

# Catboat Association Bulletin



No. 189



Fall 2022

# ON THE COVER

Two Herreshoff 18s crossing during the 2021 Great South Bay Rendezvous.  
Charles Huberman is skippering #664; Mark Seal is skippering *Jean Seal*.

Photo by Gail Donohue

# Catboat Association

www.catboats.org



## BULLETIN NO. 189

Fall 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.

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

Members receive the Catboat Association Bulletin (ISSN 2689-7067) published three times a year (spring, fall, winter) and the Catboat Association Yearbook. The single-copy price of each is \$10.00.

See the membership application within. Make check payable to the Catboat Association, Inc. and mail to: 322 Concord Road, Wayland, MA 01778-1121 or apply at [www.catboats.org](http://www.catboats.org). Printed by Diverse Graphics Services, 15 Hitch Street, Fairhaven MA 02719. Copyright 2022. All rights reserved.

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

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

Notify Carolyn Pratt at the address above.

# From the Editor:

As Eric Peterson stood before the crowd after being presented with the 2022 Dolphin Award he said, “The catboat brings us together and this is all about the people. Catboats have a way of finding the nicest people to be their owners.” And he’s right. I’m hard pressed to think of another organization where so many people rally around a particular *type* of boat. Sure, there are classes of one design boats all over the world and they form organizations and hold races and so on. But to have an association such as the CBA is truly remarkable. Add to this the fact that these boats share a history bordering on myth. This includes, as you know, that no one even knows (for sure) where the name “catboat” came from. My personal favorite tale is that cats would descend upon catboats used for fishing after they returned to port. I have this image of a bunch of cats swarming all over the boats looking for fish scraps. But that’s just mine.

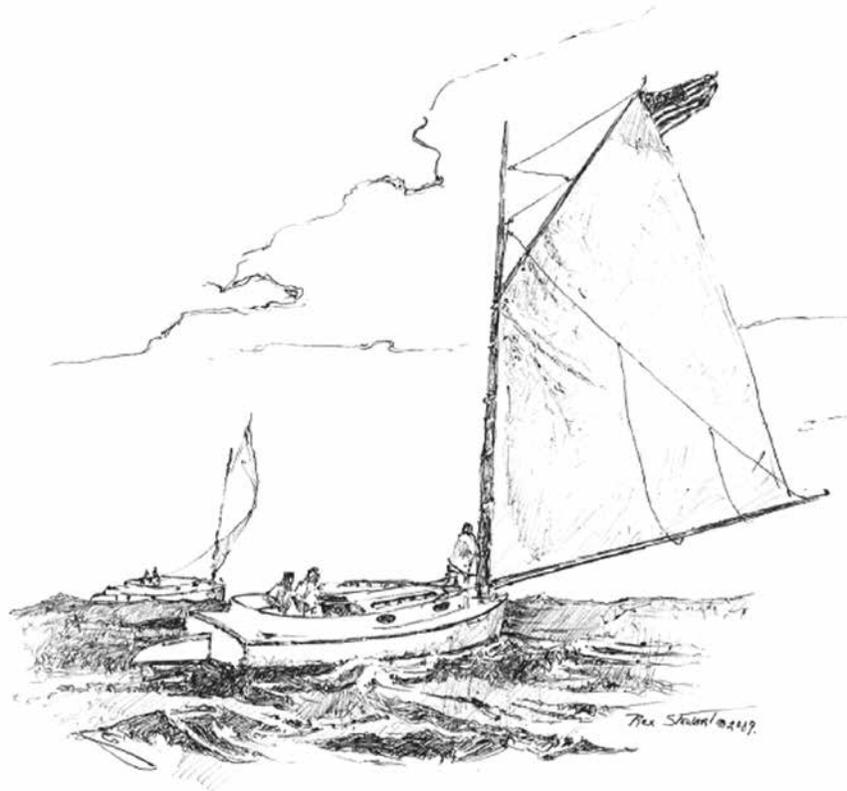
Our members have an interest in all manner of “catboat things,” old and new, and that includes their history. This issue is no exception as John Conway continues recounting the mystery of *Marvel* as he continues her rebuild and Phil Carling uncovers a



previously unknown journal of a famous catboater. To find out who, see the feature in this Bulletin.

As the CBA moves forward into its seventh decade, we continue to modernize our boats with new equipment, new materials, new electronics. At the same time we remember, and even celebrate, the origins and history of these wonderful boats.

— Skip Stanley



# Now Hear This:

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## View from the Top – Nate Titcomb, Steering Committee Chair

For those of us in the Northeast, the days are getting shorter, the temperature is dropping and we are spending more time thinking of holidays and winter activities than we are of sailing. Hopefully, you have all had your fill of perfect summer sails, gathering with friends, catboats and great times on the water to hold you through the cold months.

For those of you in the warmer climates, I am jealous beyond words of those warm winter days where you are able to go for a sail. I am, however, looking forward to seeing so many of you during the last week of January 2023 for the Annual Meeting. Our volunteers are hard at work planning the seminars, activities and feature speakers. We have a fantastic lineup of presentations in the works for new and old catboaters alike. With the restrictions and concerns of the past few years seemingly behind us, I look forward to seeing so many faces, and to hear of adventures, yarns and other stories in person. See you in Mystic!

— Nate

## Annual Meeting 2023

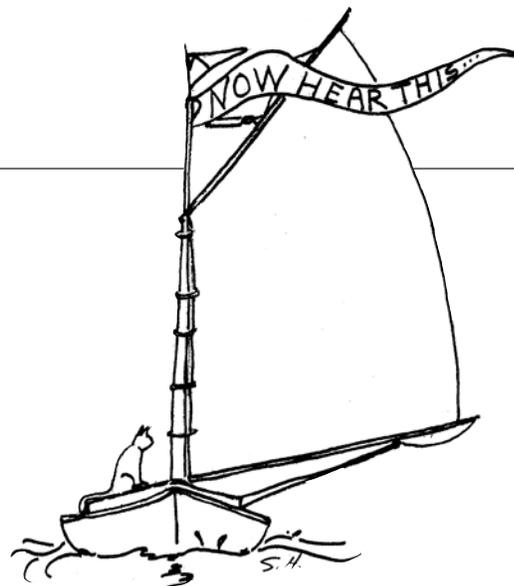
The Annual Meeting will be held January 27-29 at the Mystic Marriott in Groton, Connecticut. As always, there will be a welcome/happy hour Friday evening. Saturday's agenda includes: the Catboat Resource Show, CBA publications and merchandise, six breakout seminars, and a luncheon featuring the presentation: "The History and Restoration of the Catboat *Marvel*." The flyer is available at: [www.catboats.org/AM2023](http://www.catboats.org/AM2023)

Register online at:

[www.catboats.org/AM2023Reg](http://www.catboats.org/AM2023Reg)

## Photos Needed for the Annual Meeting Slide Show

Got a nice photograph of your boat? Make it part of the rolling slide show at the annual meeting. Email it, as a jpeg (.jpg) to [neil.titcomb@catboats.org](mailto:neil.titcomb@catboats.org). We're particularly interested in photos of you and your friends and family having fun!



## 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](mailto:tim.lund@catboats.org)

## Photography/ Arts Editor Wanted

The Bulletin staff is looking for a volunteer with an interest in photography to get 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](mailto:bulletin.editor@catboats.org)

## New Book Review Editor

We're happy to announce that Dan McFadden has taken over as the Editor of the Book Review column. He takes over from Ned Hitchcock who had been the editor since 2014. Thank you Ned for your insightful reviews and best of luck!

## 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 presented “to the skipper and/or crew who completes a voyage of note in a catboat or to recognize a significant act of seamanship.”
- **The Broad Axe Award.** Established in 1976, the Broad Axe Award is presented to recognize a “significant achievement in catboat construction.” This includes, but is not limited to, the restoration or refitting of an old catboat or building a new one.

Email your nominations to the awards committee at [awards@catboats.org](mailto:awards@catboats.org) and tell us why you believe the individual deserves to be recognized.

## CBA Donations

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

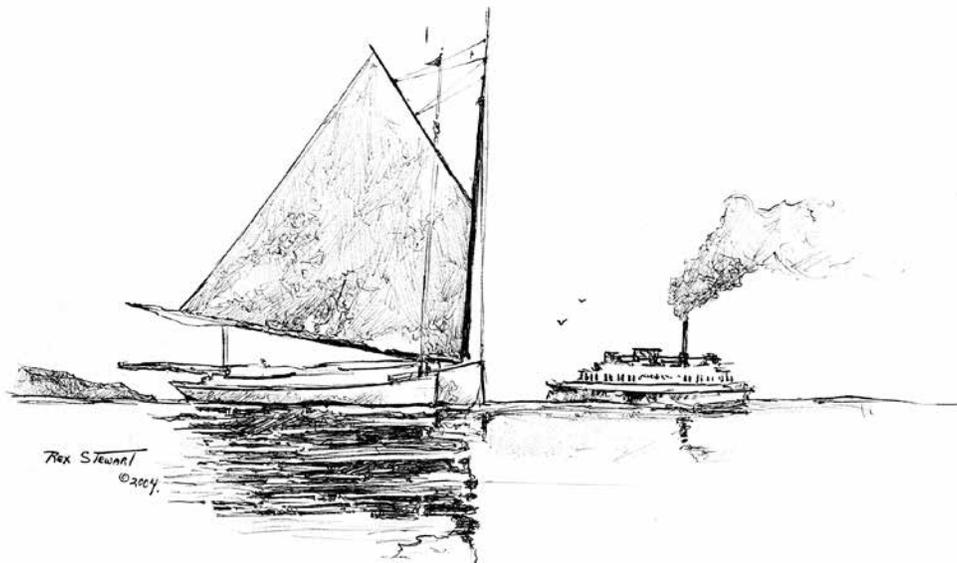
## BoatUS Membership

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](mailto:coopgroup@boatus.com), or visit their website: [www.bostus.com/group/default.aps](http://www.bostus.com/group/default.aps)

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!



# A Cruise in the Catboat *Borbolita*, 1902

Henry M. Plummer

*Introduction - As you know from the spring Bulletin, Tabby, our 1947 Fenwick Williams cat, sustained extensive damage in the fall of 2021. She is currently being rebuilt by Dave Pearson and his associate Oliver Smith at the Wooden Tangent Boat Works in Mattapoisett.*

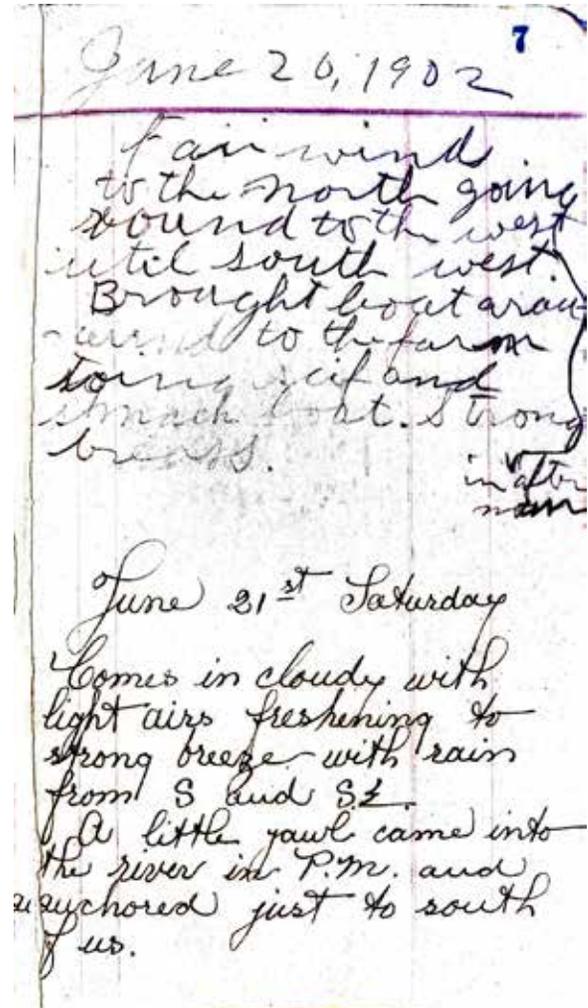
Oliver and many generations of his family have lived on the south coast since the 1860s. One day when I was at the shop he said to me, "Do you know who my ancestor was? My great-great grandfather was the guy who sailed a catboat to Florida from Padanaram in 1913 and wrote a great book about it called "The Boy, Me and the Cat." "The Boy," then 22 years old, was my great uncle!" As it turns out, Oliver and I both have original mimeographed editions of the book, with black construction paper covers, and bound with cod line.

Sometime later, Oliver told me that he had a lot of old material about the family, "a bunch of falling-apart albums, newspaper clippings, and stuff." Given my part-time work restoring antiquarian books and manuscripts, as well as building archival boxes to preserve them ([Biblioboxes.com](http://Biblioboxes.com)), I offered to stabilize the items and build enclosures for each album and journal.

Subsequently, Oliver provided me with a whole range of material dating back to the 1880s. Going through them, I discovered a small leather bound forty-four page journal, carefully, but very lightly, written in pencil, describing several south Massachusetts-coast cruises in 1902 aboard the catboat *Borbolita* (Portuguese for butterfly). Based on several photos in the journal, the cat was about 20 feet long with a small cuddy cabin. I was surprised and, indeed, thrilled to discover the author was Henry Plummer, Sr., age 37, who was accompanied on the first cruise by his son, "Plum", the "Boy", then aged 12. Enjoy the story. There will be more Plummer family history coming, but I have yet to discover another catboat logbook.

— Phil Carling

*Note: In transcribing Henry Plummer's journal, every effort was made to accurately capture its character. Henry's spelling was retained to preserve the charm of the original document (e.g., "segars" for cigars and "layed" for laid). Some photos were, however, omitted for space considerations but did not detract from the story.*



Page 1 of Henry Plummer's journal.

June 20, 1902

Fair winds to the north going round to the west till south west after storm. Brought boat around to the farm towing skiff and smack boat. Strong breezes.

*June 21st Saturday*

*Comes in cloudy with light airs freshening to strong breeze with rain from S and SE. A little yawl came into the river in P.M. and anchored just to the south of us.*

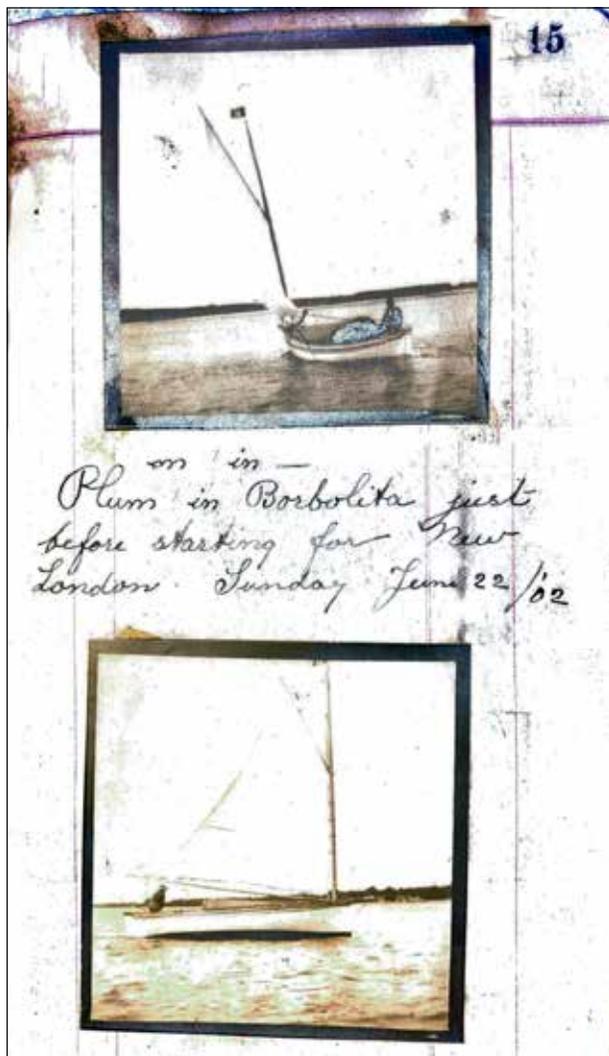
*Sunday June 22<sup>nd</sup>*

*Potomska*

*Morning comes with clearing skies and fresh cool breezes from the N and NW. Henry put us onboard and Plum got under way while I stayed in Henry's boat to take a picture. While tacking about Plum's hat blew off and in trying to pick it up he ran ashore on Alle's Point.*

*We soon had her pulled off and going again and after getting our picture we said good bye to Henry and with Harvard flag at mast head and single reef in the sail squared away down river on our long journey to New London at 10-30. Off Barney's Joy the wind let up and we shook out reef and bowled along toward Gooseberry Neck. Soon after passing the neck our trouble began for the wind petered out to a flat calm and the heavy swell raised by the south easter of the night before set us rolling and flopping in a way most uncomfortable to the stomach. This sort of thing lasted for hours and was most tiresome. On the turn of the tide came light breezes from the S.W. and by 6 P.M. we had worked our way off the Newport bathing beach where it again fell calm and we dropped anchor. While rolling and slatting we managed to cook and eat a good hot supper and when by 7-30 a little night air sprang up from the west we got our anchor and stood to sea. Plum turned in well*

*tired out and I jogged along slowly with a fair tide toward Pt. Judith. The lights twinkled on shore and the steamers glowed a mass of light as they sped westward. The moon came up big and round and the night was made perfect. I cuddled into the cockpit and worked her on until midnight when I had Pt Judith abeam*



*Monday June 23<sup>rd</sup>.*

*Finds us fetching along the Point Judith beach and the tide just turning ahead with the wind a breeze from N X W. Just after passing the break-water I eased my sheet and lay to for half an hour while I crept below and heated me up a*

bit of stew and a cup of coffee. Plum never stirred in his sleep and I crawled on deck again and was soon bowling along close hauled to the westward.

Day broke clear and bright and the wind rose with the sun until it came off the shore in little chunks that hove me over to the wash-board. I soon put in a reef and with smooth water close-up under the beach made good time in spite of the head tide.

