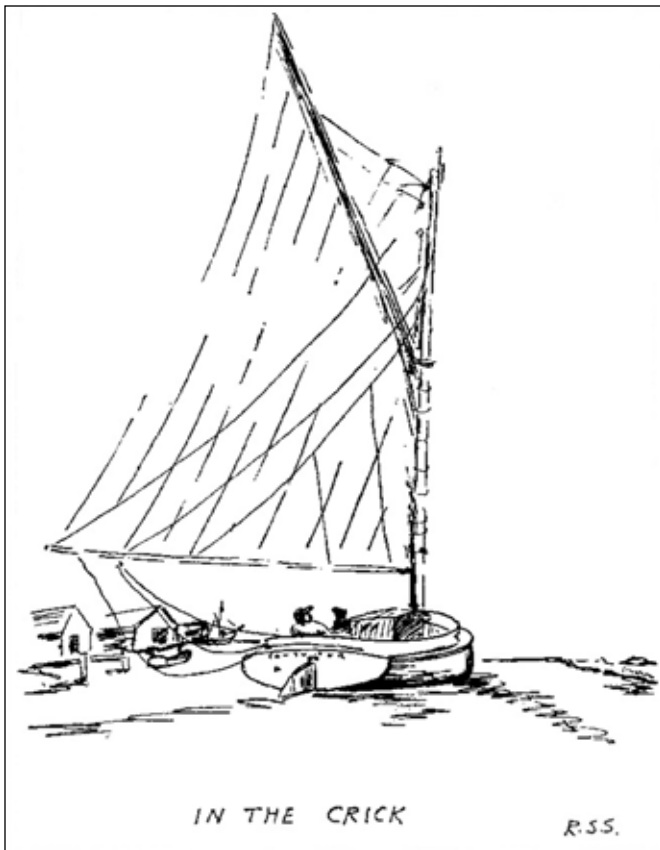
Reta* and *Conjurer

Our twenty-six footers were both built at Osterville. The first was *Reta*, built by Daniel Crosby in 1896 and the second is *Conjurer* which we still sail. She was built by H. Manley Crosby in 1911. Superficially, the two boats were approximately the same, both a little more than twenty-six feet long, both about twelve feet in beam and both drawing less than three feet with the centerboard up.

Reta had a cabin big enough to accommodate four people. *Conjurer’s* cabin is a bit smaller, but she has two berths, a head and a galley. Her cockpit is even bigger than *Reta’s*. Cockpit size is a distinctive feature of the catboats. I have had twenty people on each boat for day parties.

Both boats were equipped with unstayed “telephone pole” masts extending about twenty-eight feet about the deck, solid booms about thirty-two feet long and gaffs about twenty-six feet long. Since a catboat sets only one sail, the mast is on the bow. *Reta* and *Conjurer* each spread about 550 square feet of canvas and were fitted with “barn door” outboard rudders and steered by wheels. In each, the bow and the stern are “plumb,” so that the water line length is about equal to the over-all hull length.

The differences between these boats show the variation in design practiced by even the same builders to improve the type and they result in minor variations in characteristics.



Reta was comparatively shallower in depth and flatter at the bottom, while *Conjurer* is deeper and more V-shaped. While these differences in shape were only small and measurable in inches, the results were that *Reta* was more powerful, could stand up better in a breeze and was probably faster. It was stated to me that she had won all the catboat races at Woods Hole years ago. *Conjurer*, on the other hand, is easier in a seaway, balances better, steers easier, and is generally a better all-around boat.

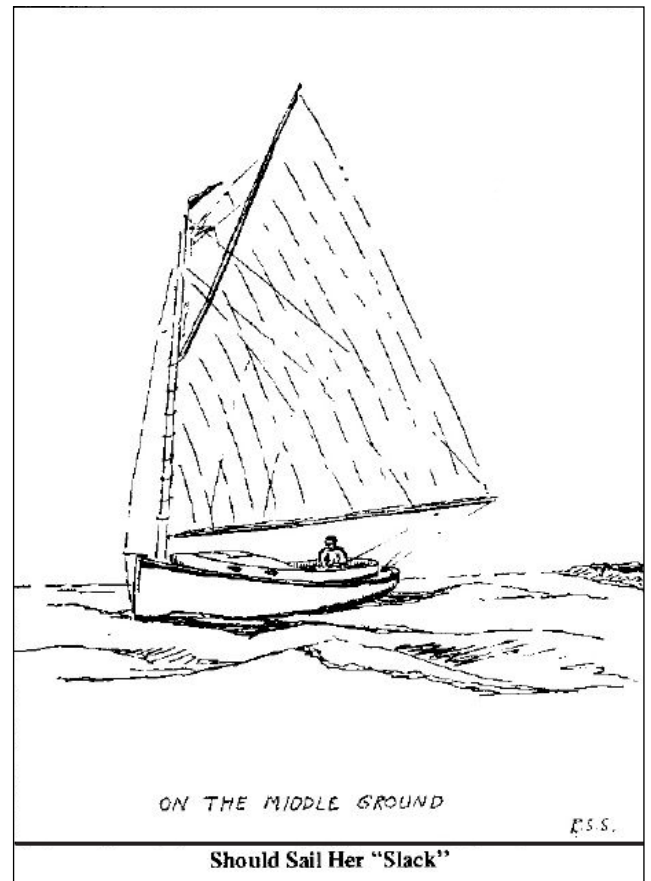
False Impression of Slowness

Most sailors today forget how well a catboat can sail. The great beam gives a false impression of slowness. On *Conjurer*, we are constantly amused by the remarks passed from modern M boats which fail to shake her off as soon as expected, and who find her over-hauling when she has her chance—reaching off the wind. In a two-reef breeze (for a catboat) and in a sea, she will stand on her feet and haul to windward of one of the small ocean racing types which, under full sail, lies over and sags to leeward in the seas.

If you have been sailing jib headed rigs, you have to learn to sail a gaff-rigged catboat all over again and that happened to me. Back in the twenties and early thirties, I had the opportunity to learn from some

of the many active and able catboat sailors around the Vineyard. I grew up around Vineyard Haven and there we had Captains Rube Cleveland and *Ranger*, Frankie Vincent and *On Time*, John Reynolds and *Mabel D.*, Harry Norton and *Victor*, which he was always rubbing down shining white when he wasn't sailing or hand lining on the Middle Ground, as well as Captains. Joe Dugan and Morris, Charlie B. and Rod Cleveland. Captain Lambert Knight is one of the few remaining people I know who knows how to get the most out of a catboat. He taught me a lot over the years.

There were others, too. I knew Captain Tony King Silva of Edgartown because we bought *Reta* from him. Young as I was, I appreciated his sentiment for the boat he had sailed for thirty-two years, and his threat to “rope’s end” me if I didn’t bend the sail on the way he ordered.



You should sail a catboat “slack.” Sailing into the wind you tend to pinch her in and up too close to the wind if you are not careful. You experiment to find the best spot over which to trim the boom above the quarter. You get her going with a good full sail, off the wind a bit. After that you can let her come up close to the wind until she begins to lose way. Then

you let her fall off a little until she gets going again and repeat the cycle. If you pinch her close and start her that way on the wind, she will hardly go at all and you wonder what is the matter with a catboat? But after you get the hang of it, it is amazing how close you can sail to the wind and how well she goes.

In light airs you can peak up the outer end of the gaff a little higher to get draft in the sail, and when it blows you can ease off the peak to flatten it. You can also adjust the tension on the throat or forward edge of the sail, but for average going, the sail shapes up best with the throat swayed up tight. Running off you can top up or raise the boom a little and perhaps slack the peak in a breeze and sea. This eases the boat some and keeps the end of the boom clear of the seas.

When you get over 500 feet of canvas full of a squall, you have a hat full of wind and you have to do something, whereas the little ocean racer, with hardly any cockpit, can be knocked flat and hardly feel it. Here is where we can get rid of some sentimental nonsense. The “experts” say you can lower the peak of the gaff down to the deck and shorten sail quickly by making a triangular “leg o’ mutton” out of the mainsail. Perhaps it has been done, but I prefer not to have the business end of a twenty-six foot spar hanging into the cockpit and swinging at the side of my head. I never saw the old timers do it in years of watching.

You Must Ease Her

You have to ease a catboat when it blows, no question about that, because the area of that one sail on a twenty-six footer is almost equal to the total working sail area of a modern thirty-five foot sloop or yawl. What you can do is ease the peak somewhat and let the boom settle down on the topping lift which holds up the boom when the sail is slacked. This spills a lot of wind and eases the boat until you have a chance to take a reef or two. I have practiced reefing in the open sea, but with so many reef points to tie around twelve-ounce canvas, I prefer to ease the boat into a sheltered spot where it is quiet. As an example, I got caught in a sudden onslaught of wind crossing the Sound from West Chop one morning early in May, so I lowered the peak a mite and spilled wind until I got nearly through Woods Hole. There I eased her up toward Hadley’s Harbor, tied in two reefs and went booming down Buzzards Bay for the Canal entrance with the sou’wester behind me. In the Bay, the seas made up and she rolled so I “topped up” the boom to keep it from tripping in the seas.

Conjurer is always willing to come into the wind.

She will still sail with half the sail shaking when it is blowing, so I can ease her up that way if it blows, until I can take stock and decide what to do. With her heavy gaff, the sail always comes down with a run when I let loose the halyards. Then I can start the engine to help keep the boat under control if a squall is bearing down. But *Conjurer* needs no babying. I believe that in a hard chance she would take care of herself and of me if I just let everything go, wheel and sheet.

Keep the Bitter End Secured

It is important to keep the bitter end of the sheet secured so it can always be brought in. Since this is the rope line which controls the sail, the temporary loss of this line can be embarrassing if not dangerous. A friend let his sheet run all the way out in a catboat. The boat ran off dead before the wind and the entire sail and rig swung dead forward. He sailed all the way from Boston west to the Canal before he could get the combination of a sufficient purchase on the boom and a let-up in the wind to allow him to haul the boom and sail back aft where it belonged and reeve the main sheet back through its blocks.

I would not go to sea on an offshore passage to Nova Scotia or Bermuda in a catboat, where the little ocean racers can do it if you can stand sitting with your knees up under your chin in their eel-pot-size cockpits. The big forty foot catboats went to Georges Bank. But they were decked over, with no cockpit, and they had a full crew. Captain Joe Pinto (rest his soul) rode out a gale in the *Nickerson* years ago, that sank Gloucester schooners near him on Georges.

The cockpit of *Conjurer* is eleven feet long, nine feet wide and about three feet deep below the curbing. This means it could get nine tons of water in it if a big ocean sea came aboard. This I don’t want. So I content myself with cruises from New York to the Vineyard and Maine—alongshore and within a day’s sail of the land.

Conjurer’s three-foot draft means she can squeeze into places many cruising people never see. We can get into Cape Pogue Pond, anchor behind the beach and swim in Muskeget Channel with the whole place to ourselves. We went two miles up an eel rut in Maine one summer, and spent the night in a lovely rock-cliff-and-pine-tree surrounded pool. I am spoiled by shoal draft.

Remarkably Good Speed

Average speed over the bottom, that is, an average day’s run under cruising conditions, is so

remarkably good that we can stay with the big fellows except when racing under sail. Most people, whether they admit it or not, use their engines when the wind dies or becomes adverse. A catboat, because of its relatively broad, flat stem is good under power as auxiliary sailing craft go. Even a fifty foot sloop will usually not do more than seven knots under power. With *Conjurer* we can do an honest seven knots wide open, and six and a half at a “fast idle.” Beyond that, 200 horsepower would only generate a big wake and make it seem fast. We use about twenty horsepower out of a four-cylinder engine rated at fifty-five horsepower. This uses about 1 3/4 of a gallon per hour—less than the bigger outboard motors.

Our boat is very comfortable for two on a cruise, if you don't insist on remaining standing under the five foot, two inch headroom in the cabin when you are six feet tall. We have a lean-to tent which we put over the boom. Two extra people can sleep on air mattresses under it on one side of the cockpit. We replaced the cockpit seats with boat boxes. These accommodate cruising equipment and they can be moved crosswise to make a sleeping platform under the tent.

You need a little hair on your chest to hoist the mainsail on *Conjurer*, though a small boy or a lady can hoist a modern jib-headed mainsail on a thirty-five footer. The great beam of a catboat does not hurt them for their ordinary use. It gives more room and comfort and increases their speed under some conditions, particularly off the wind, because it increases their ability to stand up and carry sail. You can sail at a comfortable angle instead of in a cliff-hanging condition.

Not Built Today

Catboats like *Conjurer* are not built today mostly because, for the same cost, a thirty to thirty-five foot boat sleeping four in the cabin and with a modern, divided and, in many ways, more convenient rig can be had. *Conjurer* throws white water on the wind in a sea but I have never had any green water aboard. She is a good all round performer.

We poke close in to the shore and around the rocks and run back and forth through the Holes around the Elizabeth Islands. If the wind dies or the engine fails we like to be able to anchor quickly. We keep two anchors, one heavy and one light, with their lines, back in the stern near the wheel. And we lower the anchor from the stern where there is plenty of room to work. When the boat settles down after the

anchor is dropped, we carry the anchor line forward and lead it through a snatch block secured at the bow. But the line is made fast back aft so it can be taken in or paid out from a position at the engine controls. And the anchor is usually taken in over the stern too.

If we want to sail up to an anchorage or anchor in a sea, the anchor line can be led forward through the snatch block before approaching the anchorage. Then the anchor is dropped over the stern when the boat loses headway. And there she is, anchored securely by the bow. There is no adequate room on the bow of a catboat to work with an anchor. And in my opinion other type boats could also be anchored with less sweat and strain by letting go the anchor from the stern and later securing forward when things quiet down.

Since the catboat sail is big and heavy, it is best secured by “bending” or lashing it on to the spars and leaving it there for the season, ready to go. The top edge or “head” is secured to the gaff, the front edge or “luff” is secured to mast hoops and the bottom edge or “foot” is secured to the boom.

Secret in Bending Sail

The secret in bending the sail lies mostly in how it is bent to the gaff. In doing this, some slack should be left in the head, while first securing, to the ends of the gaff, the peak and the throat which form its end corners.

Then the head is laced with half hitches in the lace line around the gaff. By working forward toward the mast, the slack is also worked forward. This slack not only makes the sail set properly but allows for shrinkage when the sail gets wet. The allowance for shrinkage is necessary if the sail is made of canvas.

The ends of the foot, called the “tack” and the “clew” which form the bottom corners of the sail, are secured to the ends of the boom, leaving enough slack to allow for shrinkage and proper set of the sail. The upper part of the luff is permanently lashed to hoops and the lower part is preferably lashed to hoops by an adjustable lace line. This lace line allows slack for hoisting and lowering, and also provides adjustment for the set of the sail.