Six o'clock found me off Watch Hill with the tide just turning fair in Fisher Island Sound. A strong breeze N.W. cut the water in a nasty little rips and made things pretty hubbly for a time. By 8 o'clock I had worked past Ram Island lightship and here Plum turned out refreshed by a good long sleep. Promptly layed to and good breakfast and then thrashed away at it again. Just as we neared the mouth of the Thames the tide turned and the wind fell off.

I let out my reef and biff bang the wind backed south west and blew out straight. Our whole sail was certainly too much but she lugged it well and kept it on her until we dropped anchor off the New London wharves at 12 noon.

Put on shore clothes and went ashore for dinner. Then off and fixed up boat, pulled over tarpaulin and left her while we went to Boston so I could go to a dinner.

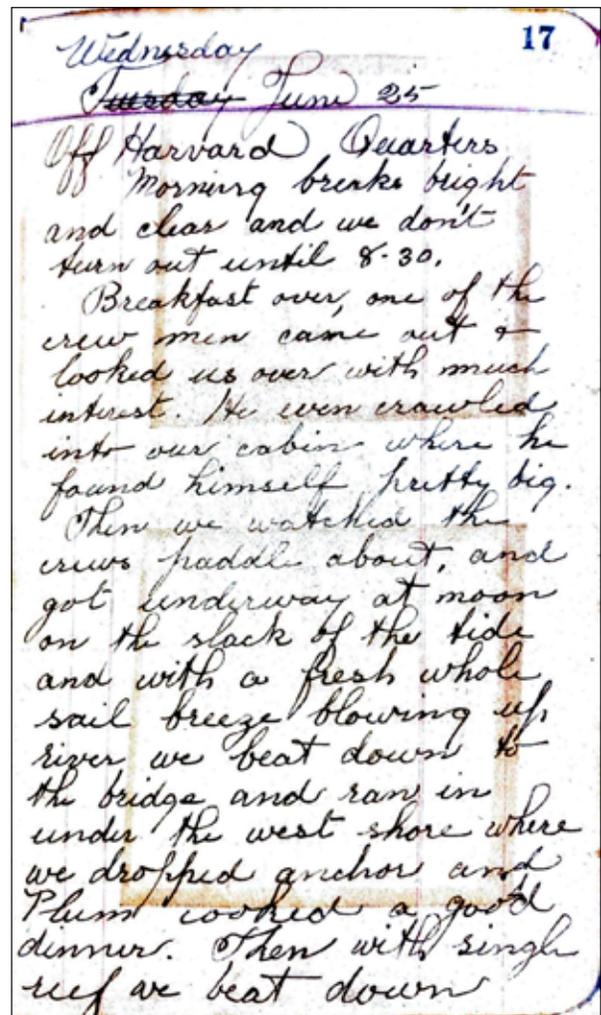
Tuesday June 24th

New London

Back from Boston at noon. Had dinner ashore then off and underway for Red Top up the river. Moored at Red Top Wharf and were just in time to hear the report that Harvard had beaten Yale 10 to 4.

Then away in the launch while the coaches said things to the Varsity crew, the Freshmen and the Four oar.

In the evening a little celebration over the victory at New Haven, some fire works and a bully bonfire. Turned in for a quiet night about 9-30.



Wednesday  
Tuesday June 25 17  
Off Harvard Quarters  
Morning breaks bright  
and clear and we don't  
turn out until 8-30.  
Breakfast over, one of the  
crew men came out &  
looked us over with much  
interest. He even crawled  
into our cabin where he  
found himself pretty big.  
Then we watched the  
crew's paddle about, and  
got underway at noon  
on the slack of the tide  
and with a fresh whole  
sail breeze blowing up  
river we beat down to  
the bridge and ran in  
under the west shore where  
we dropped anchor and  
Plum cooked a good  
dinner. Then with single  
reef we beat down



*Tuesday Wednesday June 25*

*Off Harvard Quarters*

*Morning breaks bright and clear and we don't turn out until 8-30.*

*Breakfast over, one of the crew men came out and looked us over with much interest. He even crawled into our cabin where he found himself pretty big. Then we watched the crews paddle about and got under way at noon on the slack of the tide and with a fresh whole sail breeze blowing upriver we beat down to the bridge and ran in under the west shore where we dropped anchor and Plum cooked a good dinner. Then with a single reef we beat down river and tied up at a wharf until Plum had purchased some provisions and I had filled the water jugs. Then away again until we dropped anchor close in under the shore down near the Pequot House.*

*A noble fleet of steam and anchor yachts rides at anchor just outside of us and are strung up all way up river past the railroad bridge. Plum bought some green peas this P.M. and we had them for supper cooked a la Borbolita to the queen's taste. After supper spent the evening on shore meeting many old chums.*

*Thursday June 26*

*New London*

*The morning came with heavy rain and a blow from S.W. Luckily it did not shift SW or there would have been havoc among the fleet. We were all snug and tight and it bothered us not at all. With the sun came a shift into the N.W. and a piping breeze sprang up. After breakfast we made several calls and lunched on board Mr.*

*Post's schooner which is a boat on similar lines to Mizpah only much larger.*

*Then underway up river with 2 reefs tucked in. Above the bridge was a fine fleet lining both sides of the course and all decorated in bunting.*

*Finding Billy Spaulding's big steam yacht "Isis" anchored in a good place just ahead of President Roosevelt's yacht Dolphin. We asked to go on board dropped our anchor and tied up out of the way, to one side.*

*We were all alone on the Isis, Plum + I and in the very lap of luxury we stretched out on the pile of cushions in the stern and smoked good segars and lapped up soda lemonades, +c. +c.*

*Soon we saw our own boat was dragging down river for the wind was whistling from the N.W. We paddled on board and stopped her with the big anchor and then we rowed over to the "Indolent" to see John Rhodes and his wife.*

*The rest of the P.M. we stayed on the Indolent for she was anchored in a fine position to see both up and down the course. And so when the wind went down about 5-30 and the water was in perfect shape we saw Harvard and make their annual struggle. Saw Yale win her race grandly by an length + saw Harvard pull a game, determined race and lose by a small margin. Then in a half hour the freshmen swept by, and as they passed us the boats near on nearly even terms, and so they pushed on to the line and the judges called it a dead heat. I cannot now recollect such an event happening on the Thames before.*

When the excitement was fairly over, and some of the boats had cleared away down river, we waved our hand to the Thames and up anchor for home. It was almost dark as we slipped under the bridge and the red and green lights twinkled all about us. Running far under the east shore we got out of the track of the steamers and Plum went to work cooking a mess of peas and making a cup of coffee. The wind nearly fagged out and the tide turned strong ahead as we entered the "Sound" and I dodged close into the cove along the north shore. Plum had just rolled into his hammock about 10 o'clock when I caught sight of a large, dark object on the starboard bow. It looked like a big low rock and I just put my helm down quick, but there was a fair air stirring and an eddy of tide caught me and swung me down onto a lot of stakes and lines and I was soon all hung up in the leader of a fish trap.

Called Plum on deck and dropped sail. Found we could not push her off with boat-hook or oar so jumped into tender and pulled her out. As all the lines were newly covered with coal tar our hands were a mess and the morning showed our newly painted boat a mess and plenty of tar daubs on our oar.

Soon after this I barely escaped hitting a spindle off the next point and as there was no chance of beating this tide we sneaked in round the first point of land and after dodging several traps I dropped anchor about 11 o'clock to wait for a better chance. I caught an hour's nap on the floor and about 1 o'clock I began cooking myself some grub and when it was stowed away a nice westerly breeze sprang up and I quietly slipped

away to the eastward at 10 min. of 2.

A fair tide and wind makes quick work in Fisher's Island Sound, and I soon slipped by Ram Island Lightship and then on past.

And so with the bright light of the moon I soon brought the sound of the surf roaring in the reefs to my ears and felt the long swinging heave of a grand old ocean swell.

20 minutes past 3 o'clock found me with Watch Hill abeam, a freshening breeze and day breaking fair + clear in the north east.

Away we went, the breeze ever freshening and fricking on and when the sun jumped up a great golden ball, it shown on a sparkling sea covered with tiny whitecaps. I certainly made more time for a little foot down that beach, but just before reaching the breakwater I thought it prudent to heave to and tuck in a reef. Plum took a look at things here, but the seas looked mountains high from the boat and he decided he better have another nap. At 6-50 I was turning Pt. Judith and rolling the boom into the seas as we swung on.

Down the Narragansett shore the puffs came harder and harder until I put in my second reef. A little look at Narragansett Pier and then we squared away for Newport.

Plum came on deck here and taking the helm gave me a chance to doze a few minutes in the cockpit. By the time we ran into Newport the breeze was strong enough for a couple more reefs but we slacked our peak and ran in to anchor off the Shot-Tower at 9-45 having made a run of miles in

Ashore for dinner and then to a little one-ring circus in the P.M.

After supper ashore, we went on board tidied up the boat and turned in for a sound nights sleep.

Saturday June 28

Newport to Potomska

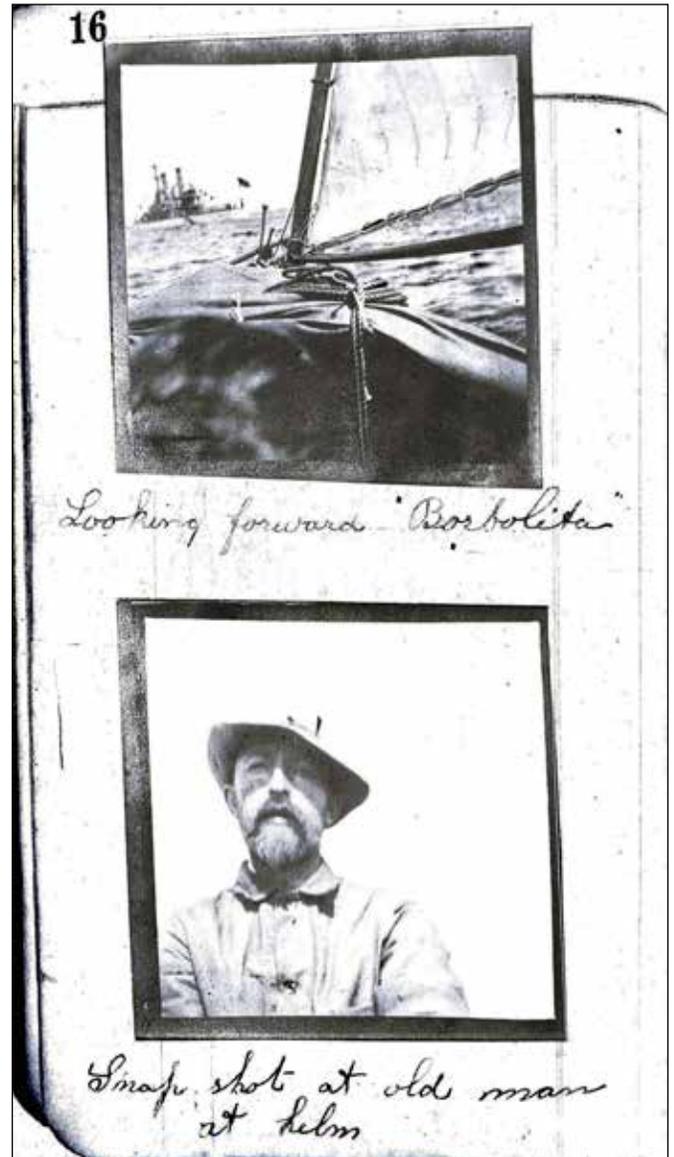
Away right after breakfast with bright skies and a reefing breeze from the W X N.

A tack or two gave ow a chance to try and get a photo of the battleship Indiana and then we squared away out of the harbor and ran close along the east shore to avoid the strong flood tide.

Inside of Brenton's reef where we got good water quite close to the big breaker and then squared away to the eastward.

Noticed a strong westerly tide eddy to the eastward of the reef and we had to go off shore quite a way before getting the main easterly tide. Then the breeze flattened and we shook out our reef and slipped along with the tide and wind as far as Sakonnet where after a few moments of almost flat calm, this breeze came in fresh and cool S.W. and away we bowled for the Chickens. By the time we reached the Gooseberry Neck channel the wind had piped up to a strong reefing breeze, and the tide having turned westerly there was a nasty rip in the channel and we found it very convenient to drop our peak and ease the helm. From here to Barney Joy we carried our Cape Cod reef and them peaked it up again as we hauled up river and took our moorings

To ends a most successful cruise in every way.



Saturday July 12th

A heavy southwest was sweeping into the river as Henry and I dropped our mooring with two reefed main-sail made one or two short hitches and then struck the starboard tack for a long stretch, way across the bay into the harbor of Cuttyhunk. As we drew out into the open water we met a strong ebb tide kicking up a very lumpy bit of water.

Fortunately the seas were big enough to give us a chance over them and we bounced and spluttered along with such a dry cockpit that we never thought of putting on our oil skins. Pune rip sent a few showers of spray in our faces, but nothing to bother and we went bowling by the western end of the island, across Cuttyhunk Harbor and with a fair tide were soon at anchor in the pond. Henry promptly ashore collecting treasures from the beach, and I at work on supper. Then Henry ashore again and on his return as night came on, he reported having met a huge wild cat on the shore that wagged its tail and fled as he threw rocks at it. He was more easy in mind as he saw a flock of sheep peacefully feeding near the beach when he turned out in the morning.

He rolled into his hammock and was asleep in 5 minutes and I followed soon after.

Cuttyhunk  
July 13/02

That boy Henry is a holy terror on the getting up act. By 5 A.M. he was wriggling and twisting until sleep for the old man was out of the question, and I turned out too. Here was a morning fine and daisy and we soon had a good breakfast stowed away. Then to the beach again where Henry went in bathing and showed that he could do quite a trick at swimming.

After the collection of more relics and smooth stones it was away on the boat and to sea once more with a nice little wholesail breeze and smooth water.

We were soon along side of Mizpah and found Capt Covil and party busy fishing between Peneke and Gull Island. They had a fine lot to show us, and while the fish stopped biting soon after we came yet Henry managed to pull in a 5 lb tautaug which gladdened his heart and eyes for many a day.

Then up sail and away for home with a nice breeze and sunny seas.

At the moonings by 4 P.M. and so we ended a nice little cruise.

July 19th

Comes in with hard rain and most uncompromising appearance generally.

Morgan almost in despair as this is the day for his cruise.

Rain let up by dinner time however, by 2-30 we are off and away with the wind just a breeze north east and our sheets just easy as we reach over for Cuttyhunk.

A little over two hours saw us snugly tied up in the pond, and while I went to cooking supper, Morgan made exploring expeditions to the shore and about the harbor. In the evening a row and short visit on board Mizpah at anchor in outer harbor. Then Morgan to his hammock where the strange surroundings made it hard for him to get to sleep, and this he didn't do until I turned in myself.



*Cuttyhunk  
July 20*

*After a rainy night with breezes from the east and south-east, we turned out to find a dark, cloudy day with wind again backed into the northeast. But not blowing hard. After breakfast we had a turn on the beach and a visit to the yacht nearby, then up and away. Found Mizpah fishing off the west end of Pune so went along side and Morgan tried his luck without success. Then as fish struck off and the sea picked up, the Mizpah up anchor to find smoother water. We took our sheets aboard, and the way we walked to windward of old Mizpah was a caution. The air was light and the sea a bit lumpy and while the*

*schooner could out foot us. Yet we had her at our mercy. We beat up to the fishing ground between Gull Island and Pune and there went aboard him again, and Morgan landed a nice 4 lbs tautaug and a smaller one.*

*All of this time Mr Buxton was busy of chowder and when we tackled it about 2-30 it certainly was worthy of the time spent in its preparation.*

*Then off for home with full sail, started sheets in an ever freshening easter.*

*The rain was spitting as we beat into the river but we were soon snugly tied up to our moorings and had ended our little weekly cruise.*



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# The Rusty Iron Sail – The Year of My Cat’s Absent Purr

Tom Sieniewicz

*Pequod*, a Beetle, and *Petunia*, a Crosby, are moored in the far northern reaches of the catboat fleet in the United States of America.

*Petunia*’s engine quit on opening day in April. I wanted to write about the wonderful catboating lessons I learned from this year: a year of no voyages and limited sailing.

Never complain about your “yacht” in mixed company—mixed company of those who don’t sail or own boats, or wooden boats. I have never thought of catboats as “yachts”; there’s not enough head room, and none are owned by Russian oligarchs. But our *Petunia* does float by discretionary income, leisure time, inherited sailing skills and arcane vocabulary. I never have boat troubles just more adventures.

*Petunia* is well known to readers of the Catboat Bulletin, as I have published excerpts from her onboard logbook twice. (Bulletin numbers 180 and 187). *Petunia*’s logbook entries are few this year. The cruising has been very limited in range as her engine did not purr this summer. However, the quality of my catboating has been transformed by this dry season of boating.

Catboats are timeless and have stayed the same for almost 200 years. I would expect that excursions on ours would always be familiar and the same and I would be happy. There is a magic to our catboats: even though they are timeless, they give us new adventures and perspectives almost every time we go out. The more *Petunia* is moored in sameness, the more she’s afloat for adventure—new perspectives and ideas. This was even true in this year of longing.

I have a longing to go out, far and away, as we have always done on *Petunia*. Repeated excursions, like playing our favorite song on a record over and over again. She’s been out and far away ever since she was built in Osterville, Massachusetts, in 1969. Heck, when I was eleven years old, I wanted to go out far and away on *Pequod* too. Then, I was lovingly and strictly kept close to shore by an experienced Beetle Cat sailor in the person of my mom. She came of age catboating in Beetles on Barnstable Harbor’s

claw-foot bathtub tides in the 1930s and 40s. Alas, this year I am shore-bound because my Crosby cat is broken down.

This summer I sailed the Beetle a ton, a mighty-might reborn as I race close to the sea, salt-sprayed and perched on the coaming, and doing the Beetle doe-si-doe as I tack; turning and spinning all the way around and ducking the boom. The same as it always has been for all of us who ride the waves in our beloved Beetles. I have sailed *Pequod* for more than fifty years. I am as close to one with her as I am with any object. We are now both worn by rubbing and bumping in the same old places.



The author sailing to and from his mooring conjuring a sailor’s “what ifs.”

With a broken engine, *Petunia* in 2022 becomes a Beetle Cat too. Sailing to and from the mooring, she turns slower, drifts further but fouls the mooring tether in exactly the same spot as a Beetle, between the transom and the rudder. But I cannot fend her off the Maine shoreline's pointy granite with a paddle. I cannot splash overboard to push her off in the shallows on an ebbing tide like a Beetle. I can't jump onto the dock and push her backward on her mast to keep her from bumping. She's too big, too precious, and, in motion, too dangerous to try and stop singlehanded.

In 2022 I have a whole new set of a sailor's conjuring of what-ifs. Conjuring what-ifs make our sport. Being prepared for what will happen is often exactly what happens on a catboat. We old catboaters actually can see the future—clearly. I grow properly cautious with my powerless antique wooden catboat—a fragile national treasure.

On the way to winter storage last November, a Catboat-Ovid symptom appeared: congestion. Coolant in the oil of the twenty-two year-old red 14 h.p. Beta Marine diesel. Queries from the boatyard. "No, I've never noticed white foam in the oil and a high level on the dip stick; and, no, I did not put coolant in the oil."

This spring I visit my boatyard and peer into the propped open engine hatch. There the old Beta Marine is decapitated. I look right into the open cylinders, shiny silver, white and gleaming. I am not sure an owner should be seeing that the day that he was hoping to go sailing. A few days later parts are shipped and the engine is reassembled and she hums right up to the mooring all fixed. I turn off the engine. It never starts again.

All my old tricks come to the fore. Bleeding the air from the fuel lines, pumping fuel. Deploying all my wrenches. Allen keys and screwdrivers. I really love the smell of diesel and even relish the scent of it on my hands, although I cringe when some comes out of the bilge pumps, making small, beautiful rainbows on the ocean surface. The boatyard by cell phone sympathetically goes through all the other ways I can troubleshoot the engine and then says disappointedly that they were "hoping that they heard the engine start in the background rather than silence," after I turn the starter yet one more time.



Secretly, I really love the scent of diesel on my hands.

Because *Petunia* is booked for her annual visit at the WoodenBoat School's Catboat Class, twenty-six miles down the coast in Brooklin, Maine, I order a new engine so I can plow with confidence out into the open Atlantic. She is a boat that without the tonic of complete confidence can shrink to be extremely little out there. I also know that catboats were made for sandy bottoms. Maine's shoreline is punctuated by barely weathered pink granite. A shoreline so pointy it can easily punch holes in a Cape Cod hull.

Maine boatyards in the summer are run red hot. I once was told that by the time all the boats are launched, they start getting calls to start hauling some of the fleet back into storage. A tidal rhythm of work. There are not enough Maine boatyards and the ones that still operate are oversubscribed and under-staffed like all business coming out of the recent pandemic.



Without the tonic of complete confidence a catboat can shrink to become extremely little out there.

It's the day I am to leave to go spread catboating so we can dominate the world as a boat class. (Yes, I sport a T-shirt that proclaims "CATBOAT WORLD DOMINATION," a gift from Martin Gardner, perhaps the only person more insane about our boats than I. He has led the catboating class at WoodenBoat forever.) The engine does not work, and I pack to voyage by car to the office in Boston instead. Just as I have one foot in the dingy, I see a boat come into the cove with my mechanic, Mark, at the wheel. He climbs aboard *Petunia*, and he and I try one more time to make the engine work. I am in awe of the way this artist works over the engine. We pull the fuel pump, disassemble it, clean it, oil it, and put it all back together within the confines of the cockpit under the blazing sun. He wields his tools like a Stradivarius, and we have a detailed conversation about how the next generation has not taken up his trade. Reassembled, the engine roars and purrs. Now after noon, I am five to six hours away from WoodenBoat, and the tide is running out. Inspired by Mark's can-do attitude, I decide to go. I need to provision for four days. I am on a schedule and in a rush—two things that are very, very dangerous when sailing.

As I jump back on board, my cell phone flips into the sea. The first time I have ever done this, as I am careful and always put the phone in a waterproof sea bag. Too much of a rush. I carry two radios and justify my departure based on this. I head out into a gray afternoon. At least the wind is building and it promises to be a sporty sail down the Maine coast. I fire up the engine, confident that I could do what mechanic Mark just did if it quits again. Five miles out, I use the engine to fight the now ripping tide. The engine races and roars, then loses power and quits. *Petunia* starts to drift backwards and spin towards the pointy rock-rimmed shoreline.

I have relayed, through my shore bound bride, a message to WoodenBoat that I was, in fact, going to make it down there at dusk. I have no phone to let them know I might not be there. So, I have to go on, to avoid the potentially really embarrassing calls sending out a search party. I know that the onshore winds here in Maine tend to die at sundown. But sometimes they don't. I also know around here August is called "fog-gust." It is the 28th of July. Not quite August yet, so why worry? I have two radios, two hand-held GPS's. I've made the trip a dozen times. I am wearing my life jacket. The sea is warm at 62 degrees.

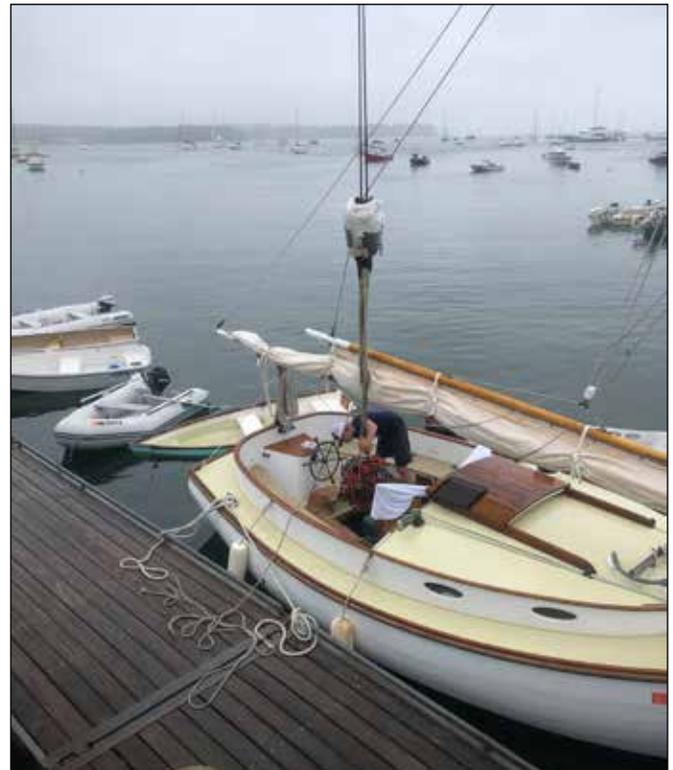
I once met Bill Cheney, who sailed his Marshall 22 *Penelope*, engineless in these waters in Blue Hill Bay

for decades. And I've made a promise to help Martin teach his class, which we've been emailing about since winter. I am towing my seven-foot dinghy, and I am a strong oarsman. I know I could jump into the rowboat and just tow *Petunia* away from any rocks, if needed. I carry two anchors and 200 feet of anchor line. I am a seasoned catboater with more than fifty years of experience. And forty of those years I sailed I never even had a motor.

When I was young, a swim and a sandy bottom could save me and my *Pequod*. Here in the north, it's different. Massive tides. Squirrely winds curl cruelly around the mountains. Black dark waters and wave-crashed granite shores hiss at you. An out-of-control captain and his catboat might never be seen again. And then bride Martha would probably kill me for sinking her catboat....

The decision I make makes less of an adventure for this poor prose: I turn back. I catch the waning winds and sail to my mooring. Bride Martha, when I reach her on a landline, admits she was really worried that I was going out there.

All summer I sailed on and off the mooring in *Petunia*, the old Crosby. Loud voices in my head shouting at me to get it right. Always towing a dingy as Plan B. I missed cruising and overnights but sailed her lots. Just not far.



Out with the old and in with the new engine completed in "Fogust" by Ryan and son of Ocean House in Southwest Harbor, Maine.

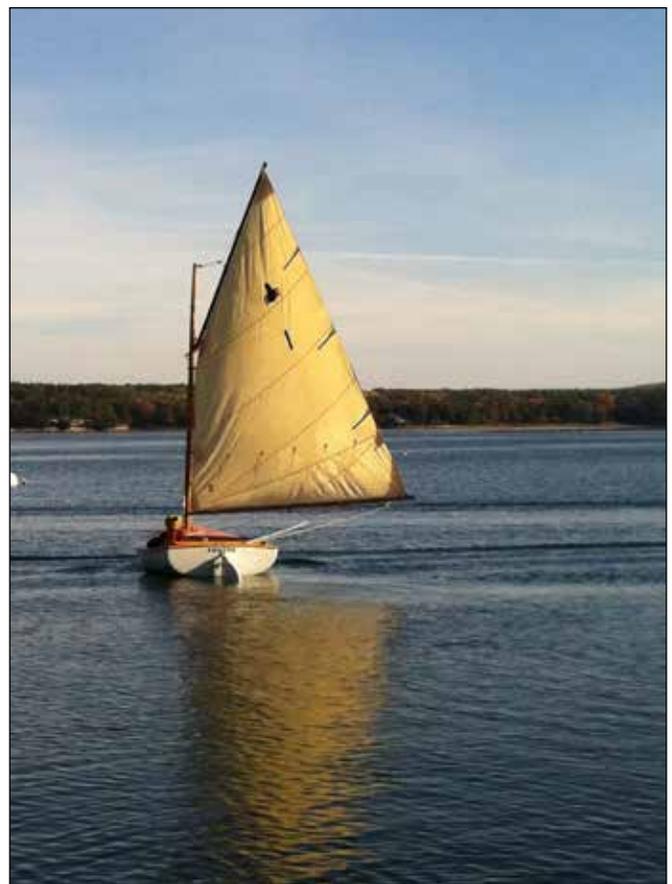
A new engine arrived between the Maine tidal rhythm of launching and the hauling of boats at the yard. They did the heart transplant right at the dock. “Thank you, Ryan! Did you have any fun doing this re-power mid-season?” “Yes!,” he replied, “It was my fourteen year-old son’s first engine replacement. We did it together.”

When I furled the sail, after my first day out with the new engine, it had a tear.

So, I will be also be repowering the Dacron diesel this winter and all *Petunia*’s propulsion will be new. I will also treat *Pequod* to a new sail: Barnstable Yacht Club T-33.

*Pequod* has recently sported a number ‘1’ and a Beetle icon on her old used sail. Number 1 actually is where she is in my heart. We may just have to cut that same number once again, with apologies to all the hundreds of other number-1-in-my-heart Beetles out there.

You can catch us sailing on Somes Sound on Mount Desert Island, Maine. And please come visit the great white fleet moored in Broad Cove on the Western shore at the top of the Sound anytime. There you can sometimes hear the purr of *Petunia*’s new engine. But not so often now, because after this season I will, Beetle-like, always sail on and off the mooring, given a choice.



*Pequod* sports a number ‘1’ on her sail, with apologies to all the other number-1-in-my-heart Beetles out there!



# Boat Building and Maintenance

Eric Peterson, Editor

## This Catboat Has Nine Lives!

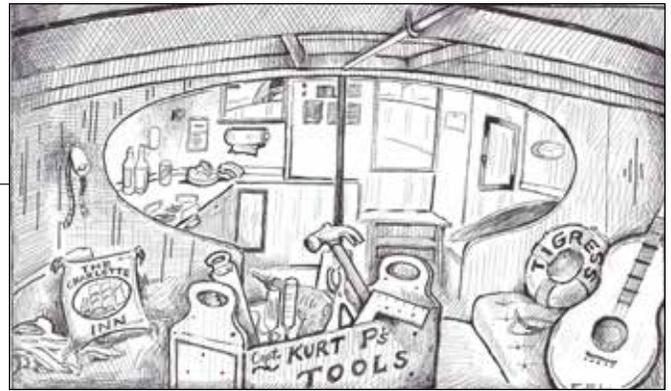
Daniel Ortiz

Catboats have a way of taking over your life! This happened to me when I purchased a worn out and neglected 1979 Marshall Sanderling in need of a serious rejuvenation. After an in-depth inspection, I decided not to even use it for one season and instead embarked on a now five-year total rebuild—or a resurrection, as Steve Flesner referred to it. Although not totally finished, I launched her last season and had a great time learning how to sail a gaff-rigged catboat. She's back in the water again this season, but there's more work to do to make her "complete."



*Crater Cat* before her restoration.

Before I started tearing things apart I made patterns of each side of the cockpit sole out of four to six inch wide  $\frac{1}{4}$  inch plywood stapled and glued together. I began the restoration by removing two cockpit soles—one deck screwed (and set in construction adhesive) over the rotted original. Using a kick saw and Sawzall, I cut out the sole but left



roughly a half inch part of the old fiberglass from the hull inward so I could have a lip to slide the new sole under and glass in place.

First I removed the rotted and sistered floors one at a time so I could use them as a rough pattern for the new floors, even though they were quite rotted. On some of these I stapled a scribed to the hull piece of  $\frac{1}{4}$  inch plywood to the bottom to help me get a better fitting floor.



Removing the two cockpit soles, lower bulkhead and floatation.



Rotted sistered floors after removing the two soles.

A piece of angle aluminum cut to the length of the cockpit was used to help level the height of the floors which worked out perfectly as there are no high or low spots in the finished cockpit sole. These I replaced with Coosa Composites Bluewater 26, a rot-resistant urethane and fiberglass panel, fiberglassed and epoxied in-place after a light sanding of the hull so as not to ruin the weave of the fiberglass hull. A good wash down with acetone and lacquer thinner completed the preparation for fiberglassing the floors in place.

I overbuilt the width of the floors to try and keep the displacement of the boat somewhat near the original weight seeing as Coosa panels are thirty percent or more lighter than plywood. This seems to have worked, as I measured exactly nineteen inches from the bottom of the keel to the scum line when I hauled the boat. Although Sanderlings don't have stringers, I added some as the space between the



Installing the lower bulkhead, first floor, sole and ballast box supports.

floors was a little wider than Coosa recommends. I also used this material for the cockpit sole and the bottom and lower part of the upper cabin bulkhead. The sole was glassed with Biaxial 1708 fiberglass and epoxy.



Installing the refinished turned stanchions. White pigment was added to the epoxy to help with the fairing process of the cockpit sole.

The port bench seat was replaced after the sole was glassed and faired.



About halfway through the rebuilding.

The bad sections of the rub rail were replaced—with the longest being about eight feet on the forward port side. All the dings and scratches in the hull and stress cracks in the deck were filled and faired. Then I took her to my friend's shop to have her primed and painted with Alexseal Premium Topcoat 501. The cockpit sole, deck, and cabin top were painted a tan buff, taped off, and then flooded with Soft Sand

non-skid. Two topcoats of the buff were rolled on to seal the non-skid. This method left an incredibly even non-skid surface. The refinished (years of paint and varnish were removed) turned seat stanchions were installed at this point.



The finished Soft Sand nonskid after taping off where I didn't need it but before the rolled on two topcoats. I tried to keep true to the original Marshall deck pattern.



The deck and cabin top after the nonskid was finished with two topcoats of the tan buff.



Close-up of the finished nonskid. I moved the three cleats off of the bulkhead to the top of the cabin and added all new fiberglass backing plates to all the cleats.

All new teak coaming cap and cabin trim were purchased from Marshall, installed and roughly faired. I did a final fairing and varnishing of them this spring.

All the running rigging and headstay were replaced along with new blocks for the main sheet plus a swivel cam cleat setup. The old outboard motor bracket was also replaced. A new teak door sill and divider between the lower and upper bulkhead were also installed.

Both sets of pintles and gudgeons were replaced with new ones as were the side running lights. One of the nice things on the boat was an old Wilcox-Crittenden bronze winged stern light.

Unfortunately, my mast was one year too old to have a hinge added, so I ordered a new hinged mast from Marshall. This has turned out to be one of the best purchases I made as it makes it a breeze to raise and lower the mast when launching or taking her out of the water. The initial stepping was easily accomplished with three people, one on each end of the mast who handed it up to someone on the bow. The bow person waited until the stern person got on deck then folded the hinge and placed it through the deck opening to the step below. All new wedges were put in and hammered in tightly. A new sail was the icing on the cake.

I'm currently in the process of applying Western Red Cedar Wainscoting to the inside of the bulkhead. There are a few things that still need to be finished, like running the electrical system and finishing painting the inside of the cabin. I finally did gild and install the name board I'd carved for her.



Her name board.

One thing I realized during this process, was how fortunate I was rebuilding a boat from a company that is still in business. Any part I needed they had. I can't stress enough how fantastic Marshall Marine's customer service is. I would call up to order something and a human would answer the phone, and most of the time it was Geoff Marshall. He would send things out the same day I ordered them and would ask me if it was okay if it had to go out the next day. Plus he's a wealth of knowledge when it comes to catboats.



At home in her slip at Mobjack Bay marina on the North River in Virginia.

So this is where I'm at with the rebuilding/resurrecting the *Crater Cat*. I know she'll never be fully finished, because boats never are, but I get a lot of compliments on the work I've done to date!

*Born in South Bend, Indiana, Dan grew up in Babylon on the Great South Bay, Long Island where he worked as clammer, woodworker, and photo retoucher (for 20 years). After the third corporate buyout, he and his wife, Anne, moved to Virginia. There he worked with his brother for a few years building and repairing wooden boats, then opened a sign shop, which he has operated for the past twenty years. He lives in Dutton, Virginia.*



The new hinged mast installed with our friend the Cheshire Cat.



My wife, Anne, and I sail leisurely back to the Marina on the North River.