A catboat sail needs “lazy jacks,” which are rope lines running from the mast to the boom on both sides of the sail and gaff to cradle the sail and gaff against the boom and keep it off the deck when it comes down. The lazy jacks should be snug with no slack before the sail is hoisted, otherwise, they don't work properly and you have a mess of canvas on deck when you lower.

The mast has no side stays or shrouds, which is a great advantage. But it has a head-stay drawn hand-taut and secured with a rope lanyard which can be easily cut to free the rig if the mast goes over the side. On *Conjurer*, the head-stay leads to a short bowsprit, but of course she never sets a jib. The function of the head-stay is to take some strain and relieve the mast when closehauled, with everything being hauled back tight. I have also thought that it would keep the mast and rig from falling back into the helmsman's lap if the mast gave way.

Mast Failure Rare

A sound mast and a reasonably well handled boat should rarely allow a mast failure. But since anything can happen on the water, and I have heard of one or two instances of it on catboats, it is well to keep mast or rigging failure in mind. When the fittings on the shrouds of the modern yachts let go, everything goes over the side. Then they have to get out bolt cutters and hack-saws to free the rig from the hull. And it happens much more often on modern type boats than with catboats.

Since catboat halyards for hoisting the sail, in keeping with economy and tradition, are usually hemp rope line, they will stretch. So I take up on them once or twice after the sail has been hoisted and under strain for awhile, especially on a sunny morning after a wet night. This makes the sail stand better and take its proper shape.

On *Conjurer*, the mainsail is cut old fashioned "up and down," with the cloths and seams nearly vertical and parallel to the leech or outer edge. This makes it much stronger than the more modern "crosscut" type, and I have eliminated the bother of sail battens because the leech stands well without

them. I don't need the slightly greater efficiency of the more modern type because we don't race except in informal brushes with other boats. The canvas is heavy—twelve ounce—and the canvas cloth was treated against mildew before cutting. It looks almost new after four years of use and exposure all summer, and is less expensive than synthetic materials.

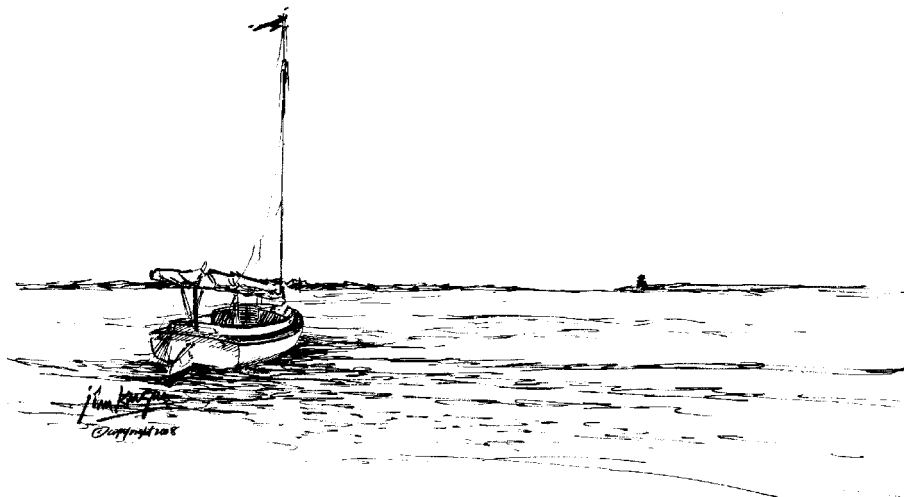
Reefing Tackles Rigged

Reefing tackles or "earrings" are kept rigged at all times through the "cringles" or outer eyelets of the sail for the first and second set of reef points. The end of the boom is well outboard and reefing would be otherwise difficult.

Conjurer's only point of sailing where difficult steering occurs is a broad reach with too much wind for the amount of canvas set. Then she wants to come up into the wind badly; she gets ardent and wants to come around and look you in the eye. So we either ease her up in the puffs or force her broad off, in which condition the pressure eases on the rudder. Otherwise, she is a lady on the wheel.

Conjurer lets you know when she wants reefing. She becomes strained and labored in her efforts and you feel her strain in your whole body. Then it is time to ease into Tarpaulin Cove for a swim and lunch. Meanwhile, the afternoon sou'wester has reached its full. Then we tuck in two reefs, raise the sail and anchor and immediately we are standing out into the sun-topped seas off the lighthouse, with the taste of the Sound salt spray on our lips and the Menemsha Creek jetty over the bow, bounding to it.

This story first appeared in the Vineyard Gazette on May 5, 1961. It was first reprinted in Supplement No. 1 to Catboat Association Bulletin No. 44, June 1, 1974.



An Auxiliary Catboat

Bill Robinson

This description of a Marshall Sanderling originally appeared in the January 1969 issue of Yachting. (price \$1.25)

Why do I own an eighteen foot auxiliary cabin catboat, a modern version in fiberglass of the classic Cape Cod cat design that goes back 150 years? Because, at this moment in life, she happens to fit perfectly with our own tastes, needs and circumstances, and with the characteristics of our local area. These principles should guide all boat owners, despite daydreams of sailing a seventy footer across distant seas or being served cool drinks by a man in a white coat on the fantail of a luxury yacht.

We base on the North Jersey coast in a commuting town on a shallow tidal flat with excellent breezes, limited water horizontally and vertically, access to excellent fishing and sailing in the open ocean, but isolated from good cruising areas. Evenings and weekends we want to be able to get afloat quickly, easily and frequently, for short periods. If interested in fishing (which I'm not), I'd own a fast, able sea skiff type day boat, and cruising, for us at present, is done more efficiently by chartering in distant areas.

When our children were younger and could cruise with us, they had one-design racing sailboats, and an outboard runabout for their water skiing and gadding about, and the family boat was a small trailer-able cruising auxiliary, a twenty-four foot Amphibi-Ette. She was a shallow draft enough for local waters, a good racing boat, and able enough for cruising in distant parts after being trailered there. She was ideal until we ran into college expenses and also reached the less agile physical state that seems to go with paying them, and we sold her and the small boats when we had three in college.

Now we have *Polly*, eighteen feet by eight feet by nineteen inches (board up), a Sanderling Class catboat built by the Marshall Marine Co. of South Dartmouth, Mass. The type was originally developed by Cape Cod fishermen who wanted a boat of light enough draft for their shallow harbors, simple enough for single-handling, able enough for offshore fishing, and fast enough to sail home with a full catch. Their traditional lack of windward ability has been corrected by a finer bow in the modern version, made

possible by the weight saving of an aluminum mast. She is lively, responsive, easily driven and stiff, and great fun to sail.

A five-horsepower Evinrude on a bracket, provides hull speed. She has two bunks, a head, galley shelf, portable ice chest and a large, comfortable cockpit holding six. Her 265 square foot, gaff-rigged main is Dacron and her spars are aluminum. With full board she draws over four feet but handles well on all points with partial board at about two feet.

A bit over \$4000, delivered, might seem a high price for her length, but not one related to cubic space and accommodations. Other boats might have provided many of the same qualities, but the real plus was an active one-design fleet of Sanderlings at our club. It was started by experienced racing sailors who had outgrown, usually for family reasons, the time-consuming hard work and responsibility of maintaining and racing a high performance, dry-sailed one-design on the trailer circuit. They still want to race but in something that would double as a family boat.

All the competitive effort, therefore, is concentrated from noon to 16:00 Saturdays in a twenty-race (two-a-day) series with seven drops, to allow for vacations, weddings, PTA picnics and Little League playoffs (and disqualifications). We all use the same sailmaker and have agreed to strictly stock boats—no go-fasts or souping-up. As a result, all eleven boats have equal hull speed, and the racing is highly competitive and suspenseful; also perfect for preserving marriages, as the crew only has to tend the centerboard.

Aside from the racing, which also leads to pleasant socializing, fleet rendezvous, etc., we have a great boat for entertaining friends, overnighing, and short cruises. If we look out of an evening and see that there is a moon and a breeze, we can be under sail in less than ten minutes. Maintenance of the modern materials is minimum and allows us a long, April-to-November season. We like the aura of tradition about her, and most of all we like the fact that here's a boat we can really use and use often with a minimum of fuss.

Yachting, Volume 125, Number 1; January, 1969, pp 82-83. Reprinted with permission.





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Boat Building and Maintenance

Eric Peterson, Editor

A Marvelous Mystery, - In Pursuit of a Catboat Legend, Part 5: Of the Cast Iron Breeze and Lost & Foundries

John Conway

“What could possibly go wrong?”

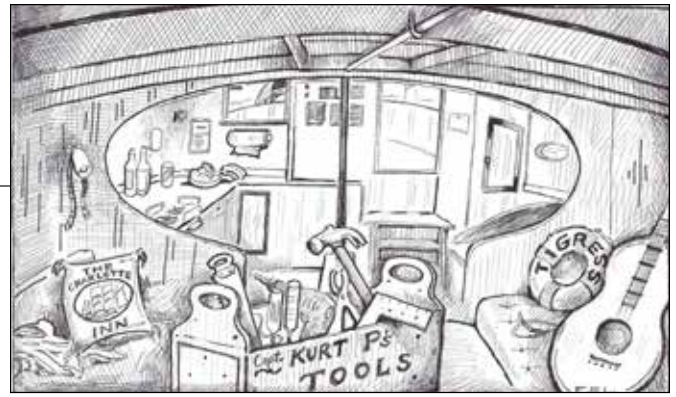
We ended last month’s installment poised to fire up the boat’s antique diesel engine. Having repaired or replaced the starter, alternator, water pump and hoses on the “cast iron breeze” all that remained now was to prime and bleed the engine’s fuel system and crank her over.

As anyone who owns a diesel knows, the machine is basically a complicated plumbing system. Ignition is accomplished without the need for distributors, coils, and spark plugs; the heat generated by the pistons compressing air in the cylinders coupled with the precise timing of fuel injection does the trick.

The bugaboo of a diesel lies in removing air from the fuel system. Otherwise the injection process becomes air-bound, starved for fuel and unable to operate. *Marvel’s* engine’s operating manual identified eight air bleed points in the chain from fuel tank to injectors. This included the main fuel filter, the manually operated fuel priming pump, the secondary, engine-mounted fuel filter, three bleeder screws on the fuel injection pump and the connecting nuts on the two injector lines themselves. Each of these needed to be bled in sequence starting with the main fuel filter.

To serve as a supply, I opted to fill a 2.5-gallon fuel container with diesel fuel. I did this to avoid having to fill the boat’s fuel tank with diesel fuel that might just sit there all winter long. I disconnected the fuel hose from the fuel tank and inserted it into the container.

The bleeding process, though tedious, went smoothly. The manual priming pump on the engine



effectively (after fifteen minutes of pumping) drew fuel from the container and filled the filters and the first chamber of the injection pump. The manual said that this initial phase of the bleed cycle would be completed once bubble-free fuel gurgled from the first loosened bleed screw on the injection pump. It did. The next phase would require me to crank the engine until fuel leaked from both the remaining bleed screws and the loosened injector lines.

In order to crank the engine while fussing with these last “bleeders,” I removed the engine’s starter switch from the gauge panel and built a bracket so that I could activate the starter remotely. (Figure 1)

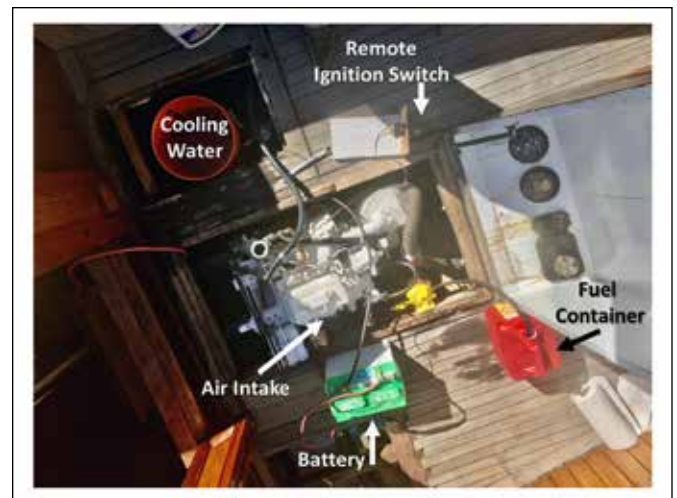


Figure 1: Battery, fuel, cooling water, open air intake and ignition switch at the ready.

With the starter battery connected (and prayer offered) I turned the switch. After a minute or so of cranking fuel began to squirt from all bleed points. Eureka! I quickly tightened all. The engine’s fuel system was now, in theory, air free.

Confidence boosted; it was time to see if the old thing would actually start.

(Continued on page 42)

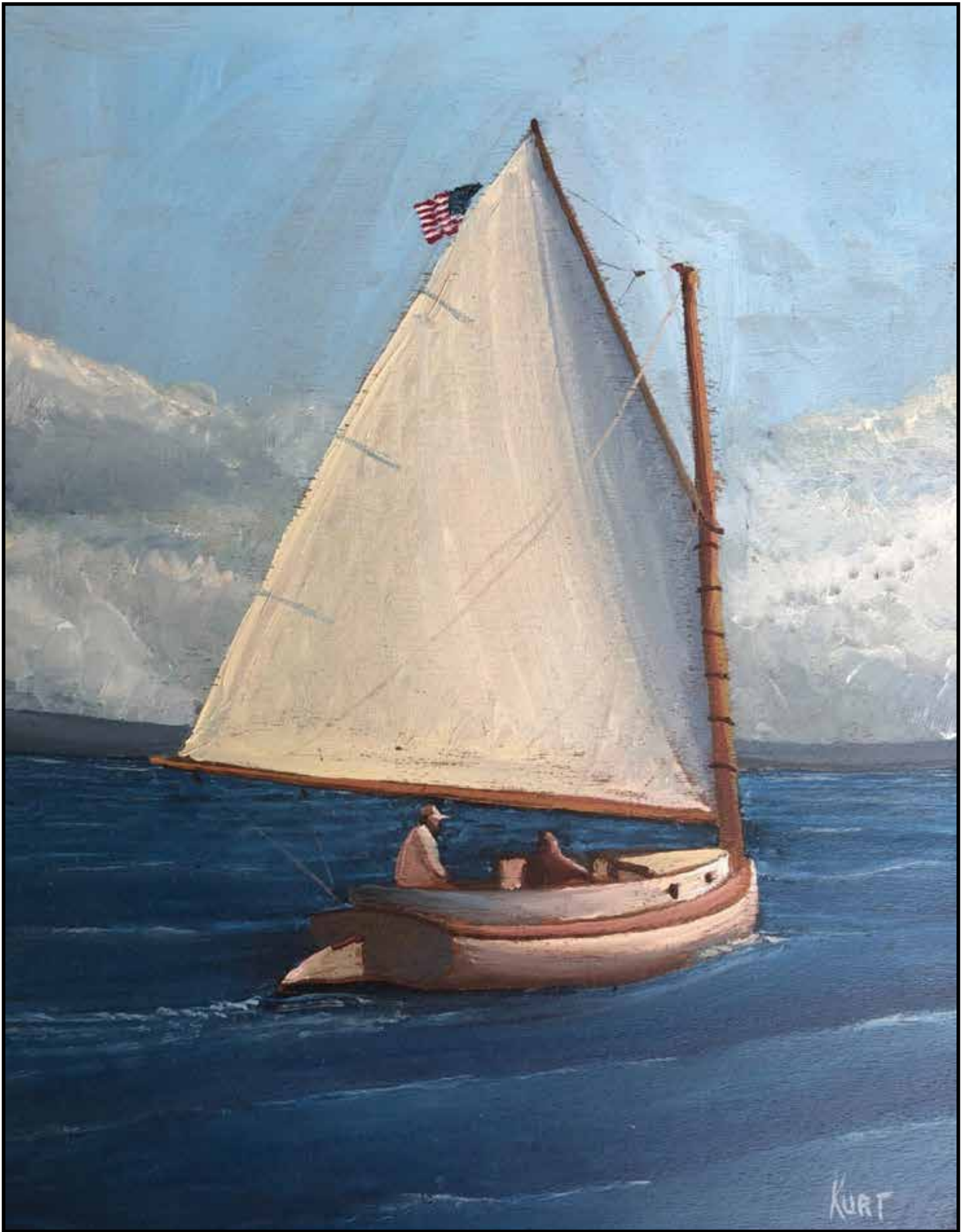
Artwork of Kurt Peterson

Kurt Peterson is the captain of the catboat *Tigress*, of Catboat Charters, who sails Edgartown Harbor with the iconic American flag sail, from May through October.