## Catboats Found Part 4 – The Adventure Continues

Ed Dankievitch

If you have been following this wandering tail up to this point...get a life! Go out there and go sailing! But seriously, thank you for taking the journey with Dad and me and our adventures and misadventures. Catboats have been a part of our lives for over, four decades. From that first boat, a Gil Smith Dad bought off a piano tuner the next cove over, to our current home-built Herman Cat, the smell of salt water-soaked wood and salt air inspires almost every thought each day. Fixing and repairing our boats has brought me to where I am today—working as an Assistant Port Engineer at a state-run ferry. The School of Hard Knocks was my college.

I most definitely would have had a very different life had I not stepped onboard that first catboat. I'd probably be a very successful hedge fund banker or a rocket scientist. Either way I'd be stuck in an office breathing stale air wondering what was out there just beyond the horizon. Instead, I get to work on boats and get out on the water every day. Careful what you wish for....(lol). I can't complain; I run a team of fifteen very talented men and women that, if given enough time, can do anything it takes to repair our forty-plus year-old ferry boats. From steel work to main engine overhauls, they can handle it all. I'm proud to be a part of this team. Keeping one step ahead of them all is my biggest challenge. Well, that and making upper "you must do more with less" management happy. So, when it's my day off.... Well, I'm sure most of us all can relate, our personal boats need to work and work correctly or our "free time" is wasted at the dock or on the hard.

Dad and I got more than a life-long lesson rebuilding that old catboat, *Rose*, back in the late 1970s and early 1980s. She needed a new transom and stem along with a few other odds and ends. Remember I'm a wood butcher. But we made it work. Flash forward a few years and *Rose Bud* our Beetle Cat, while not in anywhere as rough a shape, presented a new stream or, in this case, a creek of challenges. And again, we made her work and look good in the process. The cold-molded cat, *Anna*, came with her own challenges as well. But working with fiberglass and wood seemed to make it a bit easier to make repairs. Which brings us back to *Catherine*, that eighteen foot home-built catboat.

As I said earlier, she was started by a gentleman from plans from the WoodenBoat store way out west in Kansas. He took a few liberties in her design. Most noticeable is her cabin being between six and eight inches taller than her plans called for. It's nice to have more head room below but gave her a look more in line with an Atlantic City catboat. He also stretched her length from seventeen to eighteen feet. Okay who doesn't like a larger boat? But the centerboard wasn't moved aft only her transom and rudder. That changed her balance. Similar to how the balance changed on Menger Cats when the molds were stretched from seventeen to nineteen feet. Was it a bad change? Who knows? I do know that the difference is noticeable when sailing. In *Catherine's* case she had a bit more weather helm than *Anna* did. You just adjust and accept it for what it is.



*Catherine* in her slip.

From the first day I launched *Catherine* she had a leak I couldn't locate. Not a bad leak at first, more of an annoyance. I did try everything to stem the flood, so to speak. Her hull was built up from two foot wide strips of cedar each a quarter inch thick. The layup of a cold-molded hull is basically building a sheet of plywood in the shape of a boat. If done right, you end up with a very strong and light hull. The guy who started her did just that—his hull work was next to perfection. However, as I said, he made some changes to the plans. In this case, it was with her keel and centerboard trunk. There was a cap about 2 1/2 inches the entire length of the hull. In addition to this, the centerboard trunk passed through the hull but not this cap. In fact, there was a gap where the boards

of the centerboard trunk ended and the bottom of the cap. I discovered the gap the first time I went to lower the centerboard and found it wouldn't lower. The slot in the keel wasn't wide enough to allow the board to pass through. Opening the slot was not a big deal; filling and glassing the gap was. But I got it done and we sailed on May 1st, 2017. Ah, but remember my leak.

I soon learned that the wrong plywood was used in the trunk. Interior plywood not marine grade. What could be the issue you ask, well, it comes down to the glue. Interior plywood glue is not water resistant. Not a good choice for something half submerged in water all the time. I tried every "fix" I could come up with over the last four years. Injecting epoxy seemed to buy time but in the end, I knew deep down I had a mess of a huge project on my hands. From the outside all looked well but when the centerboard started getting stuck and wouldn't pass through. I knew I had to make the repair; there was no other choice.

On a warm day in early February, I broke out the Sawzall with the longest wood blades I could find and tackled the trunk. *Catherine's* keel proved to be between five and ten inches thick and inside that cap I found a two inch thick stack of quarter inch thick lead plates. It took more than twelve hours of cutting time to fully remove the trunk. The more I cut away the more I found just how bad it had delaminated. How did this boat even float, I wondered. In the end I had a hole in the bottom of my hull five and a half inches wide and just over sixty-five inches long. I sent Dad some pictures of the trunk and the hull. We both had this sinking feeling that her sailing days were over.



The delaminated centerboard trunk removed.

I don't give up that easily. This boat had been speaking to me from the very first day I saw her picture on the web. I couldn't let her die there and then. Once her hull was opened up, I let her dry. It helped that this winter was the coldest down here in over twenty years. Yes, we even had a few really good snowstorms. It rarely snows here and when it does it never sticks, my friends and neighbors say. Listening to them, I sold my snow blower last fall. Yeah, right; we ended up having two storms each with almost fifteen inches of snow. I know you up in the north country call that typical but here on the cape it shut us down a few days.

That time away from work allowed me to look over her plans and come up with my own plan. There are two methods of building a center board box and attaching it to the hull. With one, the box sits on top of the keel; with the other it passes through the keel. To be honest, I didn't know which would be best. I only knew I had a huge hole to fill. I also knew that her hull was stretched so I took this time to study the distance between the transom, the rudder and the back edge of the centerboard. That would be the time to make any adjustments.



The hole where the new centerboard trunk would go.

The first task was to acquire some marine grade plywood. I needed two sheets three-quarter inch thick. And because I really like working with mahogany, and 5/4 inch planks are available at my local lumber yard, I acquired a bunch of them as well. *Catherine* was built with System 3 epoxy, so a quick search online and I had all I needed. Two weeks later I had a very heavy new trunk glassed inside and out reinforced with the 5/4 inch mahogany. The hard part was to get the trunk up into the hull. I could barely lift it. I'd rigged *Catherine* with a tabernacle mast. How nice it was to have a crane built into my hull. Stand up the mast and a few slings and the gaff halyards did all the heavy lifting.



The centerboard in the new centerboard trunk.

I had made the hole in her hull a bit further aft, about six inches to be exact. And I favored the aft end of the trunk when I installed the pin for the centerboard. The board is now about eight inches closer to the rudder. The new trunk fit like a glove. Actually, it was a bit tight, but it fit. I pasted the inside of the hull opening with thickened epoxy and slid the new box into place. The glued surface was between five and ten inches. In addition, I screwed the box to the keel with three inch stainless screws, a wee bit below the bottom of the keel.

Then the fun began. A mix of epoxy and filler not too thick as it had to flow into any and all gaps. I ended up doing three pours to fill up the keel so I could tab the box in with fiberglass tape. Once the

inside was cured and glassed, I moved to the outside. Grinding and fairing the new box to match the shape of the keel. Once nice and smooth, I glassed the joint.

My wife somehow knew that this project was something I had to finish. On more than one occasion she's said that I'm very obsessed with this boat. She left me alone to work. It was almost three full weeks from the time the trunk was made till the hull was fully back together. I will not bore you with the details of rebuilding the bulkheads or the cabin sole. But it all had to come out and be rebuilt.



New trunk and centerboard in place.

So where does this nightmare end you ask? On May 1st, 2022 *Catherine* slid down the ways at the local town ramp, her bilge dry for the first time ever. Her centerboard dropped freely. And on May 2nd, I bent her sail on and let her mooring lines go. Winds were blowing fifteen to eighteen knots. No, I didn't reef. I hate tying a reef in. Go big or go home. Once out of the marina I hoisted the sail, luffing, for the first time of the 2022 season. Kicked the rudder over and took up on the sheet. She is alive again and running with the bone in her mouth. Her weather helm is noticeably less. More like her namesake more like a true lady. She turns heads. And her bilge is dry.

The adventure continues, and I've got much to learn.

# A Marvelous Mystery, In pursuit of a Catboat Legend - Part 6: Of Buried Treasure, Guzzlers, Folding Boards, and Hibernation

John Conway

As reported in Part Three of this epic, one of the, er, “advantages” of restoring an old boat in an historic boatyard is the never-ending stream of advice from the Boat Yard Sages.

BYS #1: “Son... You’d better get her covered soon. Snow’s gonna fly.”

BYS #2: “Obviously you are going to store her inside for the winter, right?”

BYS #3: “Have you ever thought of putting her in the water for the winter? They have bubblers here.”

BYS #4: “I assume that you are having a proper canvas cover made for her. There’s no other way.”

... And, of course, the one shot of advice I wish we could accommodate... “Too bad she’s not in the water, you could have taken her south until spring.”

That said, overall, the sages were correct in their concern that with winter fast approaching it was time to consider how best to tuck *Marvel/Sunnyside/Susan* away for the season.

After some consideration, and to keep costs under control, we decided to store the “olde girl” outside covered with several heavy-duty polyester tarps. Wooden boats love to be kept in environments that prevent drying out. During the hot weather we continuously sprayed the boat’s hull and/or filled her bilge with water to “keep her tight.” The damp, cold New England winter would, we reasoned, naturally accomplish the same. I had found this to be true in the over two decades I owned the 1908 Charles Crosby catboat *Buckrammer*. (Note: Some pundits claim that harsh, late winter winds tend to dry out wooden boats stored this way, but I have not experienced that.) Fresh water pooling in a wooden boat’s nooks and crannies is the enemy as it tends to induce dry rot. This is not a problem in the warm weather as the water evaporates quickly. For winter storage outside, the trick is to cover the boat enough to prevent rain or snow from accumulating inside the craft while leaving her exterior planking exposed to the weather. Normally we would erect fore and aft posts to hold the boat’s mast horizontally from stem to stern and use it to support the tarps. However, *Marvel’s* mast and spars

were scheduled for continued maintenance over the winter and early spring and were not available. So, to support the cover, we elected to erect a sort of tent-pole-like scaffold as shown in Figure 1. Little did we realize that this would lead to an amazing discovery that has once more enhanced the provenance of this historic little racer.



Figure 1. Setting up the winter cover would lead to an historic discovery.

## Buried Treasure

Three vertical posts formed the major supports for the cover. One slid into the fixture that normally supports the boom crutch at the stern of the boat. The second mounted amidships was supported by the trailing edge of the centerboard trunk. The third was slotted into the mast step near the bow. Supports 1 and 2 went into place without incident. Support number 3 required us to clean out a decade’s worth of gunk that had accumulated in the boat’s mast step. We had intended to do this all summer, but the task kept moving to a back burner. Armed with flashlight, scrapers, putty knives, and a strong vacuum cleaner, I stepped up to the task. About an inch down into the goo my tools hit something metallic where there should have only been wood. I aimed the flashlight at the spot and nearly dropped it when the light revealed an ancient silver dollar. I carefully popped it out of the muck with a hastily grabbed screwdriver and gently wiped it off with a rag. The cleaning revealed the coin as a 1921 Morgan silver dollar. Buried treasure! (Figure 2.)



Figure 2. A 1921 Morgan silver dollar added yet another chapter to the marvelous mystery.

According to Wikipedia, “The ceremonial practice of placing a coin under a ship’s mast is believed to originate from ancient Rome. One theory is that, due to the dangers of early sea travel, the coins were placed so the crew would be able to cross to the afterlife with a bit of money if the ship sank. The Romans believed it was necessary for a person to take coins with them to pay Charon, to cross the River Styx, into the afterlife. Another theory is that the insertion of coins may have functioned as a form of sacrifice to the gods, a gesture that would guarantee divine protection in the future.”

We had discovered a 1908 silver dollar in *Buckrammer’s* mast step during her restoration. Thus, it only seemed natural to find a coin in *Marvel’s*. Nevertheless, it was still a great surprise. But why 1921 (as opposed to 1904, the year of her launch)? Yet another marvelous mystery that our continuing research may uncover. In the meantime, we plan to clean the artifact and will replace it where it was found. No sense in tempting the gods who have seemingly protected this old boat over her 117 unscathed years afloat. For added security, I think we may place a 1904 silver coin there as well.

### Inaccessible Guzzler

Over the course of this year’s restoration efforts, we could not help noticing the placement of a massive, manual bilge pump mounted in a totally inaccessible area below the cockpit deck. (Figure 3.)

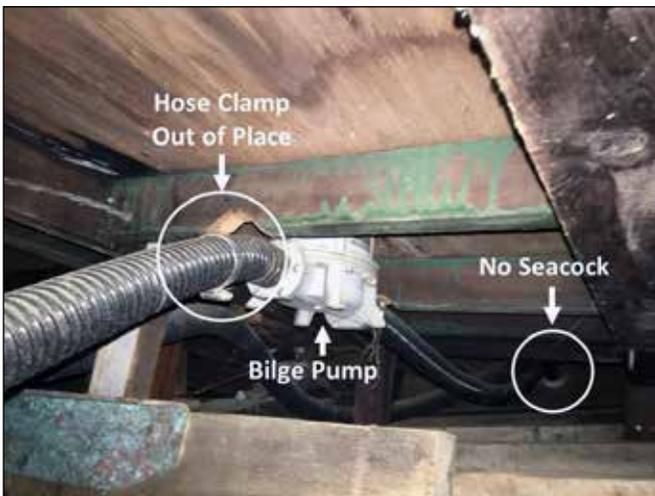


Figure 3. A large, manual bilge pump would present a challenge to service and repair.

The pump handle end of the thing was protected by a cover mounted flush with the cockpit

deck. Opening the cover revealed a stud that, once connected to a pump handle (missing from *Marvel’s* inventory) and activated with a bit of elbow grease, could, in theory, remove copious amounts of bilge water in an emergency. As shown, the lack of access presented two problems. A hose clamp had slipped down from the intake hose. Murphy’s Law dictated that, without the clamp, the hose would undoubtedly come loose in an emergency making the whole contraption useless. Worse, as shown, the outlet hose exited through a below-the-waterline, seacock-less, through-hull fitting. A failure of that hose would uncork a one-inch diameter, seawater-gushing hole in *Marvel’s* hull with no easy means of shutting it off. A catastrophe just waiting to happen.

### What to do?

Perhaps, we reasoned, the pump’s manufacturer could suggest a solution. To determine this, we attached a smartphone to a selfie-stick, set it into timed-photo mode and quickly extended the gadget under the deck into the vicinity of the pump. After a few attempts, we captured an image of the unit’s “boiler plate” (Figure 4.); the pump was a “Guzzler.”



Figure 4. Aided by a smartphone on a selfie stick, the pump’s manufacturer was revealed.

A quick spin on Google revealed the Guzzler's maker as The Bosworth Company, a family-owned and operated company located in East Providence, Rhode Island...a mere stone's throw from *Marvel's* Westport, Massachusetts, home. A call to their friendly customer service department resulted in an invitation to pay them a visit. The service agents said that the pump must have been installed from the bottom up during one of the boat's restorations while some of her planks were removed and being replaced. They suggested that we carefully cut out a section of the deck and construct an insert as shown in a similar boat. (Figure 5.)



Figure 5. Come spring, a modification to the cockpit deck will finally allow access to the pump.

This project would have to wait until spring. To thank the company for their advice, I broke down and purchased a replacement Guzzler pump handle (Figure 6.) for \$10; a tool I hope to never use.



Figure 6. The author picked up a new pump handle on his visit to the pump's manufacturer.

## Folding Boards

Those following this series may recall that *Marvel* is missing her centerboard. The hundreds-of-pounds, rusted, steel monster she came delivered with had bent at some point, jammed in its trunk, and had to be slowly and painfully cut out in twelve-inch sections. We had always planned the construction of a replacement as a winter of 2021 task and that was now upon us.

An anonymous benefactor (he wishes to be known as a Silent Maid), offered to pay for a new board. He put us in touch with George Schuld, the owner of the New Jersey-based boat building and restoration firm, DeRouville's Boat Shop. (Figure 7.) George is considered *the* expert on the design and construction of centerboards for racing sailboats, especially historic wooden catboats. Who are we to argue?



Figure 7. *Marvel's* new centerboard will be fabricated at DeRouville's Boat Shop in snowy Bayville, New Jersey.

The design will undoubtedly evolve over the coming months, but George believes that G-10, a glass-epoxy laminate known for its extremely high strength and high dimensional stability is the best material for the job.

To begin the process, and using the old centerboard as a guide, we constructed a template out of exterior fiberboard. (Figure 8a.) In order to work it up into the centerboard trunk, from her keel up, the template was constructed in foldable sections. (Figure 8b.) This allowed us to insert the template, section by section, so we could tinker with the board's design and dimensions without having to hoist *Marvel* any higher than her Brownell stands allowed. George will take the final template to his shop, tinker some

more and set to work on building a state-of-the-art centerboard for the olde girl. We cannot wait to see what spring brings.



A unique folding centerboard template allowed easy installation without lifting the boat.

### Hibernation Tasks

Before installing the cover, we removed any loose (or semi-loose) items that we could work on in our shop over the winter months. Varnishing or oiling projects would include the steering box cover, ships wheel, companionway stairs, gaff boom and engine box. (Figure 9.) The engine box would also have new oil pressure, water temperature and fuel gauges fitted, and the engine's restored starter switch re-installed and wired. (Figure 10.) Sound deadening insulation will also be added.



Figure 9. Items removed from the boat will be refinished and repaired over the winter season.

The boat's port holes will be also be restored as will several seacocks and water strainers.