He recently returned from a three month trip, where he skippered a boat from Charleston, South Carolina to Grenada, in the Caribbean (the boat was not a catboat).

Kurt is an artist, singer and songwriter, and some of his lucky charter guests might hear him perform during their sail. His artwork will be on display at the Martha's Vineyard Art Association's the Old Sculpin Gallery, on Saturday and Sunday, August 13th and 14th, 2022.





(Continued from page 39)

I had removed the air intake filter/silencer to allow the intake manifold to gulp as much air as possible. Experience with pesky marine diesel air intakes in my past had suggested this course of action. All that remained now was to turn the key. (Ha!)

Sadly, about fifteen minutes of ON and OFF cranking failed. The beast would just not start.

“Damn.”

I wracked my brain as to what could be wrong.

I pulled the injector supply lines off of the injectors once again and turned the engine over. Copious amounts of fuel shot out. So, it seemed as if the injection pump was doing its thing.

This was a big relief as a failed fuel pump could have led to costly repairs, or worse, a replacement (at some astronomical price no doubt). Not having to remove and reinstall the pump also meant that I could avoid the dreaded timing issue that besets this Volvo-Penta MD7A engine.

Diesel engines of this vintage rely on the mechanical timing of the fuel injection pump. When installing a repaired or new pump you need to align the drive gears on the pump with their mating gears in the engine at precisely the right location. From experience I have learned that a mismatch by as much as a gear tooth or two will thwart injection timing and prevent the engine from running well or at all. To time the pump on an MD7A, you need rotate the fly wheel until the intake and exhaust valves on cylinder number one close. You then must align timing marks on the pump and the engine gearing. Curiously, nowhere in this engine’s operating or maintenance manuals does it state which of the two cylinders is cylinder number one. Further, the timing marks are somewhat obscure. Dozens of internet posts regarding this engine complain of this problem and advise NEVER to remove the fuel pump unless absolutely necessary. Looks like I did not have to.

What was wrong?

With fuel feeding the injectors and nothing happening I reasoned that the problem must lie with the injectors themselves. Removing them confirmed this suspicion. The injectors’ nozzles (aka “tips”) were rusted and jammed, i.e. fuel was not being sprayed into the cylinders’ combustion chambers. Those interested in diesel injector tech should watch a great YouTube video on the subject. Here’s the link: <https://www.youtube.com/watch?v=sqZtyzBvKgo>

New nozzles cost about \$50 a piece. So cheap Yankee that I am I decided to see if I could salvage

what I had. A good soak in fuel injector cleaner accompanied by a scrub with cleaner-soaked steel wool and multiple blasts of compressed air made them look like new and, hopefully, bring them back to life. There was only one way to tell. So back into the engine they went.

Using the same setup as shown in Figure 1, I set the throttle to full, made sure that the fuel stop was in the open position, said a silent prayer once more and turned the key.

The engine cranked, sputtered a bit, tried to start but did not. BLAST!



Figure 2: A “diesel mechanic’s best friend.”
This magic stuff reawakened the antique

As an old Navy friend once said, when all else fails with a diesel, “Use ether” aka starting fluid. (Figure 2). He often claimed, “It’s the diesel mechanic’s tool kit in a can.”

I can hear some die-hard gearheads out there probably screaming bloody murder.

True! Used indiscriminately, starting fluid can blow an engine apart. But I was desperate... and I would only use a tiny shot of spray.

With the can of fluid in my left hand, ignition switch in my right, I aimed the spray at the air intake, turned the key and squirted a shot.

“Sweet Mother of Mercy” the darn thing started. Not only that, it quickly ramped up to full speed. I

raced to the throttle and slowed the beast to about 100 RPM. Damn! It worked.

But would it restart without starting fluid? Only one way to tell that as well.

After running it for a few minutes, I moved the fuel stop to OFF and let the engine cool a bit.

Fuel stop set to RUN, I hit the ignition switch once more. After a few seconds of cranking the beast fired up again. Those interested can view this on YouTube at the following link: <https://youtu.be/OLIA06Y8bPo>

It looked like I had just eliminated either a huge repair bill or the expense of having to purchase a new engine at \$1500 to \$2000 or so. There is a God.

Lost and Foundry

Those following this tale may recall Figure 3 and the story behind it.



Figure 3: A rare, original Herbert F. Crosby builder's plaque was used to create a reproduction.

In a nutshell, somewhere along the boat's timeline line, her Herbert F. Crosby builder's plaque had been lost or stolen. Catboat Associate member, Bob Jones, owner of the Eastern Shore, Maryland-based, Herb Crosby catboat *Patience* (c: 1895) generously lent us his HFC relic so that we could have reproductions made.

A South-Coast Massachusetts foundry-hobbyist (who wishes to remain nameless) volunteered to fabricate the reproduction as a donation to the *Marvel* Restoration fund. To accurately reproduce the plaque's fine detail, he decided to use the time-honored sand-casting method. The process dates to a time before the pyramids and was fascinating to watch.

The first step involved mounting the original plaque on the removable base of a wooden frame known in the trade as a casting flask. (Figure 4a)



The flask was then filled with a sand/clay casting mix and the mix was then pounded into the flask. (Figure 4b)



The flask is then tipped over. Pour forms are inserted and the bottom half of the assembly was filled with the pounded sand/clay mix. (Figure 4c)





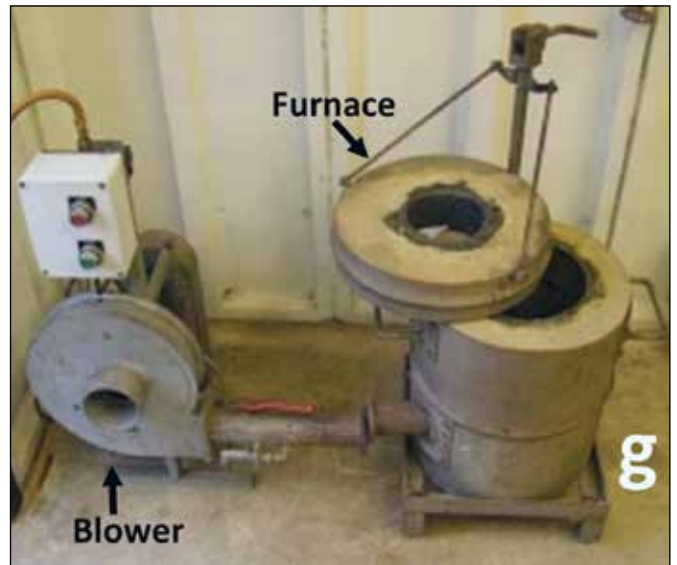
The two halves of the flask are then separated, and the original plaque is carefully removed. This reveals the impression of the original plaque which will serve as the casting mold. (Figure 4d)



The flask is then reassembled and inverted with the pour holes on top. (Figure 4e)



An appropriate crucible is selected (Figure 4f), loaded with bronze ingots.



All is now ready for the process that will melt the metal. The blast furnace is fired up. (Figure 4g) The crucible inserted, and the wait begins. The metal is ready to pour once it reaches a temperature of 1800 degrees F.

My foundry friend asked me to step behind a glass blast shield during the pour. He explained that the molten metal occasionally sputters and splashes when entering the casting and that getting hit with a glob of that could ruin my day. "Not a problem." I agreed.



In position I watched as the liquid bronze dripped from the crucible and into the mold. (Figure 4h)



After about four hours of cooling, the reproduction was ready to be liberated from the flask. Using a special tool, my friend knocked away the sand/clay mix to reveal the reproduced plaque. (Figure 4i)



As shown in Figure 4l, we now needed to remove the excess metal and perform a bit of machining and polishing.



As shown in Figure 4j, the process worked.... A perfect reproduction had been produced.



The end result. A perfect reproduction of the Herbert F. Crosby builder's plaque ready to install aboard *Marvel* in acknowledgement of her remarkable heritage. (Figure 4m)



While we had the process all set up, we decided to reproduce an additional number of plaques. (Figure 4k)



Figure 5: The buildings of Osterville Historical Museum, in Osterville, Massachusetts were originally the actual workshops and boatshops of Herbert F. Crosby.

The reproduction process proved so successful that we have decided to tempt the Fates with another casting project.

As shown in Figure 6a, a typical mainsheet cleat follows a pattern established for cleats hundreds of years ago. Somewhere on the catboat timeline a variation on the theme (Figure 6b) emerged.



Figure 6: A catboat's aft cleat (b) allows skippers to quickly lock and release the main sheet.

The gap in the cleat makes all the difference as it permits the skipper to wrap the sheet in a manner that locks it in place yet allows for a quick release. This was especially important when retrieving a fishing trawl or lobster pot single-handed. The captain could point the boat into the wind, set the sheet, retrieve the trawl or pot, quickly release the sheet, and head off and move on. Virtually all of these cleats were fashioned from white oak or ironwood, rarely in bronze.

Somewhere in his travels, former Catboat Association President, Bob Luckraft came across this rare bird. He has graciously loaned it to the cause and a reproduction will be created sometime over the winter. In a future installment, and once the cleat is mounted on *Marvel*, we will demonstrate how this clever piece of hardware works its magic.

Back from the Beyond

Our Track One top-down provenance tracing process took a few interesting turns just as we came up against the deadline for this installment. *Messing About in Boats* editor, Bob Hicks, received and forwarded an email from one of *Marvel/Sunnyside's* previous owners... the "late" Jeff Megerdichian.

LATE? As in deceased? Well we had been told so.

Past readers will recall that Jeff and his sail-mate Hoda Kaplan owned and sailed the boat from Oyster Bay, Long Island, New York (not Greenport

as previously reported) for about ten years beginning in 1995. Turns out, rumors of his passing, were, as the saying goes, "greatly exaggerated."

I quickly opened a correspondence channel with Jeff, and he has begun to fill in the blanks in his and Hoda's adventures. Jeff wrote:

"Dear John:

I'm glad to see that Sunnyside is being restored. We were babes in the woods as far as maintaining an old wooden boat goes, but with time and effort we kept her sailing for ten years. After Hoda died in 2002, I went on for another six years. At that point she needed some rebuilding.

The work I did might have been adequate if I had kept the boat, and if it was not a classic.

I would like to know what you think.

I refastened the forward part of the hull. Those are the new bronze screws. I had my own "not for purists" method. I removed any old screws with UNSCREW-UMS. These are short tubes with teeth on the end. That leaves a hole slightly larger than the screw's shank diameter. I put in a loose plug coated with structural epoxy, then put the new screw in without pilot drilling. I figure that the plug would expand and force the epoxy into the wood. How did that turn out? (Turned out well, I told him). I made several other repairs: (Author's comments in CAPITALS)

- Mast step. A patch work job. Look at it if you haven't already. **MAST STEP WAS REPLACED**
- Fore end of cockpit deck. It looks like that has already been replaced. **YES, HAD BEEN REPLACED**
- Replaced some planks aft. I can't remember if I replaced any of the deck beams. **ADDITIONAL PLANKS AND DECK BEAMS REPLACED.**
- I should have beefed up the framing where the sheet horse goes through the deck, but I cannot remember if I did that. **HAS BEEN STRENGTHENED, NOT SURE BY WHOM.**
- Replaced some planks around the fuel fill. That was a disaster, let's not talk about it. **REPLACED BY LAST OWNERS.**
- Liverpool splices in the gaff bridle. The splices may have been too long to be practical. If they were sailing the boat, they may have replaced it. **GAFF BRIDLE REPLACED.**
- Carved the **SUNNYSIDE** name boards. Are they still on the boat? **SADLY, HER QUARTERBOARDS ARE AMONG THE MISSING.**

Jeff continued, "Like I said, the repairs seemed to be adequate at the time. I would like to know what you think of them, especially the refastening job. (Overall, well done)

“She is a wonderful boat. Easy to sail, comfortable and BEAUTIFUL. Anybody who has her is lucky. We did not do a lot of sailing. We went up to Mystic twice and a few other trips. I took her up to Mystic myself when I had her. Anything else you want to know, just ask.”

Jeff and I will continue to correspond, and I will share his and Hoda’s adventures in future installments. As a first donation to the cause, Jeff was kind enough to send along a photo of he and Hoda aboard *Sunnyside*. (Figure 7) Thus begins the process of filling in yet another chapter in the history of this storied catboat.



Figure 7: Hoda and Jeff motoring out of Oyster Bay, LI, NY aboard *Sunnyside*.

The second interesting turn from “beyond” arrived in a photographic care package received from Kathryn Greene, the daughter of former owner Walter Krasniewiez and a continuing source of her family’s history with the boat. In the package Kathryn finally included a photo of herself aboard *Sunnyside* circa 1988. (Figure 8).



Figure 8: Kathryn Greene aboard *Sunnyside* circa 1988.

However, the package’s most fascinating content concerned a letter addressed to her father and mother sometime in 1988. (Figure 9)

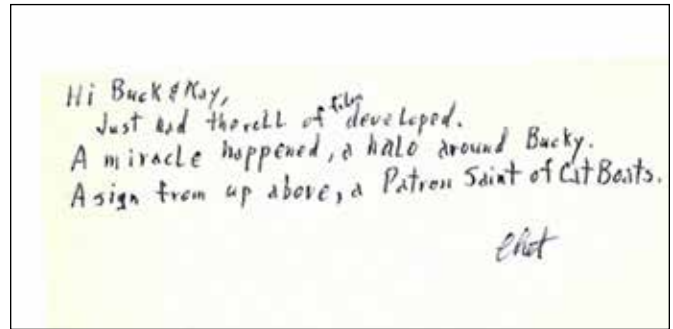


Figure 9: Chet’s letter suggested a “sign from above.”

The letter writer had taken a photo of Walter holding his Catboat Association Broad Axe Award. As described in the letter, a lens flare off the plaque created a halo around the skipper.

Was this a “sign from above?”

Who are we to argue that Walter Krasniewiez may well be the Patron Saint of Catboats?

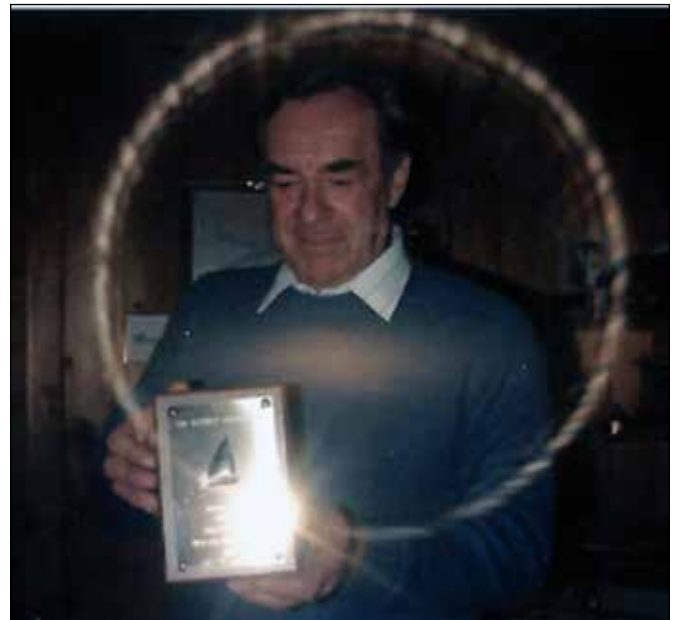


Figure 10: Walter Krasniewiez...the Patron Saint of Catboats.

Track 2 and *Marvel* Enter Winter Mode

The quest to determine whether or not *Sunnyside* is *Marvel* in disguise continues. The researchers discovered a photo of her builder’s plaque on the boat’s doghouse bulkhead (Figure 11) taken during her “resurrection” in the 1960s.

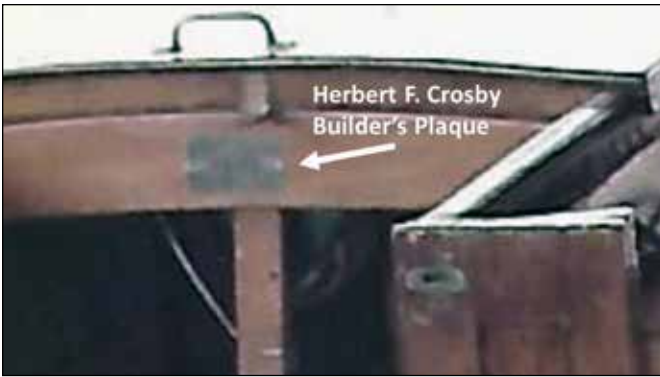


Figure 11: The discovery of an early photo pretty much confirms the boat's original builder.

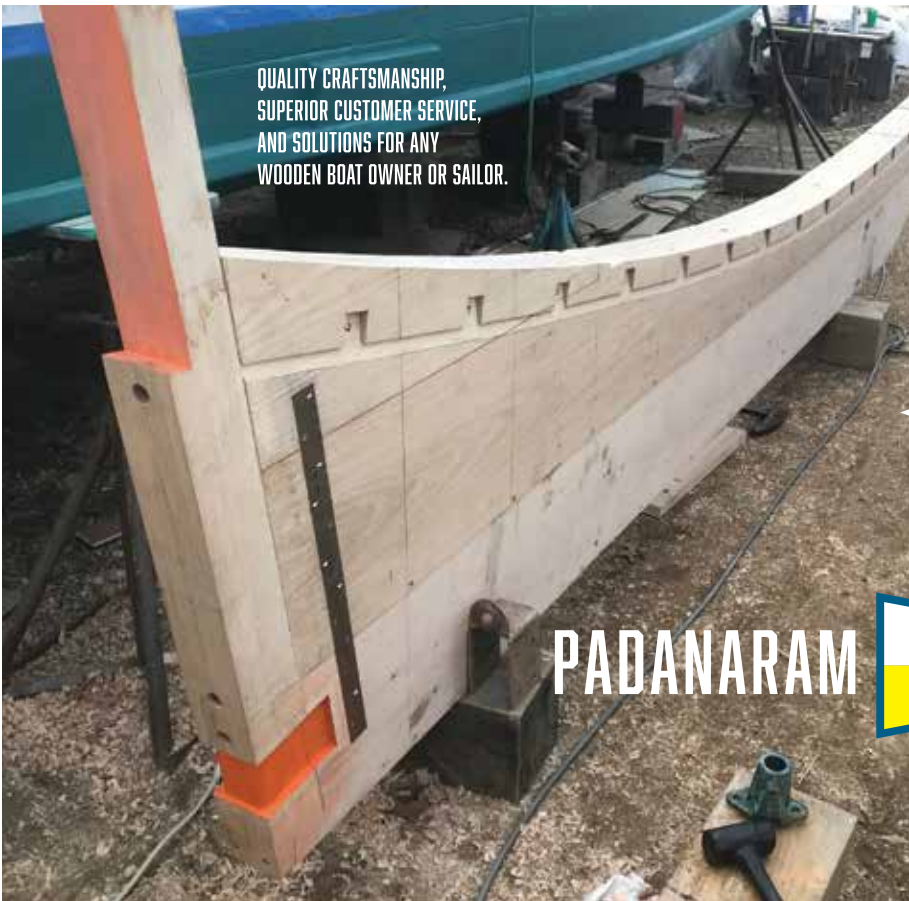
This pretty much confirms that she was a product of the Herbert F. Crosby boatyard (as opposed to a Daniel and Charles Crosby boat as listed in a 1907 Quincy Yacht Club Yearbook). Catboat Association

historians continue the hunt for records. That said, hearsay accounts collected thus far suggest that H.F. Crosby produced only one catboat with a skeg-mounted rudder between 1904 and 1907. If true, then we are indeed restoring the legendary *Marvel*. Research will continue over the winter months in an attempt to conclusively confirm the boat's pedigree.

Physical restoration work will also continue during this period even though the boat will be stored under wraps. More on our preparations for winter and the restoration efforts planned in our next installment.

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/>



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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

Catboat Finds its Way Home after Thirty Years

Charles Swenson, *Coastal Observer*

To those who think the two happiest days in boat owners' lives are those when they buy their boat and the one when they sell it. Tom Hyland can add a third. That would be the day you buy back the boat you sold thirty years earlier.

He might add a fourth: the day you win a blue ribbon at the Georgetown Wooden Boat Show. "I never thought I'd be showing a boat here," said Hyland, 91, a Murrells Inlet resident.

The *Hardtack* was built in the late 1930s in Sandusky, Ohio. It still carries the name it was christened with. It's a catboat, a sailboat with its mast set well forward on the deck. The 19th century design was common in workboats and eventually became popular with recreational sailors.

"The steering wheel, it's right out of *Captains Courageous*," Hyland said.

Arthur Oberle, who was Hyland's brother-in-law, bought the *Hardtack* in the 1960s. He was living on Staten Island in New York. His son, Kurt, who lives in Charleston, has a painting of the boat under sail that has been part of his life for fifty-one years.

Hyland, who was a New York firefighter, bought the *Hardtack* in 1969.

"We used it in the bay and sailed it up to Long Island Sound a couple of times," he said.

He sold the boat in 1989 to a man who took it to Plymouth, Massachusetts. Hyland ended up moving to Murrells Inlet several years ago because his second wife had friends who lived in the area. He started coming to the Wooden Boat Show. He also kept his membership in the Catboat Association. He said he saw an ad in the Association magazine.

The headline was "free to a good home." Hyland recognized the *Hardtack*.

"We have to get her back," he told his nephew.

Kurt Oberle grew up in New Jersey. He graduated from the College of Charleston and became a delivery captain for Beneteau, which manufactured sailboats in Marion. Oberle now runs High and Dry Boatworks in North Charleston.

Hyland sold the boat in 1989 for \$3,500. He bought it back for \$500.

But *Hardtack* needed some work. It hadn't been in the water for thirty years, Oberle said. The planks

on the hull had dried and cracked. Some of the ribs that form the frame of the boat had rotted.

Oberle told his uncle, "We could fix it quickly by throwing a lot of money at it, or we could take our time."



Kurt Oberle and Tom Hyland answer questions about *Hardtack*.

Hyland has been driving to North Charleston three days a week to help with the restoration. The goal is to complete the exterior by the 2022 boat show and the interior in time for 2023.

"His dream was to bring it to the Wooden Boat Show," Oberle said.

Hardtack won an award in the classic sail category. It sat on a trailer on Front Street outside the Strand Theater over the weekend, attracting steady stream of curious boat lovers to look at a work in progress.



...a work in progress.

We're recruiting interested people," Hyland told one person who asked about progress on the restoration.

Hyland said he is at an age where he is pleased to be enjoying the process and not too worried about seeing it finished. But his eyes light up at the thought of motoring up to the boat show in Charleston, in the *Hardtack*, its one cylinder engine chuggin away.

"You never get out of it," Hyland said.

This article originally appeared in the October 21, 2021 edition of the Coastal Observer. Reprinted with permission.

And now, a few words from *Hardtack* herself... ***Hardtack* Restoration or is it Rejuvenation?**



Hardtack in better days.



Tom Hyland

"Hi, my name is *Harriet Hardtack*. I was conceived in May 1937 and born in July 1939. I was a cute little tub. I grew a bit and now I'm sort of a big tub, not much education. Went out to work very early: clams, oyster, fish, sailing parties, and races! Did somebody say races? The only race that mattered was the race to market. First in, highest price.

"I was born in Sandusky, Ohio on the western end of Lake Erie. I started out in fresh water, hence my iron fastenings. I am twenty-two feet, eight inches long and have a beam of ten feet, six and draw thirty inches, board up. I have a stout mast, nine inches in diameter at deck level. I'm forty-two inches to the step from deck level; my mast is thirty feet, two inches tall; my boom is twenty-two feet long and my gaff is sixteen feet. Total sail area is 420 square feet.

"I started with a universal engine that ran when it wanted to; later, my owners bought me a Farymann diesel (whaddya yer mean owners?) Ya think I'm a kept woman or sumpen? Not me! I'm a lady, a working girl, but a lady! Hey, I'm built, ya know what I mean, not like those sloop yacht-club floozies, not

me. I'm solid, my frames are eight inches between centers with inch and quarter planking. Some jerk (I suspect Tom Hyland or some other jerk) removed my cockpit seats which were curved to fit your butt, and crowned, to let water run-off. I had oil lamps and a shipmate coal stove with a Charley Nobel. Man, when I was all together, I was some lady, you betcha.

"My original owners—oops, did I say owners, no way baby—partners, we was partners. First there were two guys that brought me from Sandusky, Ohio to Staten Island via an NYS barge canal and the Hudson River in 1941. Then came December 7, 1941 and the war years and I was laid up in Sig Sorenson's boatyard. The partners were Tony Appel, 1940 to 1960, then Dr. Arthur Oberle, then his brother-in-law, Tom Hyland, for thirty years or so, then Doug Short, of Plymouth, Massachusetts. And then, behold, back to Tom Hyland (some people never learn) and his nephew, Kurt Oberle! They acquired me sight unseen! What could go wrong?

"My dead wood is deader than Kelsey's whatever, planks rotted, butt blocks—Oh Boy! Kurt owns High and Dry Boatworks. Another character in this restoration, ugh, renovations is Chris Nestad, a real wood boat wizard. It was either "the wizard" or a chain saw. Believe me, I'd rather a wizard than a

chainsaw. Now down to work...

"First, they gutted my insides, then removed the fiberglass covering up to four inches above my waterline, which was installed in 1971 with many re-applications as the glass cover delaminated (a lovely job). Then they removed the stem and part of the keel and keelson and ten or more planks. Dropped the garboard and one inch planks. That was just the beginning.

"Tom still has to repair the Farymann diesel and make a couple of thousand screw plugs. He also has to rig me up with a new mast and running rigging, lazy jacks, hook up the rudder and steering gear, and re-calk wooden decks. Last, we have to fly a large national ensign from my gaff.

"Oh yeah Tom, don't lose your checkbook.

"So far, they cut a few hundred wood plugs and reinstalled my gaff jaws. Chris made a beautiful new stem and attached it to my new keel, keelson section, and reinstalled my planking. Beautiful job.

"They're planning to show me off at the Georgetown, South Carolina wooden boat show as a project in progress. Now, what real lady objects to a little fixing up in her old age? Old? Wadayermean, old? I'm a maturing young lady."

More on the restoration-renovation in coming issues....



Down on Dee Bay Hon

CCBA Annual Meeting 2022

Steve Flesner

Finally, after two years, the cats broke loose and we held our annual meeting at the Kentmorr Restaurant & Crab House on Kent Island. Forty-three cats showed up—not a bad turnout! Everyone had smiles and hugs were shared...it was good to see friends again and better yet...we were going to talk about catboats, our favorite subject!



First Mates!

We opened the meeting with Commodore's (CD's) rendition of "Who are you, who, who are you; who are you, who, who are you...cuz we really want to know!" Okay, so he was a little off key, but it was a great way to start the introductions. We met six new members who had gone to the Catboat Association's Annual meeting up in Mystic the weekend before and had run into some CCBA folks who told them about the Kentmorr meeting—so naturally, they had to attend...purr!

Next, we went over the schedule of events and the plans for the long cruise up the Wicomico to Salisbury and the Evolution Brewery. Fred, Phil and Butch, the cruise committee, covered all the bases with a large map and daily schedule. They are also planning a shorter cruise earlier in the summer

with details to follow. Butch took over the awards presentations, Fred Sherriff was given the John Brown Award for participation. Fred participated in every event and is a great contributor to the group with his upbeat attitude and enthusiasm, and his participation on the CBA Awards Committee as well as our Cruise Committee.



Fred and the John Brown Award.



Butch gives Phil the Tut Award.