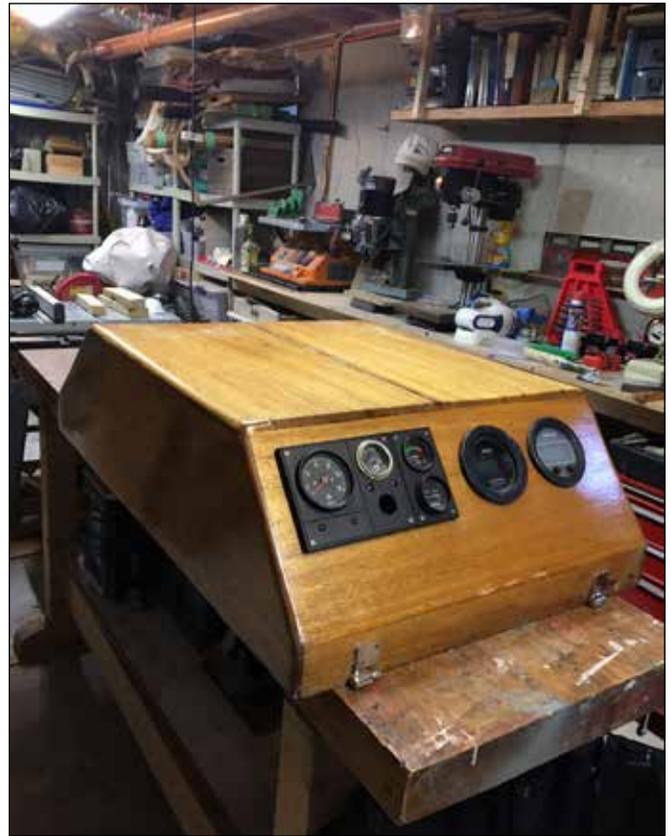


Figure 10. The boat's engine box will receive new gauges and wiring.

### These Endeavors Should Keep Us Busy as the Snow Flies

We also had to store the mast and main boom for the winter in a manner that would allow easy access come spring. In an earlier installment, we showed how we had laid out the mast, and its accompanying main boom and gaff boom horizontally on sawhorses in order to inspect and configure the rigging and effect any required repairs. As previously shown in Figure 10, the gaff boom was short enough (approx. 32 feet) to store in our workshop. However, the respective lengths of the mast and main boom forced us to store them outside.

To move these heavy spars (many hundreds of pounds each) across the set-up field to the storage sawhorses, we employed an ingenious system developed by our catboat expert, Bob Luckraft. (Figure 11.) The system lashes a two-wheel cart, equipped with a wooden cradle, at the balance point of the mast or boom. With this setup, a single person can relocate one of these massive spars with ease.



Figure 11. Ingenious use of a standard two-wheeler allowed the heavy spars to be moved with ease.

Once rolled into position and placed atop the sawhorses, ant traps were strategically placed at intervals along the spars. (Figure 12.) We have found that this prevents the little buggers from setting up housekeeping during the winter and early spring. All in place, the spars were then wrapped in quadruple thick landscape plastic and snugged away for the season. (Figure 13)



Figure 12. Ant traps, placed along the spars, prevent ants from nesting under the winter covers.



Figure 13. Quadruple fold landscape fabric was unrolled over the spars and secured.

Most of the BYS crew urged us to fog-oil her Volvo MD-7a two banger before we buttoned the boat up for the season. However, instead of using fogging oil, I've had better luck with another product, Blaster Penetrating Spray. Once the engine's cooling systems have been drained, I've winterized my boat's marine diesels by spraying liberal amounts of Blaster into the unit's air intake manifold, rocker arm assembly and any other parts that move. (Figure 14.) This is also how I protect the steering gears and shifter (Figure 15.). It may be a "fragment of my homogenization," but a coating of Blaster has yet to let me down when winterizing an old boat.



Figure 14. Engine winterizing was accomplished via copious sprays of Blaster penetrating fluid.



Figure 15. Penetrating spray was also used to protect steering and shifter components.

With the boat stripped of “workables” and the centerboard project underway, it was time to pull on and secure *Marvel*’s winter cover. (Figure 16.)



Figure 16. Tucked away for the winter, *Marvel* looks forward to her historic relaunch in 2021.

The hibernation period will also allow us to focus on continuing the bottoms-up/top-down research as to *Marvel*’s history and provenance. We know she was the *Sunnyside* (and the *Susan*) but is she the *Marvel*? All research to date strongly suggests that she is indeed this historic racer. But the quest to confirm this “Marvelous mystery” will continue until we can conclusively confirm her heritage.

Over the coming months, we hope to finally engage with members of the Quincy Yacht Club, with the surviving relatives of the boat’s original owner (Ira M. Whittemore), with the current owners of the Whittemore-Durgin Glass Works, and the staffs at the Osterville Historical Museum and the Crosby Yacht yard. We would also like to hunt down the person from whom Walter Krasniewicz purchased the boat in the 1960s; a man known only as “an airline pilot who lived near the Red Mill Restaurant in Stamford, Connecticut.” Stay tuned.

In the meantime, we plan to take a hibernation ourselves from this Marvelous Mystery series.

*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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# Tabby Update

Phil Carling

The repairs to *Tabby* continue with David Peterson and Oliver Smith at the Wooden Tangent Boatworks in Mattapoisett, Massachusetts. The stem, forefoot and bow knee needed to be replaced due to many years of silent iron-rot. Her transom is new along with much of the port topsides planking aft. The starboard side bow area planking has been partially replaced. The port side where the topsides were torn out in the storm is being rebuilt with clear

vertical grain cedar and, as can be seen in the photo, almost finished. Her new motor, an Elco EP-12, has been installed. Her beautiful clear sitka spruce mast was stripped, many areas of damage repaired and is awaiting it's third coat of varnish. It's been a long haul in David's boat hospital, but to say, by spring, that she will be better than ever in her seventy-five years, is an understatement!



The port bow.



The starboard bow.



# Cruising

Steve Flesner, Editor

## Salish 100, 2022

Nina Goodrich



This year's Salish 100 was the first overnight adventure with my Marshall 22, *Marianne*.

It all started December 15, 2021 when the registration opened. There was space for 100 boats, twenty-two feet and under. Larger boats could sign up to be support boats. Registration opened at noon. At 12:05, I had my forms filled out and submitted. Now began the wait to see if I was accepted. The acceptance came a few days later. The dates for the 2022 Salish 100 would be July 15 – July 21, 2022. The dates were chosen so that the tides would be with us through some of the significant currents in parts of Puget Sound.

### Getting Ready

I washed and compounded the boat, took a class on diesel engines and took a Lifesling Man Overboard Rescue System seminar through South Sound Sailing Society. The diesel engine class made me realize how much I didn't know, but I came away with a great deal of respect for the instructor, Meredith Anderson, and a great list of tools to purchase and to have "just in case." I watched Meredith change the filters and tighten the belts on the engine. I ordered the spare parts she recommended.

Fellow sailor, Paul Grun, who was unable to join this year's voyage, provided detailed tide calculation charts and route instructions for each day. These were invaluable during the trip. The one shown was for a particularly tricky day and shows how the Pacific Northwest tides and currents can have some interesting challenges.

Wed July 20, 2022 Kingston to Port Ludlow via Point No Point, Foulweather Bluff 15nm										
	Tides				Current					
	mode	time	direction	speed	stage					
Kingston	flood	Low 5:31am +2.68ft	High 11:26am +7.54ft							
	ebb	High 11:26am +7.54ft	Low 4:46pm +3.99ft							
	flood	Low 4:46pm +3.99ft	High 11:21pm +11.12ft							
Point No Point (1.2nm east of) PUG1606	flood	6:12am	9:36am		max flood	7:36am	SSE	0.24	sm flood	
	slack	9:36am			slack	9:36am				
	ebb	9:36am	5:48pm		max ebb	2:24pm	N	-0.7	sm ebb	
Hood Canal Entrance, Foulweather Bluff PUG1608	flood	6:30am	11:30am		max flood	8:36am	N	0.63	sm flood	
	slack	11:30am			slack	11:30am				
	ebb	11:30am	5:36pm		max ebb	2:18pm	S	-0.57	sm ebb	
Port Ludlow	ebb	High 11:17am +6.77ft	Low 4:37pm +3.79ft							
	flood	Low 4:37pm +3.79ft	High 11:12pm +9.97ft							
Anchoring	LLW	+2.64								
	HRW	+9.97ft								

Leaving Kingston, the northbound ebb tide can create a tidal rip current between Apple Cove Point and Point No Point. You can see this for a small ebb tidal current charts just north of Apple Cove Point. You may want to leave Kingston early in order to reach Point No Point before the ebb sets up. Maximum ebb isn't until 2:24pm. You'll probably want to stay inshore on your way north to Point No Point.

After the ebb takes hold at Point No Point, there can be a large back eddy that forms between Point No Point and almost Foulweather Bluff. So it's best to avoid turning sharply around Point No Point; instead it makes sense to bounce off of Point No Point and go wide, almost as if you were heading directly to Admiralty Inlet and making for the southeast corner of Marrowstone Island. You will see the tide line separating the main ebb current from the back eddy, so the strategy is to make a gradual, wide turn north of Point No Point before easing westward into Oak Bay and Port Ludlow. Basically, the idea is to avoid the ebb current's back eddy between Point No Point and almost Foulweather Bluff.

The tidal currents will be relatively mild that day, which is good. As always though, watch for winds which are contrary to the current direction.

Salish-100  
July 15 - July 21, 2022

One of Paul Grun's tide and current tables.

The Lifesling course presented different challenges. Where could I mount the Lifesling and how would I hoist someone without a winch? The Catboat Association Facebook page turned out to be a great way to discuss the challenge. I settled on laying the Lifesling on its side under the dodger on the port side. That left just enough room to get to the topping lift. I remembered to cleat the end on the port side and stowed the tackle in the aft port locker. I spliced two loops on both ends of a short line that could be placed over the boom so the tackle could be attached. The general consensus was that using 5:1

tackle hung on the boom should provide a safe way to get a person aboard.

When I discovered that my galley pump was no longer working, I again went to the Catboat Association Facebook page and discussed options for replacement and repair. I ordered the parts and got to work. I couldn't get the pump out. I got the nut off the bottom but the pump wouldn't budge. Geoff Marshall arranged for me to speak with an expert named Chris who had worked on a number of these pumps. I believe at some time in *Marianne's* history the pump was secured using something like 5200 adhesive. I spoke with a friend who runs a marine salvage business and he suggested we try and prime the leather in the pump. I ran a 3/4 inch hose into the fitting on the bottom of the pump and tried to push water up it and after three days of wetting the leather the existing pump was back in business.

### Provisioning

I wasn't sure what we needed for the trip. I had never spent the night on the boat. I tried calculating how far the fuel would take me if we didn't have wind, how much water and stove fuel we would need and how long would it take before the holding tank filled up. There were a few spots where fuel, water and a pump out would be available on the route. I used seven gallons of fuel over the fourteen days and had to pump the holding tank twice en route and once upon my return. I had a single burner propane stove to use in the cockpit and the alcohol stove. I ended up cooking outside all of the time. The built-in cooler was amazing. We added ice every few days but it stayed cold even when we were low on ice. *Marianne* had the biggest cockpit of all the boats participating so she became the coffee boat in the morning. A friend had told me about the My Joe single-cup coffee maker and it was a winner. I would fill the reservoir with ten ounces of hot water and then push on the lid. The hand pressure forces the water through a coffee pod and the result is great coffee with very little mess.

### The Trip

**Day 1 – Friday, July 15, 2022, Olympia to Henderson Inlet via Budd Inlet, Dana Passage, 11 nautical miles**

The first day was from Olympia, Washington to Henderson Inlet. My boat was moored at Boston Harbor Marina, which is about halfway into the first day's course. To get to Henderson Inlet you have to go through Dana Passage, which is a narrow deep passage where the currents are strong. We needed to

be through the passage on the flood. The anchorage is a beautiful protected area. The tide charts for the day indicated a nineteen foot tidal difference for the anchorage that night. There was a 15.34 foot high tide and a minus 3.85 foot low tide. This is one of the big differences sailing on the West Coast: the tidal swings can be significant and the currents strong. I wanted to have five to one scope for the anchor line. I wrote about adding a bowsprit and hawse pipe for my anchor in last year's Bulletin (No. 186). In addition, I increased the length of rode from 100 to 200 feet and added twenty feet of chain to be able to manage the tides and currents. This was the first night I used my new anchor. It was easy to set and easy to pull-up the next morning. I found I could wrap my arms around the mast and pull straight up. It is a very secure way to manage the anchor.



Photo by Mary Campbell

"This mountain is following us." Mount Rainier in the background was visible off and on during most of the trip.

**Day 2 – Saturday, July 16, 2022, Henderson Inlet to Penrose Point State Park (Mayo Cove) via Drayton Pass, Pitt Passage, 16 nautical miles**

We had until early afternoon to ride the ebb current out of Henderson Inlet through Pitt Passage. Pitt Passage is very narrow with strong currents. The wind was behind us as we rode the ebb through the passage. At some point during the journey, the steering had become very stiff. When we arrived in Penrose State Park, a friend drove to meet us and have a look at the steering. In my Marshall 22 the steering is difficult to access. The engine instrument panel has to be removed and we needed a mirror to look inside. My friend rigged a line through the hole in the back of the rudder in case the steering failed, which we secured to the aft starboard cleat. We greased the steering and decided to continue the trip and hope for the best. Grease is now part of my growing tool kit.

Penrose State Park is one of many marine parks in south Puget Sound. It's a great anchorage and there are many moorings available.



Photo by Jim Gossman

The author at the helm with crew Shaughn Jarvis. The "Oh-No Emergency Steering" is the messy line on the starboard quarter.

### Day 3 – Sunday, July 17, 2022, Penrose Point State Park (Mayo Cove) to Gig Harbor via Hale Passage, Tacoma Narrows, 15 nautical miles

We had between 9:30 a.m. and 2:00 p.m. to ride the ebb through Hale Passage and the Tacoma Narrows. Hale Passage has a bridge that is thirty-one feet high. It's measured at mean high water so I knew we wouldn't have a problem on the ebb. As we approached the bridge we took the sail down because of the extra height of the gaff. What I didn't realize was the current was about four knots through the center (the high point) of the passage and as we approached the bridge it looked like we were going to hit. At this point even full reverse wouldn't have stopped us. We slid under the bridge with enough adrenaline to match the current. There was a short time to calm down before the next challenge.

The Tacoma Narrows can have currents greater than five knots but the bridge is much higher. We rode the ebb through and proceeded on to Gig Harbor. Gig Harbor is a nice town with lots of boat building history. We anchored in the harbor and were treated to a barbeque at Gig Harbor BoatShop. Their

mission is to teach traditional boat building skills and traditions at the historic Eddon Boatyard. When we returned from the barbeque, we noticed a ghost boat drifting through the harbor. Luckily no harm was done to any other boats in the harbor. She was caught and brought to the town dock.



Photo by Chris Huggins

Marianne is in the middle. There were so many wonderful boats participating in the Salish 100.

### Day 4 – Monday, July 18, 2022, Gig Harbor to Blake Island via Colvos Passage, 16 nautical miles

This was an easy sailing day with no significant challenges. Blake Island is a marine park with a small docking area and many available moorings. It also has lots of racoons that can be very bold, so staying on the dock can be hazardous. We picked up a mooring ball on the east side of the island. This turned out to be a really poor choice because of the rollers that developed during the night. The current was such that we kept taking waves on the beam. I slept on deck and there were a few times I thought I was going to slide off into the floor of the cockpit.



Photo by Nina Goodrich

Morning coffee is not till 7.



Photo by Jim Gossman

Waiting for the wind.

**Day 5 – Tuesday, July 19, 2022 Blake Island to Kingston (Apple Cove) via Restoration Point, Point Jefferson, 14 nautical miles**

Today was the first day we needed to be concerned about Washington State Ferries. There are lots of them and some are very fast. We had support boats helping us cross the most active routes. In addition to the ferries, there is also commercial shipping traffic. They do stay in the shipping lanes but they can throw a pretty big wake. Kingston has a really nice marina and lots of slip space. It was a welcome respite to stay on a dock and to have easy access to showers and restaurants.

**Day 6 – Wednesday, July 20, 2022 Kingston to Port Ludlow via Point No Point, Foulweather Bluff, 15 nautical miles**

This was the most challenging day of the trip. Foulweather Bluff is aptly named. It is where the Hood Canal empties into Admiralty Inlet and it is notorious for tidal rips and back eddies. It reminded me of a washing machine. The wind was about ten knots but the waves were three to four feet with no apparent direction. It looked like there were white caps as we approached. I reefed the sail but the wave action became so violent the port lazy jack broke. I admit to turning on the engine to get through as quickly as possible. It took about thirty minutes to clear the turbulent water and head into Port Ludlow. Port Ludlow is a former logging town with a very nice tranquil anchorage and a nice marina.

**Day 7 – Thursday, July 21, 2022 Port Ludlow to Port Townsend via Port Townsend Canal, Port Townsend Bay, 10 nautical miles**

Today was the last official day of the Salish 100 and a beautiful day for sailing. Port Townsend is a seafaring town with many boat builders and support services. Many folks that participated in the Salish 100 pulled their boats out and trailered them back to many states far from the Pacific Northwest. We had a rest day on Friday and then headed back the way we came to Olympia. There were four boats sailing back so we had good company and six more days of sailing.

This trip was probably the most challenging thing I have done but I would do it again in a minute. Sailing a catboat is a privilege.



Photo by Mary Campbell

The journey home with crew Wendy Eklund.

# Paintings by Marston Clough

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**From the Artist:** My interest in catboats goes back to my childhood here on Martha's Vineyard in the 1950's when there were a few working catboats still around. Later, my brother obtained a Beetle Cat that needed restoration (which never happened). He was/is a fan of Phil Bolger and, since I had already built a couple of Bolger's Teal rowboats, I bought the plans and built the Bolger little cat (I always called it the *Bobcat*, a term I think Bolger used).

I started exploring art as an adult, midway in my thirty-four years of teaching high school science. I took a drawing class, and then classes in watercolor, printmaking, portraits, and oils. Printmaking was my primary media for years but now I paint primarily in oils. In addition to landscapes, catboats are some of my favorite subjects.

A number of my paintings were recently displayed at the Old Sculpin Gallery on Martha's Vineyard during *Catboats! An Old Sculpin Gallery Celebration*. The gallery is in the historic building formerly used as a boat shop by Manuel Swartz Roberts, an old-time Vineyard catboat builder.

[www.marstonclough.com](http://www.marstonclough.com)





# Down on Dee Bay Hon

Steve Flesner

So, you ask, how was your crab season, on dee Bay? Not so much, I say.