Phil Livingston was given the Tut Tuttle Award for his racing prowess...in other words, he won more races coming in first at Prospect Bay and the Corsica River Yacht Club race! Fred recapped the CBA Annual meeting and Phil reported on the condition of the Treasury—fluid...for now! We had raffle drawings for hats and really nice shirts from Marty's Bag Works. Check out their online catalog using the link on our website home page; they really have some nice stuff. Oh, and of course, "Jersey Frank" Newton had a fashion show wearing numerous items from Marty's, there were CCBA logos on everything and, frankly, I was afraid to ask about his skivvies!



Jersey Frank's fashion show.

The meeting wound down with a pantomime of rearranging the deck chairs on the *Titanic*.



Deck chairs on the *Titanic*.

The CD was up front when he spotted ice cubes. Butch was sure it was a dark and stormy. Another look and CD realized it was an iceberg, at that point, Phil, bringing up the rear, jumped overboard figuring he would save women and children! That is how we announced to everyone that after seven years, Steve was stepping down and Butch was assuming command of the ship aka CD (aka Commode Door!). Steve is moving to the Treasurer position and will now be known as "Money Bags" or MB! Phil was given a certificate of appreciation for his work as Treasurer which he humbly accepted and mumbled something like...now I'll have more time to work on *Patriot*, his Marshall 18.

To mark the changing of the guard, Butch presented Steve with an engraved plaque that Fred made that even had a picture of an outhouse door... well deserved I might add! A good time was had by all.

See you at West River in May and out on the water.



Steve step's down as CD.



The Beetle Page

Michelle Buoniconto, Editor

The New England Beetle Cat Boat Association (NEBCBA) was founded in 1940 to “promote and encourage the sailing and racing of original Beetle Cat boats, and foster a feeling of good will and neighborliness between and among sailors.” With like goals in mind, we are excited to introduce this new column, The Beetle Page, to the Bulletin. The Brown family is a fitting first article featuring the Beetle Cat Pieces of Eight and larger catboat Elizabeth as NEBCBA gears up for the Beetle Cat Championships Aug. 6th and 7th, 2022 at Edgewood Yacht Club.

Pieces of Eight

Bob Brown



Growing up, sailing was always part of my life. This did not happen by chance, but rather was the result of generations before me, had made sailing and sailboat racing part of normal activities. I was never told I had to go sailing, it was just part of my family’s routine that was passed down. It was an important part of my foundation.

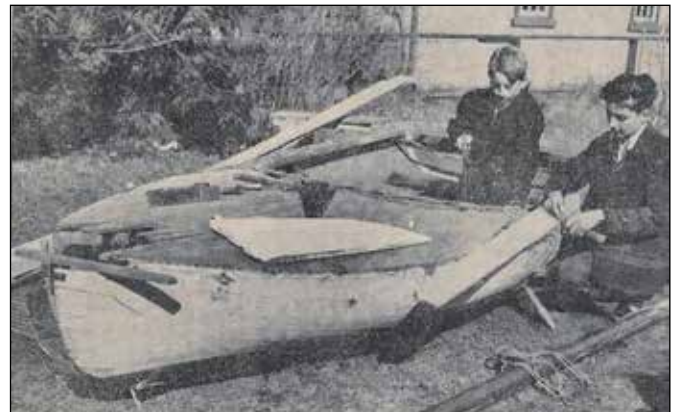
My dad came from a family of eight kids growing up in Edgewood, Rhode Island. My grandfather was addicted to sailing like someone might be to golf. He would pack the supplies and gather all the children to head for Edgewood Yacht Club. It is here where his boat was moored. It was a large catboat that was

ideal for lots of people. All my dad’s siblings and often some of my grandparents’ friends would join them for an afternoon sail around Narragansett Bay



Grandfather Wendell S. Brown in his catboat with family and friends 1936.

In 1938 there was a severe hurricane that hit Rhode Island that destroyed dozens and dozens of boats. My dad was fifteen years of age at the time. After the hurricane, my dad and his brother walked the beaches and discovered the remains of eight different small catboats that were very common on Narragansett Bay. They decided to collect the remains of the eight boats and put them together to create one good one. They named the boat *Pieces of Eight*.



My dad John Brown & his brother Charles Brown building *Pieces of Eight*.

They raced *Pieces of Eight* and were quite successful. However, the far more interesting story is after they grew up and went off to college, their two younger sisters raced *Pieces of Eight*. It was very rare at that time for girls to participate in sailboat racing. My grandfather not only welcomed the fact they wanted to race, but encouraged it.



Genevieve & Marjorie Brown, Winners of First Race of American Junior Championship for Beetle Cat Boats, Sept. 8, 1946.



Gen and Marj Brown racing *Pieces of Eight*.

Nine years after my aunts won the race, I was born. Like my grandfather, my dad wanted to carry on with the family tradition of making sailing and sailboat racing part of my family's life. I was most fortunate to spend most of my summers cruising out of Marblehead, Massachusetts, down to Cape Cod and the Islands. We would meet up with my grandfather and my uncles on their boats. Those were wonderful experiences of learning to respect Mother Nature, to navigate, and boat handling skills. As I got older, my

dad thought it was a good idea for me to learn to race. This made sailing a new experience. Over the years, I had the pleasure of racing competitively in a variety of types of sailboats: Blue Jays, Rhodes 19s, Shields, Day Sailors, 470s, Etchells, Sonars, J24s, and a C&C 41. For several years even did winter frostbite racing at the Courageous Sailing Center in Charlestown, Massachusetts.

Having sailed and raced in Marblehead since the early 1960s, I have had the luxury of being involved in the wonderful lifetime sport. So many sports today that kids participate in they will never play again. The hours they spend on the football field or lacrosse field perfecting their skills will no longer play a role in their lives. Sailing and sailboat racing can be a part of their entire lives. It makes me sad to see the low levels of participation in the Marblehead Community as compared to the years when I was growing up. Today kids have so many options, it is difficult for sailing to compete.

As my father got older, he moved to South Carolina where it got him out of the cold winters. He still enjoyed his sailing, but always spoke highly of his adventures sailing and racing in New England. During one of his visits back to Marblehead, I took him to Newport, Rhode Island. I discovered a wooden boat building school. At the school the students actually built Beetle Boats. He was thrilled to see a school that was teaching the craft of wooden boat building. This was even more special because of the Beetle Cat.

When my dad got into his 80s, I ran out of things to buy him for his birthday. Then I found a company that built small wooden boat models to scale. I placed my order for a Beetle Cat model and gave it to him for his birthday. The very top photograph is the exact model I bought for him. Upon his death, the only item that really had any meaning to me to be passed on was the Beetle Cat model.

Bob currently lives in Marblehead, Massachusetts, where he has been sailing and racing sailboats for the past sixty-two years. His early childhood was spent cruising with his grandfather and uncles on Narragansett Bay. Weeks were spent sailing to Martha's Vineyard, Cuttyhunk, Nantucket, and Newport. He also enjoys chartering sailboats in the Caribbean and Greece.

Michelle Buoniconto is the current Secretary and Beetle Sheet Editor for NEBCBA, along with being the Office Manager at the Beetle Boat shop. Michelle learned to sail in a Beetle Cat sailboat when she started at the Beetle Shop in 2003, and enjoys leisurely sails in Onset Harbor.



Catboat Association

2022 Race/Rendezvous Schedule

Editor's Note: Thank you all for sending your Race and Rendezvous Schedules for the 2022 sailing season. Don't forget to send the results and write ups to steve.flesner@catboats.org. Just a reminder that if we don't get race results, like who won(!) or an article about the race, there's liable to be a mutiny amongst your participants...only you can prevent forest fires! We all want to hear about those moments of "mortal combat on the high seas" along with your racing "stories" and all the unexpected things that somehow happen! Now go out there and have some fun!

May 10-15, 2022

The Lowcountry Catboat Rally
Beaufort Yacht and Sailing Club
Beaufort, SC, South Carolina Yacht Club,
Savanna Yacht Club
Beaufort, SC, Hilton Head, SC, Savanna, GA
Contact: S.W. "Woody" Norwood
678-427-2937
snorwood3@me.com
Contact: Marvin Day
843-929-9978
marvday@msn.com

May 27-30, 2022 (Race 29th)

West River Heritage Regatta & Catboat Rendezvous
Hartage Yacht Harbor
Galesville, MD
Contact: Kate Grinberg 301-908-6966
kathryngrinberg@gmail.com

June 12, 2022

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

June 18-19, 2022

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

July 9, 2022

Wickford Catboat Rendezvous
Wickford, RI
Pleasant Street Wharf
Contact: Rex Brewer
401-261-7974
Brewer_rex@hotmail.com
Eric Collins
Pleasant Street Wharf
(401)-641-8993
pswinc@verizon.net

July 16, 2022

North of the Cape 55th Race & Rendezvous
Contact: Shauna Stone & Mike Thornton
13 Lothrop St, Plymouth, MA 02360
617-435-6517 Shauna
617-435-6516 Mike
77sailing21@gmail.com

July 10, 2022

7th Annual Barnegat Bay Rendezvous
Beaton and Sons Boatyard
72 Beaton Rd, Brick, NJ
Contact: Henry Colie
201-401-0292
henry.colie1@gmail.com
Cat Gathering, fun "raid" race, evening clambake

July 15-17, 2022

Edgartown Catboat Rendezvous & Parade of Sail
Edgartown Harbor
Contact: Mark Alan Lovewell
508-696-4655
mark@markalanlovewell.com
For details visit website:
<https://markalanlovewell.com/sailor/events/edgartown-catboat-rendezvous/>

July 17, 2022

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

July 23-24, 2022

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

July 29-31, 2022

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

August 6, 2022

Bass River Rendezvous
West Dennis Yacht Club
West Dennis, MA
Contact: Peter Wildermuth
452 Middle Road
Clarksburg, MA 01247-9745
413-496-2863
Wildermuth101@msn.com

August 13, 2022

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

August 13, 2022

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

August TBD, 2022

Norwalk Islands Rendezvous
Norwalk YC
Norwalk, CT
Contact: Roger Klein
48 ½ Ronton Ave, Rowayton, CT 06853
203-899-0402
rogerklein@optonline.net

August 19-21, 2022

CCBA BBQ
Annapolis, MD
Contact: Craig Ligibel
913-488-0433
Craig.ligibel@vmlyr.com

August 20, 2022

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

August 20-21, 2022

Arey's Pond Cat Gathering
Arey's Pond 14 Worlds
South Orleans, MA
Contact: Tony Davis
508-255-8977
catboat@cape.com

August 27, 2022

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

August 26-27, 2022

Spray Beach YC 2nd Annual Catboat Rendezvous
Spray Beach, NJ
Contact: Thomas Caro
2300 Long Beach Blvd.
Spray Beach, NJ 08008
267-798-9981
thomasdcaro@gmail.com

September 3, 2022

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

September 10-11, 2022

Indian Harbor Classic Yacht Regatta
Greenwich, CT
Contact: Indian Harbor YC
203-869-2484
www.indianharboryc.com

September 10, 2022

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

September 17, 2022

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

September 18-25, 2022

CCBA Long Cruise
Up the Wicomico to Salisbury
Contact: Butch Miller
(410) 271-2540
Anmiller03@aol.com

September 30-October 2, 2022

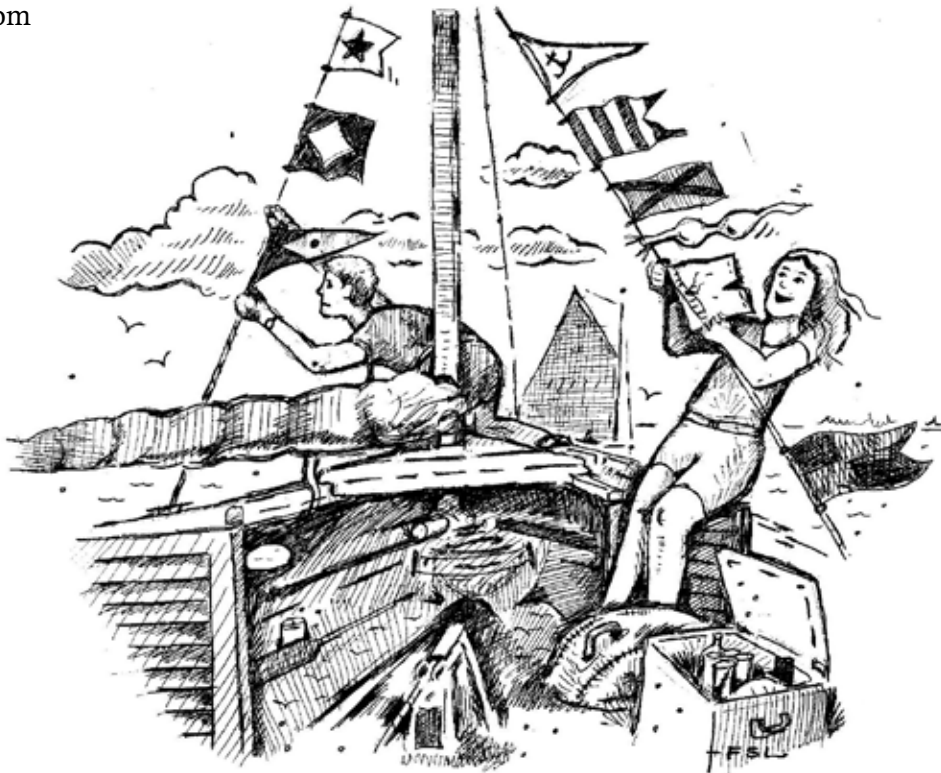
Mid-Atlantic Small Craft Festival
Chesapeake Maritime Museum
St. Michaels, MD

October 14-16, 2022

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

September 11-October 23, 2022 Sundays 10AM

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



Rendezvous and Race Results

Steve Flesner, Editor

Great South Bay Catboat Rendezvous 2021

Mark Seal & Phil Linker

After a one-year hiatus from its fifty year plus run, the Great South Bay Catboat Rendezvous resumed on September 11, 2021. It was held as usual in the waters off Blue Point Long Island with members of Sayville Yacht Club hosting the event. Our thanks to Vice Commodore of SYC Steve Thomas, who commemorated the 20th anniversary of 9/11 by setting up fifty American Flags on the beach prior to our races. It meant a great deal to everyone. I was especially grateful, being a retired United Airlines Pilot, I lost several close friends that day and it meant a lot. Thank you, Steve.

Despite being in the second year of this Pandemic we had ten boats come out for three races that started with a nice SW 10-15 knot breeze that increased throughout the day, causing many of us to reef down between the second and third races. Co-chair of the event Phil Linker graciously provided his trawler to serve as committee boat with Doug Shaw doing his usual great job running the races.

After our day on the water we enjoyed a nice hour of cocktails with snacks and clams on the half shell followed by our usual steak dinner and some prizes for the winners.