The spring forecast for crabbing was somewhat bleak if you were a waterman; low female crab count so quotas were imposed and, of course, that drove the price up. I'm guessing earning a living on the water is like racing a catboat when the water is flat you just keep hoping for wind, or crabs! We had a rocky start to the summer: the West River was a huge success, followed by Prospect Bay which was a blow out...got to be a balance out there!

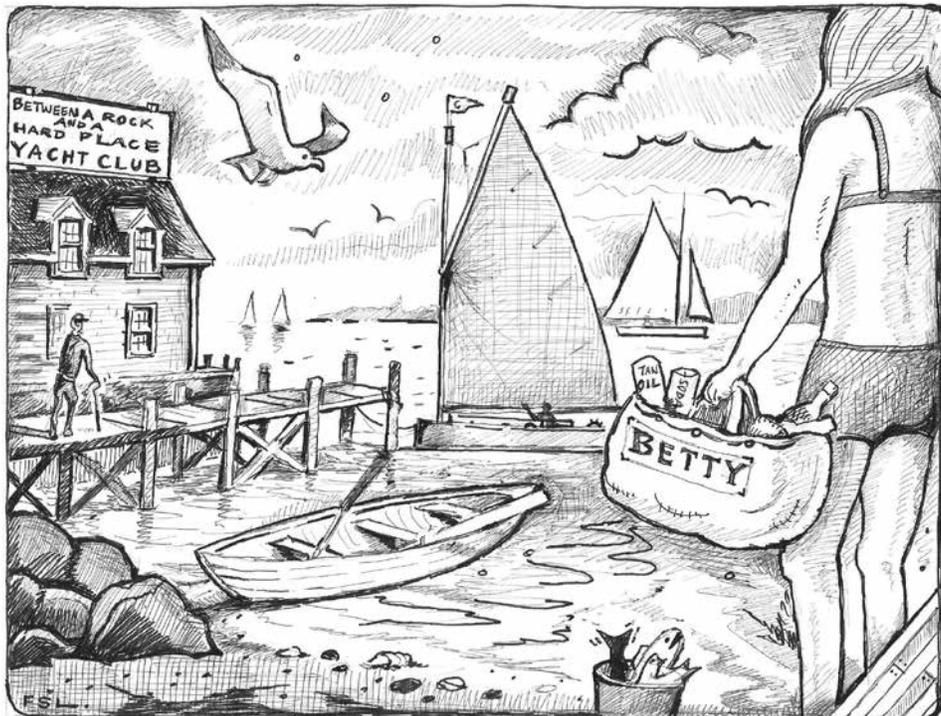
The Chesapeake Catboat Association (CCBA) continues to add new members, we are up around seventy-five which also includes some folks from up north, like Geoff Marshall and Tim Lund.

By the time you read this, the Long Cruise will be history. The fleet sailed up the Wicomico on the Eastern shore to the Evolution Brewery in Salisbury. Trust me when I say we will go anywhere for a dark and stormy or a cold beer! Unfortunately, the weather closed in with twenty-five to thirty-plus knot winds and the fleet was held up in the marina at Salisbury...

within walking distance of the brewery. Guess it could have been worse! Hope to see you all at the Annual Meeting and by chance if you find yourselves down on dee Bay Hon, look us up...there might be a crab cake in it for you!



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# Rendezvous and Race Results

Steve Flesner, Editor

## Bass River Rendezvous 2022

Bill Holden

Gathering from across the southern shore of Cape Cod, catboaters converged on West Dennis Yacht Club on the first weekend in August for our annual rendezvous and race. It was a beautiful sunny day, but the forecast was worth keeping an eye on. We were looking at a steady fifteen knots out of the usual southwest and an afternoon building to twenty to twenty-five, and unfortunately, lasting through Sunday. This kept the Vineyard boys home so we just had ten good-looking crews and their good-looking boats participating.

It was wonderful seeing old friends again as well as meeting several new ones at the gams and captains meeting. It was decided to try to get ahead of the approaching weather by starting the festivities early. Our Parade of Sail up and down Bass River is always a favorite with tourists and locals all along the river, and this year was no exception.

We then headed for the committee boat that was set up about a mile off shore as the cats “stretched their legs.” The start had the usual tense moments, but it was clean and the race developed into a lively romp around the course. We must first give kudos to Josephine Rogers, sailing *Saltworks*, and Bill Lawrence, sailing *Pixie*, both Beetle Cats, for attempting the challenge of fifteen knot winds and associated seas! When the wind is up, Nantucket Sound can be nasty and wet and I heard that both captains were soaked through to the skin before the first mark. How did they



manage one hand on the tiller, one hand on the sheet, and one hand on the bailer? Special congratulations to Bill for not only finishing the course, but winning the under 18 class! And, by the way, *Pixie* was bought new by the family back in 1936!

Speaking of the first mark, three 22s battled to make the turn—at times, only a half boat length apart, and a fourth not far behind.



Close quarters!



*Shell Belle* making it look easy.

There were several position changes throughout the race but the strongest contenders for the day were *At Ease* and *Shell Belle*.



*At Ease* challenging the lead.

The cannon shots marking each finish were only twelve seconds apart separating first and second place. *Cait's Cat II* and *Salena* charged in only a few minutes behind. Well done to all!



*Selina* charging!

Good stories and more catching-up conversations flew around the room at the awards ceremony and over fire and ice on Sunday evening. Catboaters are good people.

We've borrowed from the Tour de France tradition of giving the last place finisher a shirt depicting a red lantern. It is an award for perseverance. To explain: the peloton riding down the road looks like a long train. The last car of a train is the caboose, and the caboose always sports a red lantern off the back. Our red lantern is drawn on a white pennant for the captain to fly until next year's race. This year's Red Lantern Award went to *Donna B* for not giving up!



Red Lantern Award pennant.

Fun fact: As he was returning up the river after the race, one of our Marshall 22 captains was seriously distracted when a large power boat passed him going down river with a dozen bathing beauties in bikinis on the deck. You might have guessed it, WHAM! An accidental jibe of huge proportions for all to see. Just a little embarrassing!!

Hope to see you next year!

## RESULTS

Place	Boat	Skipper
1	<i>At ease</i> M22	Brian Smith
2	<i>Shell Belle</i> M22	Cheryl Wildermuth
3	<i>Cait's Cat II</i> M22	Bill Holden
4	<i>Salina</i> M22 sloop	Bob Betts
5	<i>Curlew</i> M22	Kate Grinberg
6	<i>Pixie</i> Beetle Cat	Bill Lawrence
7	<i>Zephyr</i> M22	Brad Chase
8	<i>Donna B</i> M18	Mike Smith
DNF	<i>Eva Marie</i> M18	Mark Kelleher
DNF	<i>Saltworks</i> Beetle Cat	Josephine Rodgers

Photos by Andre Reggio

# Chesapeake Bay Catboaters Prowl West River in Heritage Regatta

Kate Grinberg

More than twenty members of the Chesapeake Catboat Association strutted their catboat stuff over the Memorial Day Weekend at the annual West River Heritage Regatta. Last year's event was "blown out" with too much wind. The event was cancelled in 2020 due to COVID. Tim (Kallman) and I organized this year's event.

The regatta kicked off on Saturday, May 28, with a BYOB BBQ at Bruce Ogden and Jill Seagraves's West River home.

The action started early on Sunday, May 29, with omelets courtesy of "Jersey Frank" followed by two dynamic presentations: Marc Cruder gave a great talk about Thomas Point shoal...using traditional navigation techniques and the history of the Thomas Point Light. Fred Sherriff then followed with a presentation on "How to Apply twelve Coats of Varnish on Your Catboat without Losing Your Mind." Fred is known in catboat circles "Smooth-as-Glass Fred 'Epifanes' Sherriff." Without question, it takes patience to produce a mirror finish on your



Smooth-as-glass Fred "Epifanes" Sherriff.

brightwork. Attention was rapt until one member asked Fred about Cetol. Meooow!

With perpetual class-winner David Morrow serving as Race Committee, seven boats purred out to the West River for a friendly three-legged race. Although having fun is the Number One priority for these cool cats, they do, on occasion, accede to the rule book for a real honest-to-goodness "Battle of the Cats" on the water. There was plenty of wind and the fleet got in two races.



Heading for the finish.

## RESULTS

Place	Boat Name	Boat Type	Skipper
1	<i>Whisper</i>	Marshall 15	Fred Sherriff
2	<i>Tigger</i>	Menger 19	Frank Newton
3	<i>Laura</i>	Handy Cat 14	Bruce Ogden Jill Seagraves
4	<i>Honey Bee</i>	Marshall 18	Chris Graae

It should be noted that Chris is a new member sailing in his first race!



Left to right, Frank, Jill, David, and Fred.



Liquid libations and talkin' catboats.

After the race, the group returned to the Hartge Lawn for the awards ceremony accompanied by liquid libations, talkin' catboats and a potluck along with a generous helping of Catboat Craig's famous Rappahannock Oysters.



They don't get no fresher!

## CCBA Catboaters Chow Down at August BBQ feast

Craig Ligibel

More than twenty catboaters representing no fewer than eleven vessels journeyed to the South River home of CCBA newsletter editor Craig Ligibel for the traditional August catboat cookout.

"It gets pretty hot here on the Bay during the summer, so an event where people can come by boat or car makes sense for our far-flung membership," said Ligibel

Arriving by water were Dave Park and Fred Sherriff, Frank Newton, Digger Vermont and Josie Smith, Phil Livingston and Rich Mcloughlin, and Kate Grinberg and Tim Kallman (who won the award for longest commute—a twelve-day journey from Massachusetts).



Hosts Craig and Coleen.

In addition to the traditional Ligibel oyster feast and BBQ ribs, the catboaters had the added honor of participating in the first ever Catboat Poker Run...a GPS plotted course that led the mariners past several South River on-water locations. Upon arriving at the Catboat Casino at Ligibel's BBQ joint, the catboaters turned in digital images from their voyage and received a playing card for each correct entry.

With a high hand of two pair, Kate Grinberg and Tim Kallman were declared winners of the event with Phil Livingston and Digger Vermont coming in second and third respectively. New member Chris



Is that a straight or a royal flush?



This group likes to eat!

Graae also participated in the Poker Run but was declared ineligible because he did not register his intent prior to the race!

Several catboaters overnighted in Little Aberdeen Creek, with at least two members of the group heading out early the next morning...missing

the dockside breakfast goodies Ligibel and his wife provided.

The South River catboat BBQ is an every-other-year event, alternating activities with Phil Livingston's Oxford Catboat Parade.

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# The 80<sup>th</sup> Annual Corsica River Yacht Club Regatta

Rich McLaughlin

The CCBA continued a tradition of attending this long-running regatta over the July 23-24 weekend. The event started off on Friday evening with dinner at the Rock Hall Yacht Club which lies two miles due west of Corsica River Yacht Club. RHYC provides a welcome destination for catboats arriving from various home ports around the Bay. By late July the Chesapeake is warm and lazy and the catboats began motoring early in the day.



Air conditioning, good food and cold beer!

After dinner, showers, and a welcome dose of air conditioning, a fleet of six catboats slipped away from the docks to find anchorages in Emory Creek bordering CRYC to the east. I launched *Bay Hen* in the evening and headed across early on Saturday morning. With light air and the Honda 2 h.p. gently assisting, I was half-way across the Chester when in the distance the silhouette of a catboat coming out

of the Corsica came into view. It was Pete McCrary and *Peep Hen* returning to the ramp at RHYC. Upon my arrival at the pre-race captains meeting, I learned that the night had been hot and still on Emory Creek. With the wisdom of an octogenarian, our senior sailor chose to abort the event and live on to sail another day.

Six boats competed for three races at the mouth of the Corsica on Saturday. After a delay, the wind freshened adequately to race utilizing wide tacks across the narrow river. *Lark*, an Americat 22 captained by Commodore Miller, was impeded at times by the shoals due to draft. *Patriot*, a Marshall 18, was the catboat to beat on this day. “Ironman” Phil Livingston was in “the zone” all day but credits the win to *Patriot*’s doily-curtained lights. Admittedly, I do find that look distracting while closely crossing tacks. The Marshall 22 *Pride* displayed her usual measured performance aided by electronic navigation with “Smooth as Glass” Fred Sherriff at the helm to place second. Seasoned sailor and newcomer to the event, Bob Leigh raced *Leighway*, the Menger 19, to a strong third.

At the CRYC pavilion that evening, we relaxed and shared stories from the day over an Eastern Shore BBQ dinner. Afterwards, the Menger 19, *Tigger*, with “Jersey Frank” Newton & Dave Park on board made way for home followed by *Bay Hen*, *Peking* and me. A strong southerly fetch and foul tide in the Chester resulted in *Tigger* missing the last Kent Narrows bridge opening and overnighting in the north side basin. I too arrived back at RHYC much later than expected. Commodore Miller provided the adjusted-time regatta results with the help of the CRYC race committee. Many thanks to CRYC for another well-run regatta, and to all the CCBA members and guests in attendance.

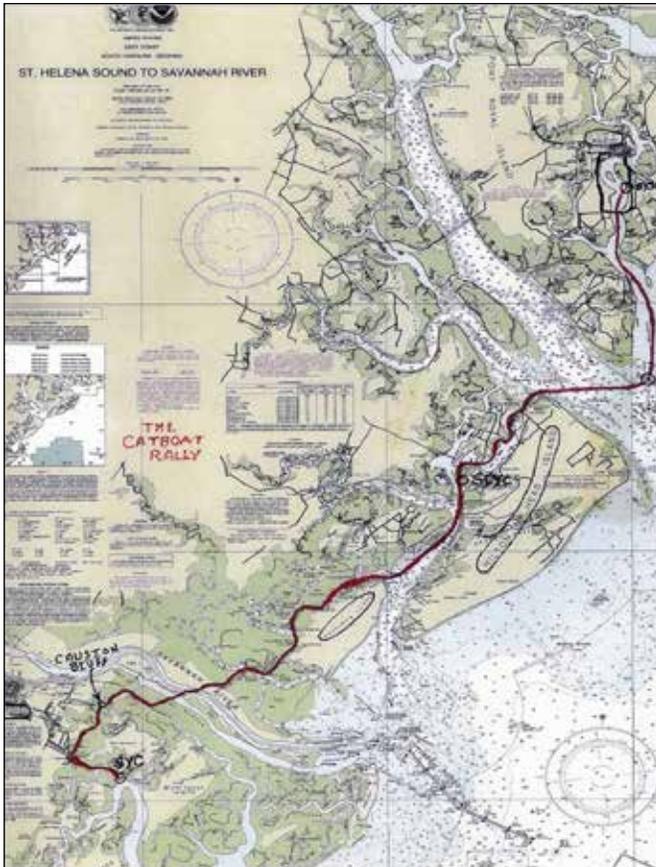


What a view!

# Catboat Rally 2022

Woody Norwood

The Catboat Rally is the successor, after fourteen years, to The Classic Boat Rally. So, it is both new and old. By tradition, this meant racing small classic sailboats from Savannah to Hilton Head to Beaufort, South Carolina, followed by a day of around-the-buoys racing as the competitive sailing finale.



The course from Savannah to Beaufort, South Carolina.

Not everyone is able to do the two days of the adventurous sailing from Savannah to Beaufort. This year only four teams elected to do this challenging route covering about forty-two nautical miles (NM) over the open sounds of Calibogue and Port Royal, which can be very rough in small craft when the wind pipes up.

The four teams departed Beaufort on Wednesday morning, May 11, 2022, to cruise southwest on the Intracoastal Waterway (ICW) to Savannah Yacht Club on Whitmarsh Island East of Savannah. SYC was the effective headquarters for the 1996 Olympics

Sailing managers. With a fourteen knot wind from the north, the fleet made good time, reaching SYC before 4:00 p.m. Savannah YC welcomed the visiting regatta fleet and invited the participants to share in their monthly Family Buffet, featuring prime rib, fresh fish and shrimp, fried chicken, and a wonderful array of vegetables, potatoes, and desserts.

Dinners and the social camaraderie are essential elements of this regatta. The event is as much about being with folks with shared interests as it is a national competitive regatta.

The fleet departed SYC at 8:30 Thursday morning, and the first race began at 10:15, after getting an opening at the Causton Bluff bascule bridge. In light air, first to finish was thirty-three foot *Silent Maid* driven by the team of Peter Kellogg, Henry Colie, David Morrow, and Gary Jobson (what a team!) in just over three hours for the 10.4 NM course. *Silent Maid* had been sailed down the ICW from Bay Head, New Jersey, for this event, a trip taking just over two weeks. Local team Jim Flanagan and Chuck Raynor were second in *Shorebird* a Marshall 18 Sanderling.



*Silent Maid.*

The second race, toward Hilton Head, got underway at 2:15 p.m. Due to the light winds this race was shortened to 5.7 NM, ending at Haig Point, the north end of Daufuskie Island at the entrance to Calibogue Sound. First to finish was, again, *Silent*

*Maid* at 3:52 p.m., followed by *Pandora*, a 31-year-old twenty foot, wooden catboat, which had been trucked down from Brewster, Massachusetts, for the Rally. *Pandora* was sailed by brothers Drew, Lee, and Burt Staniar. They edged out *Shorebird* by ten seconds.



*Shorebird.*

The fleet then motored the length of Calibogue Sound to Windmill Harbour, home of South Carolina Yacht Club. As this harbor is above sea level it was necessary to enter by lock. In long pants and blazers, the participants dined in the upstairs “Chart Room” of SCYC and were treated to an entertaining after-dinner talk by Billy Keyserling, former Mayor of Beaufort and owner of a Marshall Sanderling.

Friday morning, the fleet went out into Calibogue Sound through the harbor lock. The first race got underway at 9:50 a.m. in light winds that were, as the prior day, from the northeast (on the nose). Again, *Silent Maid* was first across the finish line at just after noon, finding the right combination of breeze and tidal current across Port Royal Sound.

Team Flanagan/Raynor was second, followed by the Staniar brothers in *Pandora* less than a minute later in this 9.2 NM race.