We had a nice mix of boats that included a Marshall 22, several Marshall Sanderlings, Herreshoffs and Marshall Sandpipers as well as Bob O'Brien's beautiful cat ketch, *Chebacco*, that has been featured in previous CBA Bulletins. We awarded the Handicap prize to Bob Campbell in his Marshall 22, the Marshall 18 prize to Karla Schnase and the Herreshoff 18 prize to Charlie Huberman. It was nice to have a couple of new boats show up. Kate and Carol Kennedy arrived with a beautiful Marshall Sandpiper and Mike and Donna Azzaretti showed up with a pristine Marshall Sanderling named *Cloud Nine*.



We are looking forward to our next Great South Bay Rendezvous on Saturday September 10, 2022. Hopefully, we will be clear of COVID-19 and more folks will feel comfortable and get out and join us.

Great South Bay Catboat Regatta.





2021 Padanaram Rendezvous

Kristen and Geoff Marshall

What an event!

Boats started arriving on Friday for what turned out to be a beautiful weekend of fun-filled socializing, casual racing and some great impromptu music. Revelry on several boats anchored off the yard was heard (and noted!) from the docks starting Friday afternoon. Who knew you could fit so many people into the cockpit of a Marshall 22!



At the docks.

The CBA flag flying, lights strung, slide show of past Padanaram gatherings and tables to hang out at greeted guests to the Marshall Marine yard for the weekend. It was so fun to see everyone again after the craziness of the last year and a half!



Underway!

Out on the water Saturday, we started with a very light breeze and ended with our usual stiff southwest wind, which made for variable conditions and wind shifts that some boats were not anticipating, therefore losing their position in the front of the pack much to their dismay....

Only two Sandpipers were out for the afternoon which made for some funny match racing between your CBA president and a bunch of twenty-somethings. Needless to say, it was quite humorous when it was apparent one of the teams did *not* pay attention at the skippers meeting. Tim Lund and son Nathan proved to be the winners, showing that paying attention is half the game!



Tim and Nathan Lund receiving the Small Cat trophy.

Bob Luckcraft's recently resurrected *Margaret* and Eric Peterson's *Pinkletink* duked it out for the wooden cats, with Eric reigning supreme.



Eric Peterson receiving the Wooden Cat Class trophy.

Bob Betts and Marshall 22 sloop *Salina* won both the Altered Cat and the Marshall 22 trophy.



Bob Betts receiving the Marshall 22 trophy.

Nate and Joy Titcomb cruised to an easy victory in the Marshall 18 class...texting and driving over the finish line.



Nate and Joy Titcomb receiving the Marshall 18 trophy.

The Padanaram Spirit Award was presented to John King this year, along with the name board of his beloved *Nelson*. John has been a fixture here in Padanaram for many years, owning both a Sanderling and Marshall 22 and flip flopping them between Nashville, Tennessee, and South Dartmouth, Massachusetts, depending on his sailing whims. He drives to Padanaram for the rendezvous and is both helpful and great fun to have around. Well deserved, John!

It was so great to see everyone at the Saturday evening BYO cookout that is typical of a CBA rendezvous! Pretty much back to normal after staying



John King receiving the Padanaram Spirit Award.

away from everyone last year—the grill was full of yummy looking things: salads, sides and desserts were shared and, best of all, the music happened! The Flounders (the Peterson family) brought a variety of instruments and their usual fantastic talent, and Jim Weber of *Teresina* added incredible percussion with his washboard adorned with multiple noise makers, playing with thimbles, sticks and hands! He also sported a Cuica, an instrument many of us “older” folks will recognized from Paul Simon’s “Me and Julio Down by the Schoolyard.” What an unbelievably fun addition to the music scene!

All in all, it was so much fun to see everyone again. Thank you all for your contributions and your company. We’re looking forward to hosting this event again this year. Mark your calendars for weekend of July 30, 2022 and we’ll see you then!



The Flounders entertaining all!

Catboats! An Old Sculpin Gallery Celebration

Kurt Peterson



Catboats on Parade, Painting by Sharon McCann Daly.

Please join the Old Sculpin Gallery in Edgartown, Martha's Vineyard, as we once again host *Catboats! An Old Sculpin Gallery Celebration*, Saturday, July 16, 2022 to Friday, July 22, 2022.

The week-long art, artifact and archival photography exhibit honors the legacy of Manuel Swartz Roberts who built over 200 catboats in the wooden shop that became the Old Sculpin Gallery, home to the Martha's Vineyard Art Association.

The week's activities include a "Coffee and Catboats" exhibit soft opening at 10 a.m. on Saturday, July 16 followed by a glorious Catboat Parade of Sail throughout Edgartown Harbor at 12 noon and the Manuel Swartz Roberts Cup Race immediately following the parade. All catboats are welcome! Reception to follow in the Old Sculpin Gallery for captains and crews.

A few catboats originally designed and built by Mr. Roberts will be among the vessels participating in the parade. *Old Sculpin*, built in 1912, is being restored this winter by Gannon and Benjamin Marine Railway

in Vineyard Haven. A talk about this restoration will be held at Gannon and Benjamin boat works on Tuesday, July 19 from 6-7:30 p.m.

Vanity, owned by the Martha's Vineyard Museum, built in 1929 as a scalloper and fishing boat, and *Margaret*, restored by owner Bob Luckraft, built in 1920, will also be part of the fleet.

The public gallery reception will be on Sunday, July 17 from 5-7 p.m.

Junior sailors will be welcomed to the gallery on Thursday, July 21 from 6-7 p.m. for root beer "floats."

Tickets for the catboat talk on July 19 are \$30 and may be purchased in advance at the gallery, 58 Dock Street, in Edgartown, after May 30. Attendance will be limited to fifty.

To register your boat in the Parade/Race contact Kurt Peterson by July 1: catboatkurt@yahoo.com

For information about the event and exhibit contact June Schoppe: juneschoppe@gmail.com or oldsculpin@gmail.com

2021 North of the Cape (NOTC) 54th Annual Race

Michael Thornton

The race schedule for July was rescheduled due to a summer storm and race took place on August 7th, 2021. Participants and friends enjoyed a gathering at the Plymouth Yacht Club, Plymouth, Massachusetts, the night before the race taking in beautiful Plymouth harbor and dinner served by the Plymouth Yacht Club's Friday Night Supper program.

The race began at the Kingston Nummet. The wind was five knots light at the start. The race start was headed towards Cordage Park Channel with the first mark a starboard rounding. It continued leading up to Saquish and then to Clarks Island in Duxbury Harbor keeping the island to port.



Ella Withington in *Sparky* took the lead in a close battle for the finish until last lead changes around last mark with Gerald May in *Maytime*.

In the end *Maytime* finished first with *Sparky* second and *Seaquel* third.



Gerry May in *Maytime* led the first pack towards first marker with a good start. *Sequel* tried to take the lead in the light wind alongside Clarks Island. The tide coming in from Bug Light is always a challenge and the Marshalls jockeyed for position in the light wind for rounding at the North end of Clarks Island. The wind picked up as they rounded Clarks Island, spreading the field of boats.

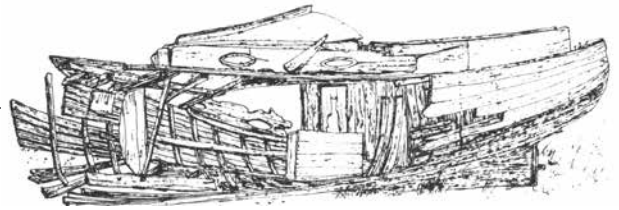


The top three finishers, from left to right: 3rd; Paul Buckley (*Seaquel*), 2nd: Elle Withington (*Sparky*), 1st: Gerald May (*Maytime*) in front of the NOTC Marshall Cup Trophy.

Standing	Boat	Captain	Time	Make
First	<i>Maytime</i>	Gerald May	3:05:10	M22
Second	<i>Sparky</i>	Ella Withington	3:05:15	M22
Third	<i>Seaquel</i>	Paul Buckley	3:12:06	M18
Fourth	<i>Sarah J</i>	Joe Johnson	3:24:00	M18
Fifth	<i>Tip Not</i>	Randy Crandon	--	M22



Stray Cats



Tradewinds - A Catboat Worth Saving

John C. Scott Jr.

Sometimes you find the cat and sometimes the cat finds you. I was first told about *Tradewinds* early one morning when I was getting my coffee. Pickles in Paradise was the spot.¹ I was working, doing carpentry in Coral Bay on the island of St. John, USVI. I live in Vineyard Haven.

Trent was a sailor. He kept his boat moored in Coral Bay off the cement docks behind Skinny Legs. One day he was explaining to me how he wanted to remove a hard dodger off an old sixty foot sailboat headed for scrap. The boat was moored nearby. The problem was the dodger was too wide for Trent's boat. He hired me to install the dodger on his boat.

To install the dodger, we cut a slice out of the middle and fiberglassed it back together. Trent worked with me; we did the job together. After that, Trent and I became friends. Trent started telling me about *Tradewinds*. He painted quite a rosy picture of this catboat. The seed was planted. Slowly, over the next year, I warmed up to the idea that I could breathe new life into this old boat. I called Tracy, Trent's twin brother who was the captain and the alleged owner. We made plans and set the date to meet in Hilton Head, South Carolina, where the boat was located on the Intracoastal waterway.

We met in Hilton Head and it was there I first met *Tradewinds*. She was on the hook in Broad Creek, off Palmetto Bay. *Tradewinds* was clearly once a fine vessel. She dated back to 1913. Her length from bow to stern is thirty feet. She has thirteen foot, six inch beam and a six foot, six inch bow sprit.

When Hurricane Matthew tore through Hilton Head in 2016 the docks at Palmetto Bay Marina broke apart and debris and boats were scattered everywhere; many were lost. Against all odds *Tradewinds* rode out the storm on her mooring and emerged unscathed. She is a survivor!

I had planned to be there for five days to fully vet the boat but things dragged on and on. I recall standing in a parking lot beneath the Cross Island Bridge thinking things were not going smoothly. To begin

with, Tracy's outboard engine on the tender wouldn't start. The more Tracy tried, the more the engine fell further and further apart. This set the stage for how things would go over the next ten days. We finally managed to get out to the boat by relying on Clay, another sailor who lived on an Alden Sloop moored nearby. I connected with Clay on this first trip down to Hilton Head. He had sailed down from Marblehead a year before. He was a veteran, taught sailing, and he would take people out on sailing trips around Hilton Head.

Frustrated, I ended up buying an outboard so we would have our own way out to the boat rather than relying on good Samaritans who were not always available. I was on a timeline.

I had told Tracy ahead of time I wanted a surveyor to look at the boat before I would buy it. During the visit, we took the boat to a boatyard and hauled her out. It was a quick out and back in the water due to the fact we were three days late getting to the boatyard.

I live on Martha's Vineyard—1000 miles away (1054 miles to be exact). This alone made things challenging. Additionally, the boat was sinking. There was a leak in the centerboard trunk that Tracy neglected to inform me about. This leak would be the cause of a lot of lost sleep.

Fast forward, the survey never happened. Meanwhile, Tracy, the owner of the boat, holding paperwork in his hand, told me he had to straighten out a couple of things. To further complicate the situation, he had given me a bill of sale stating that the boat's paperwork, title, etc. had been destroyed in Hurricane Matthew. "We will have it all straightened out three weeks from now. We're on it," he informed me.

This story would not be complete without mentioning the people who believe in this boat. I have already mentioned Clay. The boat was left sinking on the intracoastal, and if not for Jason and Clay, it would have been gone. Jason and Tracy are good friends. I did not know Jason very well, but he was the reason *Tradewinds* stayed afloat until I got involved, as Tracy had relocated to the Caribbean.

Jason was a bartender at the Palmetto bar in Palmetto Bay. When I first visited *Tradewinds* Jason would come by on his boat in the afternoons.

Now, I was led to believe the boat was ready to be sailed north, at least that was my plan. However, many unforeseen problems would prevent this from happening. When I had to leave, Clay told me he and Jason would keep an eye on the boat. This arrangement went on much longer than either of us expected. Looking back, I am in awe of how much time these guys hung in there with me. We kept in touch by phone and I supported their efforts with regular payments. They miraculously kept the boat afloat.



John Scott at Mystic Seaport.



Tradewinds as first seen by John – sinking on her mooring.

Eighteen months later, I still had no paperwork. At that point, I could either walk away or let the boat sink, or I had to go all in. I went all in.

I did not have a lot of time; the boat was sinking. I hired a maritime lawyer to help me obtain clear title on the boat. I met Peter Maddock of Maine-ly boats in Hilton Head. Peter knew *Tradewinds* and stepped in on her behalf. The boatyard agreed to haul it out with the stipulation it needed to be moved right away. And again, Peter Maddock made it happen. Peter modified a trailer I had purchased and obtained the wide load permit. He then took her to a “temporary” lot where she safely stayed for the next year.



John deep in the belly of *Tradewinds*.

Before we get too far into the story, let me tell you about myself. I am a carpenter by trade. I was a commercial fisherman for eighteen years. I’ve spent a good amount of time around boatyards, and I’ve worked with welders doing fabrication. In other words, I have my share of skills.

It was at that point, my sister Patty and her husband Karl joined my efforts to restore *Tradewinds*. I have skills, Patty has brains, and Karl brings his business acumen and pragmatism to balance out our idealism. The three of us attended the CBA meeting in Mystic, Connecticut, in January 2020 to see if we could find out something about the boat’s origin. What we found was an incredible community of catboat enthusiasts. This meeting energized us and renewed our commitment to take on *Tradewinds* revival.

Interestingly, we learned of an article by Norm Daunt, the prior owner of *Tradewinds*, searching for information on her origin as well. The article was published in the spring 1981 Bulletin (No. 64). I knew of Norm Daunt by then; however, he passed away

in the late 80s. As far as we can ascertain from all the input we received, the boat was built by Captain William Phinney but we have been unable to verify this. We did receive a number of other leads, none of which have led anywhere...yet.

With my friend, Willie Mason, we made the trip to work on *Tradewinds* in August 2020. It was supposed to be a six-week trip. It ended up being two and a half months.

We got an amazing amount of work accomplished. This was the time we really peeled back the onion. I had arranged for a survey before we made the trip down. Willie and I worked for ten days to clean everything out so that Tom Eve, the surveyor, could do his job. I built a gantry and hauled out the engine.

To be honest, as we approach the survey day, I was not sleeping well. I texted Peter Maddock and told him Tom Eve was going to survey the boat on a Thursday morning. Peter arrived first; Tom arrived ten minutes later. I learned a lot that day about *Tradewinds* and was glad we saved a worthy boat from a watery grave. I found out, not unexpectedly, the work she needed would be costly and time consuming.



Lots of work to do!



Porthole cleanup underway.

I've thought long and hard about this. I'm willing to put my all into this project. There is a lot I can do myself. There are though, aspects of this project that need experts to have the work performed the right way.

Mother Nature doesn't fool around, and neither can I. When it's a beautiful day and the sea is friendly, that's sweet. Boats need to be built with the other days in mind. In a boat everything works together.