*Boo Boo Jam.*

The final race was 8 NM up the Beaufort River with the Marine boot camp, Parris Island, on the West side of the river. The eleven knot wind had clocked to the East, giving the fleet a steady reach as they raced north to the finish in front of Beaufort Yacht and Sailing Club. Flanagan/Raynor, in Sanderling *Shorebird*, the oldest boat in the fleet, dating back to the 1970s came in first. *Silent Maid* was second, and all four boats finished within two minutes of each other.

*Silent Maid* sponsored cocktails and hors d’oeuvres on the BYSC dock. This team knows how to throw a party as well as how to sail this venerable catboat.

The three races planned for Saturday, which would have had nine participating catboats, were cancelled due to a lack of wind. But the awards dinner, in the BYSC clubhouse, drew fifty-five attendees.

What was the draw? Gary Jobson’s after-dinner talk. The awards were incidental. Gary treated everyone to a multi-media presentation about sailing that was inspiring, informative, humorous, and delivered in a cadence that was reminiscent of Bruce Brown’s narration in the film *Endless Summer* and Warren Miller’s videos on skiing. Professional yet personal, Gary’s presentation was a crowning finish for The Catboat Rally of 2022 in the Lowcountry.

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# Casco Bay Cruise

Anne Bridgman

August 20, 2022 and not a breath of air! Not even a whisper is how the day began. It looked bleak. There was advice given to the Race Committee on how to delay, *even cancel*, for lack of wind. But true to the scarcely-believable forecast, the breeze just started to fill in at the start of the race.

Our Casco Bay Cruise is an official Catboat Association event, but we do allow other boats to join. Three fine cats were joined by four “other types.” Yet, I have hopes for more next year as I can now count twelve catboats here in the New Meadows River. Most are not members of the CBA, but they will be visited by my favorite method of notification—an invite and a rock in a plastic bag gently placed in the cockpit of each boat. (This requires more time on the water for this reporter, which is always a good thing.)



A CBA invite on *Rosamond's* seat.

Casco Bay Race Committee had to get its head around our race. We went for the old 10-5-Start. The night before, however, we read with chagrin that new starting sequences had been in place for some years—the 5-4-1-Start. Who knew?

It was too new an idea for the ten-minute warning and several of us were in dead-wind holes

behind the line, and had some anxious moments about getting to the start on time. But the wind continued to fill in more and more, and *Rosamond* got a nice start at the horn with *Hobo* and *Toddy Queen* a minute or so after. The three sloops and one ketch were interspersed among us. Off on our usual course to windward, around the headland of Birch Point and then downwind to the first mark. *Rosamond* lost her lead to some of the interlopers at the mark, and *Toddy Queen* passed *Hobo* (inboard engine/fixed prop), but after that our catboats held fast to their relative positions throughout the course.

By now, the wind came on with some strength (maybe up to twelve knots out of the south-southwest), boats were heeling, but not like crazy, and everyone was footing it nicely. A most pleasant afternoon on the six-mile run around the buoys.



Fastest Bottom goes to *Toddy Queen!*

We rafted up to the Race Committee boat afterwards for a friendly potluck happy hour and various awards. (The Race Committee's Choice Award, for the fastest bottom, went to *Toddy Queen*, launched five *hours* before the race!)

We hope to see the other cats next year. (if you see a plastic bag containing a rock inside in your cockpit, please stop to read the accompanying note before you recycle.)

Best from Shoal Cove in Casco Bay, Anne Bridgman/catboat *Rosamond*

## RESULTS

Place	ET	Boat	Skipper
1	1:11:57	<i>Rosamond</i> M-18	Anne Bridgman
2	1:24:52	<i>Toddy Queen</i> M-15	Lexie Jungbluth
3	1:36:40	<i>Hobo</i> M-18	Tamara Vermette



# Beetle Cat Corner

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Michelle Buoniconto, Editor

## 2022 Leo J. Telesmanick Beetle Cat Championships

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George Shuster

Photos by Emily Ferguson

The Beetle sailors who participated in the 2022 “Leo” at Edgewood Yacht Club on the Edgewood Basin of the Providence River in Cranston, Rhode Island, were treated with sporty conditions and strong camaraderie over the two days of the event. Saturday’s breeze started in the low teens, and the first three races were spirited, with Michael Costello, Ery Largay, and Nonie Price already establishing themselves as the boats to beat in the regatta. After the quick sail back to the EYC clubhouse for lunch, Saturday afternoon brought wind in the first race holding in the high teens and delivering gusts at twenty-one knots. Sailors were in survival mode, with some of the fleet electing to reef and with the rest trying to muscle through three more races. Of particular note was the performance of twelve year-old skipper Jackson Bartro of EYC, who admirably struggled through the stiff breeze without giving up.

The EYC clubhouse filled on Saturday evening with a group of tired skippers, crew, family, and friends, with live jazz music provided by EYC member, Peter Bodner, and his partner over cocktails. After remarks from EYC Commodore, Chris Lee, about the particularly special status of the Beetle



Welcome.

Cat at Edgewood Yacht Club—having been sailed and raced here for almost all of the history of the class—the traditionally brief New England Beetle Cat Boat Association annual meeting kicked off the dinner. George Shuster of EYC was elected the new NEBCBA chairman, along with the new treasurer, John Bergland of Spindle Rock Club, and new board members Steve Glovinsky of Weekapaug Yacht Club and Bob Bartro of EYC.

As his last official act, outgoing chairman Bob Hawes of Spindle Rock Club presented the Terwilliger Award, donated last year by Chatham Yacht Club, to EYC’s Jeff Lanphear. Bob’s remarks in delivering that award are printed below. After dinner and dessert, the crowd dispersed to get some rest in preparation for day two of the regatta.



Sunday’s start.

On Sunday, conditions were more kind, and the EYC Race Committee squeezed in five more races within the three-hour, day-two race window—although the leeward leg of the last race held a surprise gust that reminded sailors of what Saturday afternoon had been like. While other boats did their best to press for higher spots in the ranking, Nonie had an excellent set of races on Sunday, and Michael and Ery were able to hold on to their leads. Michael’s final score after eleven races, with two drops, was thirteen, and Ery’s was just three points behind at sixteen. The final results are listed below.



Michael Costello, 1st overall.



Travel trophy presented to Craig Fillmann.



Ery Largay, 2nd place overall.

Edgewood Yacht Club would like to thank all of the sailors who made the trip to participate in this year’s 2022 Leo, and also to thank the EYC volunteers—those on its Race Committee and Social Committee and others who helped with logistics, the photo boat, and registration. It takes a team effort to run an event like this and the EYC team did an outstanding job—including getting lunch served and getting all the visiting boats on their trailers from the EYC ramp before 15:00 on Sunday, just two hours after racing finished.

### 2022 Leo J. Telesmanick Beetle Cat Championships Winners

#### Overall

First: Michael Costello

Second: Ery Largay

Third: Nonie Price



Nonie Price, 3rd place overall.

## Category Results

### Men

First: Michael Costello  
Second: George Shuster  
Third: Jim Bartro

### Women

First: Ery Largay  
Second: Nonie Price  
Third: Carol Carmody

### Juniors

First: Jackson Bartro

### Old Salts (Ages 60-69)

First: Jeff Lanphear  
Second: Blair Farrar  
Third: Wayne Kezirian

### Ancient Mariners (Ages 70+)

First: Steve Glovinsky  
Second: Paul Baggott  
Third: Norm LaBrie

## 2022 Presentation of the Terwilliger Award by Bob Hawes, NEBCBA Chairman

“The Terwilliger Award was first presented last year, in celebration of the 100th year of the Beetle Cat class. Chatham Yacht Club, the host of last year’s Leo, generously donated the plaque for the award, and the award was given to Roy Terwilliger himself. The award is intended to recognize individuals like Roy who have made exceptional contributions to the Beetle Cat class.

“This year, the award is given to an individual who has sailed Beetles for something like seven decades. He first encountered Beetles when learning to sail as a kid, and, like many of us older Beetle Cat sailors, he still smiles like a kid when he sails his Beetle today. I have here a results sheet from the Beetle Cat series in which he sailed in 1968, in which he failed to qualify

for any ranking whatsoever, perhaps indicating that his love for the Beetle Cat was slow to develop. But over time, as you can see from the plaque on the wall behind me—where he is listed as season champion for fifteen of the twenty-two years recorded there—he has become a quite successful Beetle Cat whisperer. More important, this year’s recipient, Jeff Lanphear, is the soul of the Beetle Cat fleet at Edgewood Yacht Club. He embraces new members’ Beetle Cat interest and serves as a mentor on the racecourse. How else would he be able to develop new Beetle sailors to compete with, and squash, on the racecourse every Wednesday night?

“When you ask yourself the question of how a tradition like Beetle Cat sailing continues at a place like Edgewood Yacht Club, where Beetles have sailed for almost as long as they have existed, the answer is because there are people who carry on the tradition week by week, race by race, tack by tack. At Edgewood Yacht Club, Jeff Lanphear is the person who has done that, and he is a primary reason we are here tonight celebrating the 2022 Leo J. Telesmanick Beetle Cat Championships and the 101st year of the Beetle Cat class. Jeff, please accept the Terwilliger Award for exceptional contributions to the Beetle Cat class. You deserve it.”

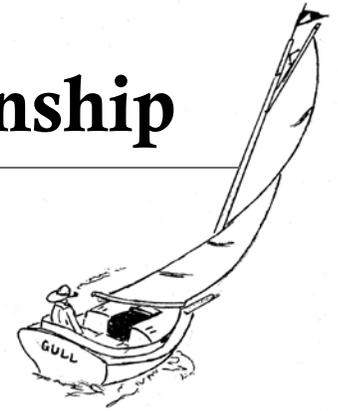


Terwilliger Award presented to Jeff Lanphear.



# Sailing Techniques and Seamanship

Brent V.W. Putnam, Editor



## Prop Walk

White's Landing is a public boat ramp in East Falmouth, Massachusetts, on the Childs River just south of Route 28. On any given weekend, between Memorial Day and Labor Day, it's busy with locals, summer residents and visitors all vying to launch and retrieve their boats.

It was not far from there that we kept our Marshall 22, *Cranberry*, on a mooring. The landing was our staging point. One or two of us would launch the dinghy from the ramp and bring *Cranberry* back to the dock to get the gear and bring the balance of the crew aboard.

On one of those busy weekends back in 2006, Rebecca and the kids waited on the dock while I was aboard *Cranberry*, waiting for my turn to pull in and get them. *Cranberry* was new to us that year, so I was still learning how to maneuver her under power.

I approached the dock at an angle of perhaps 20-30 degrees. With the rudder hard to port, I expected that a bit of throttle would push the stern into the dock—except that I had to stop before hitting the boat in front of us. In reverse, with the rudder centered, the stern kicked further to port and away from the dock.

That wasn't supposed to happen. Or so I thought.

Forward again, but with little room to move in that direction the stern failed to move appreciably to starboard. Reversing again to avoid a collision, the stern moved further to port. We were now almost perpendicular with the dock. Forward and reverse a few more times and *Cranberry's* port side miraculously slid up against the dock. The gear was thrown into the cockpit, everyone followed, and we were away.

My, and Rebecca's, initial thoughts were that I'd screwed up while docking but somehow managed to avoid injuring anyone or damaging anything. I later learned that I had perfectly executed a maneuver the United States Coast Guard calls "back and fill." It's made possible by "prop walk."

Prop walk is most commonly noticed on single-screw, inboard boats where the propeller shaft is at an angle to the surface of the water. Because of that angle, the propeller blades will travel further on the up side of the rotation than on the down

side. That additional travel creates an asymmetrical thrust. A right-hand propeller (i.e., a propeller that spins clockwise to propel the boat forward, the most common type) when in reverse will turn counter-clockwise thus generating more thrust to starboard and "walking" the stern to port.

Prop walk happens both in forward and reverse, but it's far more noticeable in reverse because there's no headway. In forward, the propeller naturally pushes water past the rudder, providing more directional control. In reverse, there's no steerageway until the boat is moving. It's there—in those moments between applying the throttle and the boat actually moving backwards—that we see the prop walk.

To avoid prop walk, keep the throttle low and the rudder to starboard (for a right-handed propeller) until the boat begins to move.

Alternatively, to take advantage of prop walk, as I did:

1. Put helm at right full and momentarily throttle ahead, being careful not to make much headway. (Rudder directs propeller discharge current thrust to starboard, more than offsetting propeller side force and moves stern to port).
2. Before gaining much headway, quickly throttle astern and shift helm to left full. (With throttle astern, side force is much stronger than propeller suction, rudder to port takes advantage of any sternway).
3. Once sternway begins, simultaneously shift helm to full right and throttle ahead as in step 1.
4. Repeat procedures until vessel has come to desired heading, then put helm amidships and apply appropriate propulsion.

The USCG *Boat Crew Handbook – Seamanship Fundamentals*, provides the procedures for backing and filling, which they also refer to as casting.

## Sharing Seamanship

### What is seamanship?

The dictionary defines seamanship as, “the art or skill of handling, working, and navigating a ship,” but what exactly does that mean?

When we think of great acts of seamanship, we might point to Captain William Bligh, who in 1789 suffered a mutiny aboard the HMS *Bounty*. Set adrift in a small boat with eighteen loyal crewmen, he successfully led them more than 3,600 nautical miles to safety with the loss of only one life.

Then there is Ernest Shackleton. After his ship, *Endurance*, was captured and destroyed by Antarctic ice, he and five of the crew sailed 720 nautical miles in a 20-foot boat—about the size of most catboats—across what are probably the most dangerous seas on earth to get help. Not one member of his 28-man crew perished.

And who can forget the efforts of Bernard Webber and the crew of the lifeboat CG-36500? Immortalized in the book and movie, *The Finest Hours*, they saved 32 men from the SS *Pendleton*, an oil tanker that split in half during a gale on February 18, 1952.

Here in the Catboat Association, we present the Henry M. Plummer Award to members who accomplish a significant voyage of note or to commemorate a significant act of seamanship.

“A significant voyage of note” certainly describes what Bligh and Shackleton did, and the crew of CG-36500 undoubtedly performed “a significant act of seamanship.”

None of this really answers the question, what is seamanship? But the last example graces the cover and introduction of the United States Coast Guard *Boat Crew Handbook*, a handbook subtitled *Seamanship Fundamentals*.

There are a lot of books out there that provide some sort of instruction in seamanship, but none so succinctly organizes the knowledge required as does the *Boat Crew Handbook*. The table of contents reveals what the USCG—arguably the authority on seamanship—thinks a mariner needs to know. In it, you will find chapters on:

- Marlinspike Seamanship
- Boat Characteristics
- Stability
- Weather and Oceanography
- Boat Handling

Note that while the purpose of the handbook is “to explain good seamanship fundamentals and how they apply to boat operations,” it comes with the disclaimer that it “is not intended to cover every contingency that may be encountered during mission execution or training. Successful operations require the exercise of good safety practices, sound judgment and common sense.” This is perhaps the most important part of seamanship—exercising sound judgment.

That’s where you come in.

It’s said that good judgment comes from experience, and experience comes from bad judgment. Many of us who sail have at one time or another encountered a situation where our experience and/or judgment failed us. Yours truly has shared a few of these situations so that you may develop good judgment from my bad judgment.

It’s my hope that you’ll share your experiences so that we may all learn the art and skill of handling, working, and navigating a catboat.

*By the way, if you want a copy of the USCG’s Boat Crew Handbook – Seamanship Fundamentals, the document is available free online. A search for the actual or electronic title (BoatCrewBCH16114.4.pdf) will take you right to it.*



# Navigation

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Skip Stanley, Editor



## Lighthouses

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Skip Stanley

*Who doesn't love a lighthouse? I'd be hard-pressed to think of anyone who doesn't (or would admit to it).*

They have been called America's castles, these beacons that stand on the shores of our islands and coastlines. There's no denying, they hold a certain charm and capture the imagination. Standing steadfastly, light flashing night after night in all weathers. They provide a certain, though different, comfort to the land-bound and the mariner alike. Maybe because we feel we can count on them always being there.

Sadly, modern technology has rendered lighthouses nearly obsolete. Electronics have now made it easy to navigate across an ocean and arrive precisely at your destination. Before that, navigation, primarily celestial, had only to get a ship within sight of a major aid (such as a lighthouse) and the captain could work his way in from there. Lights had, and still have, ranges of many miles and that was enough. Nowadays, GPS has made it possible for a skipper to make it all the way down a channel and never even see an aid (though this is not recommended). Still, it is nice to see these lighthouses standing on our shores.

The modern lighthouse can be traced back to the Pharos of Egypt built in 280 B.C. It is most certainly not the first time lights were placed on shore for the aid of mariners (these were usually simple fires), but it *was* the first large *structure* built specifically for the purpose. It was massive, built in three sections, and rose to an astonishing 450 feet—grand enough to be named as one of the seven wonders of the ancient world—and was decorated with statues and sphinxes. The Pharos stood intact for almost 1500 years before being destroyed by two earthquakes in the early 1300s.

In the following centuries, other large lights were built on the coasts of Italy and Spain. One, the Tower of Hercules, probably built in the second century A.D., was built on the northwest coast of Spain. Much of its tower was replaced during a restoration

in 1791 but enough of it remains for it to claim to be the oldest functioning lighthouse in the world.

The first lighthouse in the United States, Boston Light, was built in 1716 on Little Brewster Island off the coast of Massachusetts. Initially, it was a tower some seventy feet tall, with a lantern of tallow candles (seriously underpowered). It was destroyed twice during the Revolution—once by the colonists (burned) and once by the British (blown up). Rebuilt in 1783, it still stands today.<sup>1</sup>

As for the title of oldest *working* lighthouse in the U.S., that title goes to Sandy Hook Light at the Entrance to New York Harbor. Built in 1764, it has been intact and operating continuously since that time. Sandy Hook light is not, however, the oldest operating light in North America; that title goes to Sambro Island light at the mouth of Halifax Harbor built in 1759.