Tradewinds restoration is projected to take around three years. We estimate the cost at around \$32,000 to include centerboard trunk repair, resolving engine issues, and replacing the mast and rigging. I dropped off the engine at Transatlantic Diesel Marine in Hayes, Virginia. I then went to see Sam Gervais at Low Country Maritime School in Mount Pleasant, South Carolina about the mast. And as for the centerboard trunk, I will take on this project myself with the help of Peter Maddock.

Step 1 is to prepare *Tradewinds* for transport to Massachusetts. Step 2 is where my skills will come

into play. Once she is in Vineyard Haven, I will be able to start the process of restoring her as closely as possible to her original 1913 condition. The goal is an authentic restoration but with modern electronics and navigation systems



Portholes with excess paint removed.

The projected outcome: *Tradewinds* sailing again in her true glory with passengers experiencing the

joy of a century old sailing vessel and (hopefully) the income from paying customers sustaining this magnificent catboat.

To accomplish these objectives, I need to raise funds. Our immediate goal is \$32,000. We are starting by spreading the word to people potentially interested in this project. Next, we will launch a crowdsourcing effort. This will allow us to sail and motor *Tradewinds* from South Carolina to Vineyard Haven.

Our hope is that with the internet we can get some momentum going for discussion, to build support, and share enough ideas that the restoration takes on a life of its own. If you think this project is noble, I ask you to consider making a donation. At minimum, please follow us online at: <http://www.catboat1913.com>

Donations can be sent to Tradewinds c/o Patty Scott, Treasurer at 4706 N. Illinois St Indianapolis IN. 46208. Donations are not tax deductible at this time.

1. My log with the whole story can be found at: www.catboat1913.com, the website my sister Patty created for *Tradewinds*.



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Keeper of the Light

Jay Webster, Editor

Tim Lund

Jay and Di Webster

As most of us know, Tim Lund, our outgoing Steering Committee Chair, stepped aside at the CBA Annual Meeting in Mystic, Connecticut, on March 19, 2022. He handed the gavel over to Nathan Titcomb, another catboat kid, as his successor. We expect that Nate will continue with the great leadership of the CBA in the tradition of his predecessors.

Tim Lund is an original “catboat kid” having sailed with his family to races and rendezvous since he could walk. He is the son of long-time CBA members, Ned and Judy Lund. Tim is a graduate of Taber Academy, Lehigh University and went to graduate school to become an architect. He and his wife Sharon have two grown children.

One of Tim’s greatest abilities as Chair was to surround himself with steering committee members of many talents who were willing and able to work with him. One of his biggest contributions was bringing the CBA into the 21st century by creating a website that all members could access. This was a monumental task as it required technically-talented members to work in the development and continual

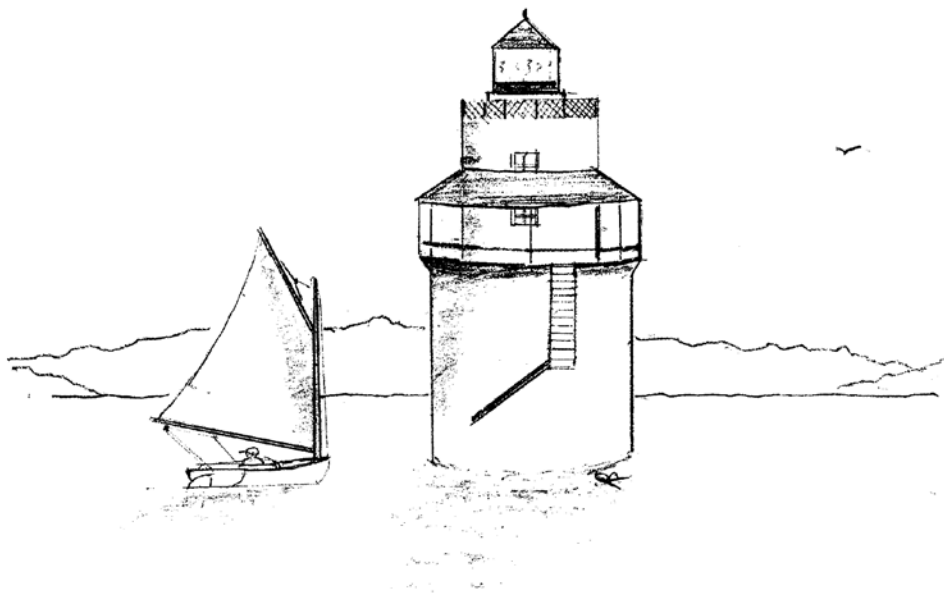


tweaking of the CBA website. This also had budget implications that can be difficult for a nonprofit organization that he was able to favorably resolve with the assistance of his CBA Treasurer, Tim Fallon.

Another of Tim’s successes was the 2012 50th Anniversary of the Association held at the historic Mystic Seaport, July 6th-8th, in Mystic, Connecticut. More than fifty catboats arrived that Friday evening, including the *Silent Maid* and *Kathleen*. Members from all over the country attended and special members from Italy and Holland enhanced the gathering.

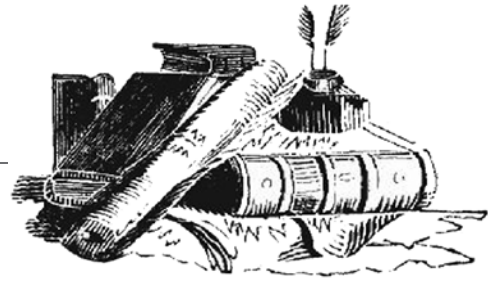
A beneficial accomplishment Tim achieved was incorporating advertising into the Bulletin which helps defer the ever-increasing costs of publishing and delivering this extraordinary publication to the CBA membership.

Tim’s sense of humor, and ability to laugh at himself, kept steering committee meetings both fun and productive. The “proof is in the pudding!” We congratulate Tim on a job well done and look forward to continuing our friendship with him at future catboat events.



Book Review

Ned Hitchcock, Contributing Editor



Whaling Captains of Color: America's First Meritocracy

By Skip Finley

Naval Institute Press, Annapolis,
Maryland, 2020
Review by Ned Hitchcock

Recently I had the good fortune to hear a talk by the author of this book. Both the author and the book are remarkable. Mr. Finley, currently a resident of Martha's Vineyard, is a compelling speaker, and his book investigates this previously unexplored area of maritime history. Early chapters point out the difficulty of sailing captains of color to achieve anything like parity with white officers. He describes the overall history of whaling in the 19th century and how sailing men of color gradually gained access to careers in the trade.

The early chapters begin by discussing Paul Cuffe, from Westport, Massachusetts, who on the first of many similar trips, led his all-black crew and his ship, the *Ranger*, up the Nanticote River in Virginia to deliver his merchandise and return to Westport to sell the cargo of corn he'd purchased. He was the first of many captains of color, including enslaved and free

Africans, and Native Americans to serve as masters of merchant and whaling vessels.

The book narrates the stories of as many of the captains as Finley could track down in this extremely detailed work. He identifies individual captains, their voyages and often several generations of their families. He corroborates his information thoroughly. In so doing, he creates a stunning volume that merits the admiration noted by such maritime history experts as Nathaniel Philbrick, Philip Hoare and Eric Jay Dolin.

In thinking about the men that Mr. Finley identified, I was reminded of the "international" crew of harpooners on Herman Melville's fictional whaling ship, *Pequod*. *Whaling Captains of Color: America's First Meritocracy* will be a welcome addition to any collection of whaling/maritime literature.

Dear Readers of the Book Review,

Several years ago, I agreed to edit the Book Review and have made every effort to have a new review in every issue. That worked well until recently when, for various reasons, I haven't been able to do this. Bill McKay, Mark Lovewell, Peter Knowlton, Terry Gips, and Spencer Day have generously contributed reviews since then. With this issue I am retiring as editor of the CBA Book Review. Best of luck and fair winds to whomever takes over the column.

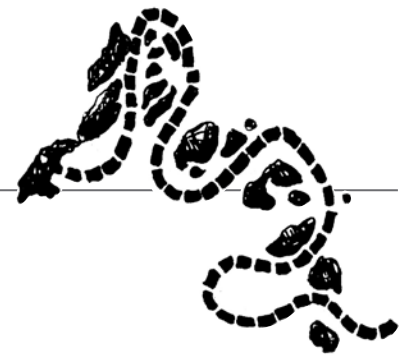
— Ned



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Short Tacks



C. Henry Depew

(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 think this research might be useful.)

Electrical Issues

While a non-electronic diesel engine has its own quirks, most keep running as long as there is fuel, air, and the cooling system works. At least, the Perkins and the Westerbeke diesels I have owned did. Once started, they ran.

Such is not the case with a gasoline engine. Yes, the engine needs fuel, air, and cooling. But, it also needs the “spark” to ignite the fuel vapor in the cylinders. Without the electrical connection working properly, the engine will not start and once started will not run properly. Starting the engine and keeping it running requires the battery, starter, and electrical system to be in good shape.

Way back when, we had a sixteen foot boat with a 165 h.p. inboard/outboard engine. One time on the water when we were coming back from race committee activities, the engine simply quit and would not re-start. One of the participants in the sailboat race came by, threw me a line and started towing us back to the harbor.

After about twenty minutes of being a floating anchor to their vessel, I tried the engine and it started. I gave them back their tow line and headed for the harbor. Then, at the entrance, the engine quit again. While waiting for the boat to get to me, I tried the engine and it started and ran. Fortunately we got to the float before it died again.

Later, I was talking about the problem at the post-race party when one of our members, a mechanic, suggested I replace the coil as the symptoms were those of a coil failure. I replaced the coil and all was well. The problem was the coil was overheating, causing an internal connection to open, resulting in no current to the spark plugs.

Another problem with engines that need the spark is the electrical connection between the battery and the rest of the machinery. In this case, when attempting to start the engine it would not turn over. The connections to the battery and starter were tight and the battery was “good,” but when the key was turned, all I heard was a “click.”

This particular set up had two wires to the negative post of the battery. One was the ground wire to the engine/frame and the other was a ground for those items not grounded to the engine/frame. The former was not making a good connection. Once I had taken things apart, cleaned the connections, and put everything back together, all worked nicely.

A boat's electrical system has no “frame” to ground electrical items. It is all a two-wire system with the positive and negative wires going from the switch/fuse panel to all the electrical/electronic items. The ground connection on all of the devices is essential for those items to work properly.

A Winch Platform

If you tow your boat, you sometimes need to get to the winch after the trailer has been backed into the water. Most trailer tongues are a bit narrow for one to walk on and ramps can be quite slippery under foot. One solution is to fasten a 2 X 8 on the tongue using U-bolts to hold it in place. The problem is that at least once a year the U-bolts have to be removed and cleaned. And the trailer tongue should, of course, be checked for damage and otherwise kept in good shape.

Another approach is to use 2 x 2s on the bottom of the 2 x 8. The 2 x 2s slip down and “grip” the tongue. The 2 x 8 provides adequate footing and the 2 x 2s keep it stable. Alternatively, 2 x 4s can be used if you want added security. In this case, the winch platform was removed and stored in the boat when towing but is available at the launch ramp when needed.

A Boat Bag

For most of the years I have been sailing, I had a “boat bag” that went with me. In the bag were sailing gloves, a wind speed indicator, some small line, duct and electrical tape rolls, a rigger’s knife, an emergency VHF antenna, rope fids, whipping line, waterproof matches (the old kitchen kind) and assorted items that might be useful on the water or when on another person’s boat. Over the years, the contents of the bag have come in handy from time to time. I happily have never needed the emergency VHF antenna or the matches.

Lithium-ion batteries

Lithium-ion batteries can be a fire danger. One instance of a shipboard fire was reported and the vehicle batteries involved produced a hotter-than-normal fire, and noxious gasses from the combustion, that could only be extinguished with specialized dry chemicals. You might want to carefully consider such a battery on-board your boat.

Floating Nuclear Power Plants

Coming off-shore (or in the river) near you may be a floating nuclear power plant. One was built and operated in the Panama Canal Zone (the *Sturgis*) between 1968 and 1976 (February, 2022, *Maritime Reporter and Engineering News*, p. 57). According to the article, “Floating Nuclear Power”, seventy-six conventional power plants are floating around today providing drinking water and electricity to remote areas. The next step is to use the idea of floating nuclear power plants to produce non-fossil fuels that can be shipped to on-land storage facilities.

(This material was also published in the May/June issue of *Messing About in Boats*.)



In recognition of National Safe Boating Week, the First Coast Guard District Commander, Rear Admiral John Mauger (fourth from the right), and his staff donned life jackets for this photo. Member Skip Stanley is on the far left. Photo by Public Affairs Specialist Third Class Emma Flaszar.



New Members

Carolyn Pratt, Membership Secretary

WELCOME ABOARD to our new members since Winter 2022

William Barton & Marcia Wakeman, Brooklin, ME
Andrew Bennett, Nantucket, MA
Bob & Janis Bonneau, Brattleboro, VT
Stefan & Kelly Booy, Conway, AR
Alan & Judy Boyes, Trevett, ME
Sean & India Brown, Westerly, RI
Kurt Buchholz, Fairfax, VA
Ben & Susanne Clark, Williamsburg, VA
Read Clarke, St Helena Island, SC
Marc deRaismes, Ocean, NJ
Tom & Gretchen Farley, Mooresville, NC
Richard & Mary Anne Frost, Greenback, TN
Gaye & Tom Hanley, Fleming Island, FL
Cleveland Heath, Westport, MA
James & Kate Hoelscher, Aiken, SC

Edward (Ned) Kelley & Judi Gater,
North Fayston, VT
Andrew & Connie Kepert, Middle Island, NY
Michael Krebs, Glen Rock, NJ
Charles & Nancy Koucky, Bokeelia, FL
Jonathan & Ellie Lash, Northampton, MA
Leonard Lipton, Norwalk, CT
Richard & Jeanne Lovering, Falmouth, MA
Emily McKhann & Andy Cooper, Orleans, MA
Wayne Poulsen, White Gum Valley, Australia
Richard & Brenda Reardon, Marshfield, MA
Patricia Scott & Kari Mann, Indianapolis, IN
Kricket & Howell Smith III, Seekonk, MA
Jerry & Roberta Stein, Blue Point, NY
Bruce Walczak, Newtown, CT



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



188-2. 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



188-4. 1985 Marshall 15' Sandpiper (cuddy). Boat has the following: Hinged Mast for trailering, Completely Remanufactured Trailer, 2 sails, 2.5 HP Outboard (nearly new), Gusher Pump, Anchor, chain and line; Special Trailering Boom-Crutch, Sail and Cockpit Covers, 2 coats of bottom paint (professionally applied), Four new Life Jackets. The sailboat is easily trailered behind a Buick Envision. It is solid and looks like new throughout, deck and hull. Located Weatherford, Oklahoma. \$9,500. OBO. I can deliver for a nominal charge. John Kokalis 940-367-3620 jlkski@suddenlink.net



188-5. 1985 Marshall 22 "Artemis". 18hp Yanmar diesel in-board, double battery system with control panel, fiberglass hull, teak and brass rub rails and coaming cap, varnished mahogany interior trim, drop-leaf table on centerboard trunk, teak hand rails on cabin top, brightwork weathered to reduce maintenance but otherwise tight and clean, rugged bronze deck hardware, custom carved name plate, spring cleat lines, 3-blade and 2 blade props; sail cover; Cockpit easily seats six adults. Built-in ice chest, bimini, full boat cover, CNG compressed stove, enclosed cockpit lockers, 2 drawers in port step, chart drawer under double main bunk, dodger (not installed), manual water pump/sink (with brand new pump), 22 gallon fiberglass water tank, jiffy reefing, electric cabin lights, berth cushions, custom closed cell cockpit cushions, new lazy jacks, brand new centerboard and pin, original bronze wheel, bronze boarding steps on transom and rudder, VHF Radio, 2 anchors, swim ladder, mounted bulkhead compass, solar vent on forward hatch, opening port, Garmin GPS/depth sounder/fish finder, AM/FM radio/CD player with speakers, marine head with holding tank and Y-valve, running lights, displayed in years past at Madisonville Louisiana Classic and Wooden Boat Festival, good condition, ready to sail, located in Mandeville, LA. \$22,000. Contact rickmiller1812@gmail.com



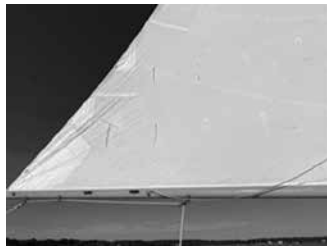
188-6. 1983 Atlantic City 21' catboat. 10.5' beam. Built by Mark-O Custom Boats. Yanmar 2GM20-93 diesel 18.5hp. Well maintained. Teak interior. Cabin & cockpit cushions. Bow spirit teak & stainless steel roller, anchor. Set up for sloop sail. 2 electric bilge pumps, (1st) float switch, (2nd) vacuum. 2 Guzzler manual bilge pumps. Two batteries. Fuse panel & electrical power switch 4 years old. Sail cover 2 years old (button lock, Sunbrella). New center board (powder coated). New mast pulleys & lazy jack ropes. Ice chest & cooler. Edson wheel with cover. 2 Ritchie compasses. Icom VHF M45 marine radio. AM/FM/CD marine stereo. GPS Standard Horizon. Depth sounder. Porta party toilet pump out connected. Life jackets, manuals, & supplies. Located Wickford, RI. REDUCED from \$14k to BO see Facebook Marketplace. Bob Fontaine 401-996-8173 bfon919@verizon.net



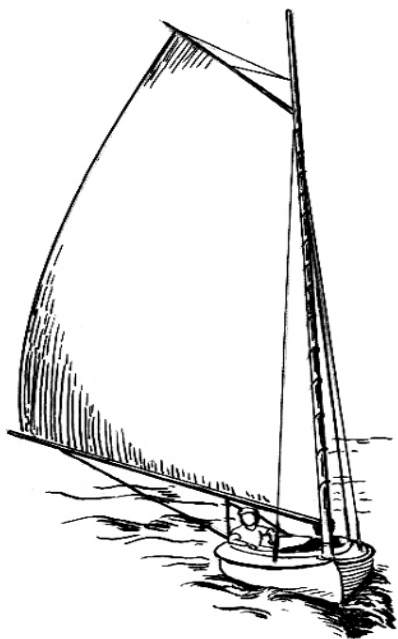
188-7. Cimba is for sale. Fenwick Williams 25, built 1965, professionally maintained by the same yard and person for the last 26 years. Excellent condition. If interested call or email Steve at 978-290-3957, catboatsteve@aol.com for details



188-9. Used Quantum Sail for Marshall Sanderling. Used last season on my own Sanderling. Two reef points. Battens included. One repair performed by Quantum. Maintained annually by Doyle Sailmakers of Salem, MA who rated this sail as Good. Cleaned and packed in its sail bag, waiting for its next season. Available for inspection in Charlestown, RI. Asking \$750. Barry O'Brien 617-967-1227 bobrien@northshorecommunications.com



188-13. 1980 Herreshoff America 18 ft. catboat "Caterpillar" has a new sail, new Suzuki engine, new compass and VHF radio (all 2020). Last sailed November 2020, now on trailer with new wheels/tires. Folding mast. Great boat for the Chesapeake Bay, where it was sailed for 10 years. Don't have time for it as I'm now partner in a 30 ft. sloop. Hague, Virginia. \$9,000. Contact Steve at 703 615 1863 (mobile- no texts, please, it's an old phone).



188-14. Beetle Cat hull # 1549, asking \$4500 Please call 774-353-6053

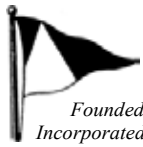


188-15. "Lazy Lucy" is for sale. She is 23 feet LWL, 29 feet LOA. Built to Fenwick Williams' 8-C (21-foot) design, the builder, Scott Hershey, consulted with Williams to stretch her and raise the cabin, providing standing headroom below. Equipment, Features & Recent Upgrades: * Cold molded in Spanish cedar with embedded Kevlar/epoxy frames * Yanmar 2GM-20 diesel * Cylinder head replaced (2018) * Pert Lowell & Co. oak mast hoops (2018) * Sail cover by Squeteague Sailmakers (2019) * Arey's Pond polypropylene centerboard – naturally slick; no need for anti-fouling (2019) * Arey's Pond performance gaff saddle (2019) * Spars, topsides and bottom professionally painted by Arey's Pond (2019) * Fully equipped galley * Porta-Potti (enclosed head with standing headroom) * Interior cushions * VHF w/AIS receiver and MMSI * Chartplotter * Fire extinguisher * Delta anchor with chain/nylon rode * Fortress anchor with chain/nylon rode * PFDs * Walker Bay 8-foot dingy w/oars * Four (4) Brownell stands and blocks for winter storage Why are we selling? Relocated for a new job; no room for a catboat of this size. Would consider trade for small fiberglass catboat on a trailer (e.g., Sandpiper, Arey's Pond 14, Arey's Pond Lynx, Stur-Dee Cat, Minuteman, etc.). See <https://areyspondboatyard.com/brokerage/fenwick-williams-catboat/> Want to see her? Please contact Arey's Pond Boat Yard at 508-255-0994



188-17. Sandpiper Wanted. I am a former Marshall Sanderling owner now in need of a recent vintage (2013 or newer) open Sandpiper that has been well cared for. Fortunately and humbly, I can pay top dollar for the right Sandpiper. As a retired geezer with a proper vehicle, I can drive anywhere in the eastern USA to pick up the boat. Basic requirements are the racing package, hinged mast and a road-worthy trailer. Plusses, but not necessary, are a cover and a working motor. Woody Norwood, Chairman of The Catboat Rally Beaufort, SC 678-427-2937 snorwood3@me.com





Founded 1962
Incorporated 1983

The Catboat Association Member Registration

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

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

We strongly encourage you to apply for membership, renew and pay online by going to: www.catboats.org. 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: _____

Check here if you would be interested
in volunteering.

Put any additional information
on the reverse.

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



CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

Item	Color	Size	Qty.	Price	Total
Oval CBA Stickers				\$4.00	
Magnet				\$4.00	
Handy Lists				\$8.00	
Tote Bag				\$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	

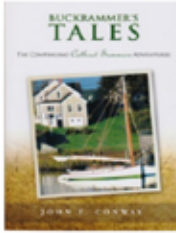
Navy, Stone, Stone/Blue, Nautical Red, Pale Pink, Lime Green, Baby Blue (Please Specify Original Logo or Burgee only) Periwinkle (Orig. Only) **Total \$** _____

<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



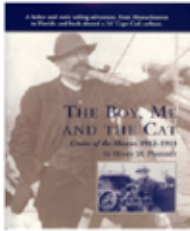
Buckrammer's Tales



The Competitive Cat



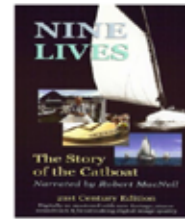
The Catboat and How to Sail Her



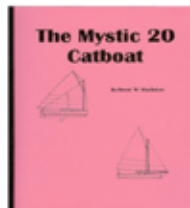
The Boy, Me and the Cat



The Catboat Era in Newport



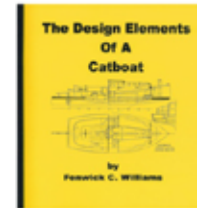
Nine Lives DVD



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

CBA Mailings

Throughout the course of the year, we send out five mass mailings—three bulletins and one year-book/directory and the dues bills. Without fail, we receive multiple returns from members who are away from their main address for extended periods—and these returns cost the CBA money. You may not know but the website is able to store an alternate address for each of these mailings— you can even specify which address to use for which mailings. Please take advantage of this or email membership@catboats.org with updated information.

Your Amazon Purchases Can Benefit the CBA

The next time you visit Amazon.com, use that purchase to benefit the Catboat Association. First, type in smile.amazon.com as the URL and you'll be asked to choose the non-profit of your choice as a beneficiary. Next, make your purchase as you normally would and a small percentage of the purchase price will be donated to us! Note: You have to do your shopping at smile.amazon.com every time; you can set this up on the phone app.

CBA Website

The CBA website www.catboats.org has a multitude of interesting things including:

- A gallery of photographs
- Member resources including: Annual Meeting information, instructions on writing for the Bulletin, all previous Bulletins and the current Yearbooks
- The Races and Rendezvous Schedule
- Catboats for Sale classified ads
- And much more

Catboat Association on Facebook and Instagram

Check out the Catboat Association Lounge on Facebook: [Catboat Association Lounge](https://www.facebook.com/CatboatAssociationLounge) and Instagram: [thecatboatassociation](https://www.instagram.com/thecatboatassociation).

Writing for the Bulletin

Who doesn't love a good sea story? Tell it. Got a good how-to? Send it. Learn something new? Share it. Catboat kid stuff is great too: journals or pictures, models or artwork, stories or book reports—we'd find anything from their point of view of interest. Take a look at the categories on page 2 and send your text (Microsoft Word .doc or .docx files) and separate photos (.jpg files) to the appropriate Contributing Editor. Indicate where you think photos should go in the body of your article and the printers will take care of actually putting them there. (Don't embed them yourself, please.) Not savvy with Word? Don't let that stop you. Type your piece in an email and attach the photos and we'll see what we can do. This is your Bulletin! Submission deadlines: Fall Bulletin: Labor Day; Winter Bulletin: January 1; Spring Bulletin: Feb. 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!

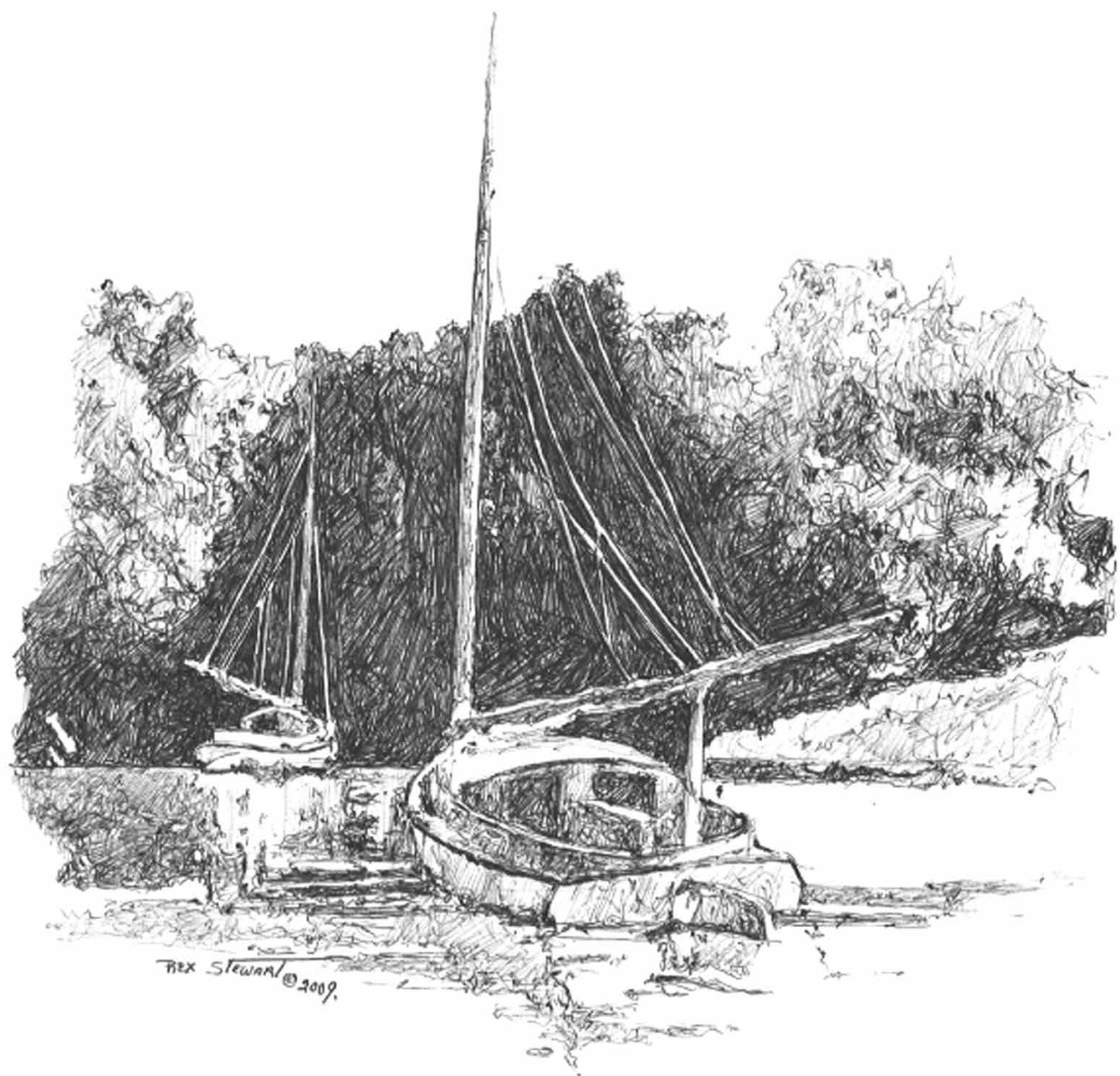
Change of Address for Membership and Renewal Payments

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.





ON THE BACK COVER

Tim Lund, age ten, rowing *Red Squirt* on Lake Tashmoo (on Martha's Vineyard) in July 1975. The family was likely there for a rendezvous. This photo was taken by his mom, Judy Lund. Tim still owns *Red Squirt*.