The first light built by the U.S. Government, under a law signed by George Washington giving the federal government responsibility for all lighthouses (1789), was Portland Head Light off the coast of Maine. Others soon followed including the stone tower at Montauk on Long Island, New York, in 1796.

Heading into the 1800s, lighthouse building declined. Lighthouses were still built, but they often little more than lights on top of ordinary houses. Where towers were built, they were also of poor quality. Even worse than the cheapness of the buildings was the quality of the lights themselves. Oil lamps with mirrors and with convex lenses were tried but these were terribly ineffective. Fresnel lenses, originating in Europe, were just starting to appear across the Atlantic.

Interestingly, it was a shipwreck that drove the United States to begin building lighthouses in earnest. Minot's Ledge had long been a hazard to navigation and in 1847 work began on an iron-pile lighthouse on the Ledge. During the construction, a vessel carrying

Irish immigrants, fleeing the Great Famine, wrecked on the ledge resulting in over a hundred deaths, hastening the importance of completing the light. It was completed in 1850. Then, in 1851, a storm swept the light away along with its two keepers. The resulting public outcry brought attention to the poor condition of the nation's lighthouses and Congress appointed a new Lighthouse Board. This would become the U.S. Lighthouse Service in 1910. The Lighthouse Service merged with the U.S. Coast Guard in 1939. The L.H.S. would go on to build many of the lighthouses that still stand today. The first (failed) Minot's Ledge Light was replaced with the current English-style granite structure in 1860.

A huge number of lighthouses were built during the late 19th and early 20th centuries—the golden age of lighthouses. But as large buildings, skyscrapers, were built, lighthouses were no longer looked upon as the “feats of architecture” they once were. And as automation came more to the fore, the need for keepers began to decline. And as electronic navigation made voyaging even easier, lighthouses became more relics of history than signs of the future.

This would not happen all at once, however. Lighthouses were, in fact, some of the first places radios were installed. Cape Race Light in Newfoundland was famously in contact with *Titanic* during its fateful voyage in 1912.

Though automation was inevitable, there was some reluctance to embrace it fully due to its perceived unreliability. George Putnam, the Commissioner of Lighthouses, decreed in 1936 that, in the interest of safety, “Human attention, given by lighthouse keepers, must be retained.” Thus the majority of lighthouses in the U.S. would have keepers well into the 1960s.

But time moves on and little by little automation became more reliable rendering keepers unnecessary. The last remaining keeper of a U.S. light was (and is still) stationed at Boston Light. But even that light is automated. The keeper is an honorary position, established by legislation to preserve its special historic character of Boston light and to honor all past keepers. Prior to that, the last federal keeper was stationed at Portland Head Light in Maine.

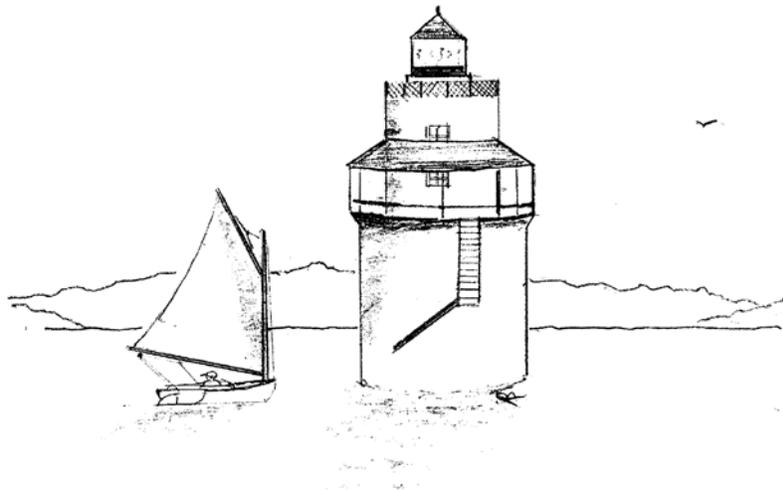
Financial considerations have come into play also; lighthouses are expensive to maintain. But their charm is still there. They've become destinations and the subject of countless photographs and postcards. Though many are in private hands, or have been turned over to the towns where they are located, the Coast Guard continues to maintain the lights. So, even in this day of GPS, maybe their importance, even if only aesthetic, isn't totally lost.

Steadfast, serene immovable, the same,  
 Year after year, through the silent night  
 Burns on forevermore that quenchless flame  
 Shines on that inextinguishable light.

— Henry Wadsworth Longfellow, *The Lighthouse*

1. Incidentally, there is an inside joke in the Coast Guard that, because Boston Light was built in 1716, the Aids to Navigation program was really the origin of the Coast Guard and not the Revenue Cutter Service in 1790.  
 Reference: Grant, R.G., *Lighthouse*, Thames & Hudson Ltd., London, 2018

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



# Keeper of the Light

Jay and Diane Webster, Editors

## Great Catboat Sailing

In the early 1950s, Wild Harbor Yacht Club in North Falmouth, Massachusetts, was founded, mostly with a Beetle Cat fleet of ten or twelve boats. Learning to sail quickly involved lots of racing. Many of the boat crews had great fun sailing to regattas in Marion and New Bedford on Buzzards Bay and Falmouth on Vineyard Sound. These distances ranged from twelve to twenty-one nautical miles. Obviously, much was learned simply sailing Beetle Cats to and from the regattas.

If you have sailed in Buzzards Bay, you know that weather conditions can change quickly and become tough sailing weather. The Beetles could handle the rough weather with their wide beams. Usually, the boats were sailed by their skippers but sometimes the boats were towed. The trips involved much good sailing. The boys and girls accommodated each other and food was wrapped with ice in old newspapers.

Whether sailing or being towed, the trips contributed much sailing experience for the skippers and crews. Conditions changed quickly as the wind often increased each day with the southwest wind in Buzzards Bay. Vineyard Sound presented a bit lighter wind but significant current changes due to the tide, which Buzzards Bay generally lacked.

Additionally, a trip to Falmouth involved sailing from Buzzards Bay through Woods Hole with its well-



known treacherous currents, into Vineyard Sound. If you've made the trip, you know the currents. And you know you must determine the channel markers for Hadley's Harbor, Woods Hole Harbor, Falmouth Harbor, and, of course, to be on the lookout for the Steamship ferries crossing to and from Martha's Vineyard and Nantucket.

These varied and difficult conditions were part of the sailing experiences and instruction that young Wild Harbor sailors received. As a result, these young sailors became excellent sailing teachers and coaches up and down the east coast from Maine to Florida.

It's not unusual to see the Wild Harbor Beetles gather for pick-up races on Sundays during the summer. Though many of these sailors have moved onto bigger cats, they have continued to sail and race their Beetles in the annual Hog Island races in Chappaquoyt and the Thanksgiving races in Squeteague Harbor on Buzzards Bay.

We know that many other yacht clubs have also provided this great Beetle Cat experience to young sailors. If you have a story you would like to share, we would love to know about it for a future Bulletin article.

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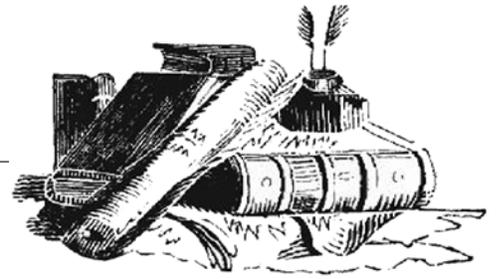
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# Book Review

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Dan McFadden, Editor



## *Adrift: Seventy-Six Days Lost at Sea*

By Steven Callahan

This is not a new book and many of you may have read it already. I had not and was not familiar with Steven Callahan's story. But when some non-sailors I know recommended it highly, I figured if people who don't like boats like this book, then there must be something there. And they were right.

In 1981, Steve Callahan, a 29-year-old boat builder from Maine, set out to sail across the Atlantic and compete in the Mini-Transat, in a 21-foot boat he designed and built himself, *Napoleon Solo*. The Mini-Transat is a solo transatlantic race from France to the Caribbean. While the Atlantic crossing is successful, the Mini-Transat is a bust and Callahan is forced to withdraw to Spain for repairs. He eventually finds himself sailing alone west of the Canaries enroute to Antigua where he hopes to recharge his bank account and make his way back to New England.

His voyage turns into an odyssey when *Napoleon Solo* unexpectedly strikes an object in the middle of the night. Sinking fast, it is all Callahan can do to inflate his life raft, gather his emergency bag and whatever random items he can grasp, and, as the water flows over his head, climb aboard the raft and drift off to watch his beloved boat sink beneath the waves.

"Disaster can happen in a moment, without warning, or it can come after long days of anticipation and fear," Callahan writes. Regardless, one must get on with the business of survival. Callahan is an experienced mariner, but the situation he finds himself in is not good: away from the shipping lanes, he is 1800 miles from the Caribbean islands, has little water, less food, no radio, few tools, and several solar stills of unproven reliability to generate fresh water. Worse, no one knows where he is, and no one will start looking for him for several months.

Yet Callahan settles in and, like they say in the movie *Apollo 13*, "works the problem" day-by-day as his gear fails him piece-by-piece and he has to invent repairs with the most minimal of materials. He nurses the stills to produce barely enough water to survive. He fishes off the side of the raft with a spear gun and, when that breaks, a handheld spear. He fabricates a crude sextant with pencils and does a credible job of determining his latitude. One of the most terrifying incidents occurs when he accidentally punctures one of the raft's air compartments with his fishing spear. Facing certain death, he jury-rigs a fix that would make the TV character MacGyver proud.

From the beginning, Callahan readily offers that chronicling the voyage, on a few precious notebooks he was able to keep dry, was an important coping mechanism. Eager to make sense of the situation, as his body and mental health declined, he recorded his actions and thoughts as the days, then weeks, went by and conditions went from bad to worse. His recollection is remarkable, and one is left to wonder how difficult that must have been in the darkest of hours.

Throughout it all, and amid prolonged, harrowing suffering, Callahan still finds moments of beauty. He develops a strong relationship with the fish that are attracted to the organisms growing beneath his little island. The dorados thumping the bottom of his raft became like pets to him, even as they must be killed to provide sustenance.

Of course, Callahan does make it across the Atlantic and lives to sail another day. His quote of survival writer Dougal Robertson probably sums up the ultimate lesson: "Rescue will come as a welcome interruption of the survival journey."

National Geographic Explorer called *Adrift* one of the 100 best adventure books of all time. It is that. But it is also a humbling tale of the sea, survival, and humankind's role on this earth.



# 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 might be useful.*

## Insurance

Boat insurance is necessary to protect you from a lawsuit over damages caused by your boat or damages to your boat. Numerous articles have appeared in various publications on the subject. One important aspect of a boat insurance policy is the compliance requirements. An example of this concern is illustrated in an article in the April, 2022 issue of *Maritime News* starting on page 18. The insurance policy on the boat required that the insured employ a professional captain and one crew. A hurricane struck with no one aboard and the insurance company refused to pay for the raising of the boat and repairs because the insured had not been compliance with the policy's requirements. The Districts Court's ruling in favor of the insurer was reversed by the Eleventh Circuit Court. The reason I bring this case to your attention is for you to make sure that, as the insured, you have continuously complied with all the provisions of your boat's insurance policy requirements and are aware of the exclusions of the boat's coverage. If you own an "older" boat, you might want to find a copy of the May/June issue of *Good Old Boat* and start reading the articles therein.

## Trailer Jack Stands

A trailer tongue jack is very useful-not only to hold the trailer tongue up but also to tilt the front of the trailer up so the stern of the boat is lower than the bow to allow any rain water to flow down and out the rear scuppers. The trailer tongues for both of my Sisu boats had both a pad and a wheel connection that could be inserted in the tube of the jack to hold the trailer or to move it. The wheel was very nice to have when needed. When the tide was out and we were launching (or recovering) the Sisu-22, I put the wheel on the jack, added some

chain, and then could roll the trailer down the ramp with the chain stretched out between the tow vehicle and the trailer. This kept the vehicle out of the water and gave me some extra "length" to put the trailer further back down the ramp. Without the wheel option, things would have been much more difficult.

## Draining Boat Covers

Covers over open boats, or cockpits, can be a problem if something tears or a support stops working properly. If a support fails and a pool of water is created, there are a number of methods to remove the water. If such is available, a garden hose does the job quite nicely. Put the hose in the pool, turn on the water (hose attached to faucet) and wait until the bubbles stop. Turn off the faucet and unfasten the hose, water should flow back and out of the pool. It takes a while, but is a lot less effort.

## Seven Seas

We think of the "Seven Seas" as specific bodies of salt water. However, according to *Salt: A World History* by Mark Kurlansky (Penguin, 2002, page 82), the islands that became the city of Venice were further off the mainland than they are today and the body of water between the islands and the nearest mainland port were called the Seven Seas.

"To sail the Seven Seas" in 600 AD, meant simply to sail 25 dangerous miles among the reefs and sandbars between what would become Venice and a mainland port. When what became Venice by the way of landfills, the water ways were filled in and ceased to exist.

## Scupper Plugs

The boat "sank" when the tide came in. It was a twenty-some foot outboard that ran aground on one of the sandbars off Shell Point (Apalachee Bay) on a falling tide and ended up with the bow higher than the stern. When the tide came back in the stern did not rise as expected and water flowed into the cockpit through the open stern scuppers and filled the hull. The owner had to wait for the next low

tide, plug the scuppers, and then recover the boat. I had light-weight scupper covers on our Sisu-26 but added a piece of 2x4 shaped to fit each scupper hole in case something of this sort happened to me on the water.

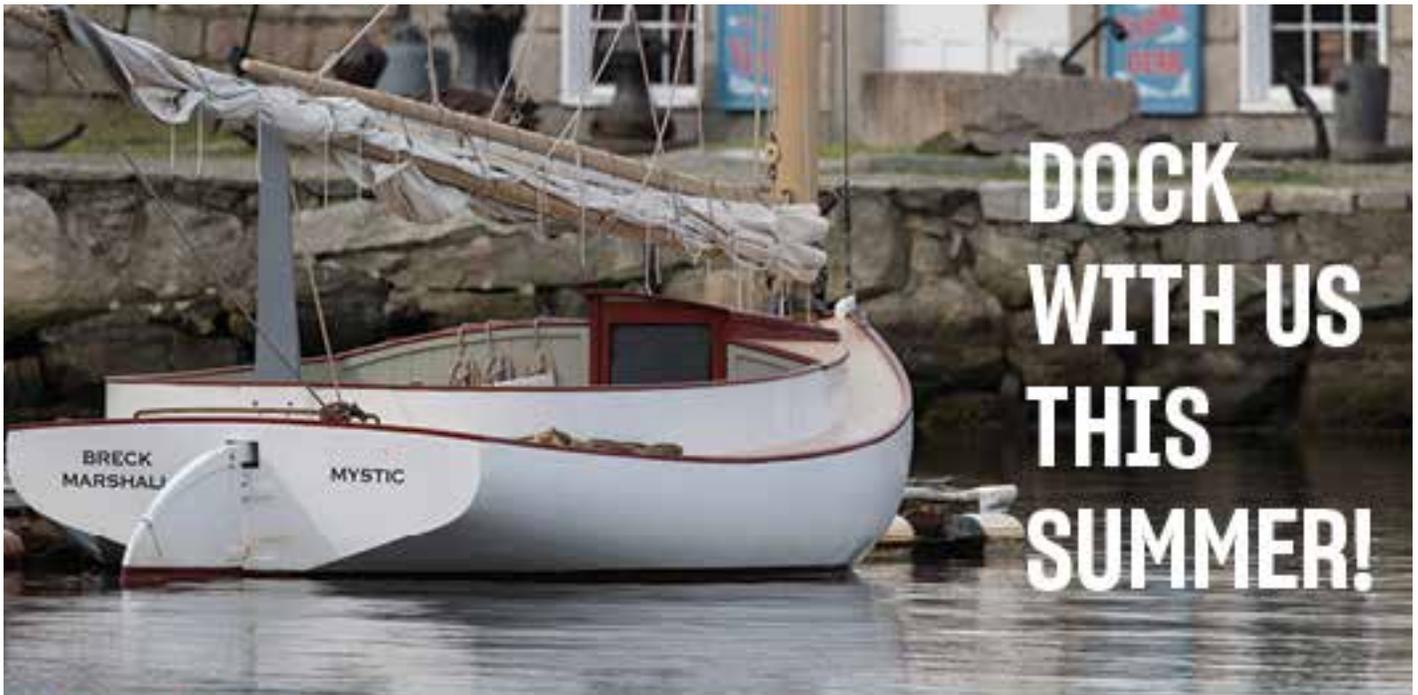
### Plastic Bags and Work Lights

Do you have some large plastic yard/garbage bags on your boat? They are very handy if someone gets wet on a cold day. You put the individual in the bag, with hole cut in the bottom for his or her head

to stick out. The bag holds in body heat helping avoid possible hypothermia.

### Winter Heat

If your boat is out of the water for the winter, a 60-watt work light under the engine will provide some heat to the engine area with the engine cover helping to hold in the heat. I used this technique on our Sisu-22 when it was on the trailer in our backyard. If freezing was expected, I would plug in the light in the evening and un-plug it in the morning.



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# New Members

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Carolyn Pratt, Membership Secretary

*WELCOME ABOARD to our new members since Spring 2022*

Tom & Gretchen Avery, Denver, CO  
David & Robin Bellantone, Greenland, NH  
Dennis Bolduc, South China, ME  
James M Cain III & Ingrid Neuman, Cranston, RI  
Brendan & Christina Cahill, Poinr Lookout, NY  
Jim & Gabriele Clark, Cherry Hill, NJ  
Hobart & Mary Collins, Palmetto, FL  
Joseph Crilly, Toms River, NJ  
Jeff Davis, Gladwyne, PA  
John Dixon, Stonington, CT  
Louise Drinnan, Staten Island, NY  
Maldwin Drummond, Hobe Sound, FL  
Timothy Eburne, Harwich, MA  
Diana Fairfax, South Dartmouth, MA  
Alexander Ficarelli & Morgan Danberg,  
Edgartown, MA  
Walter Filkins, North Kingstown, RI  
Robert Fisher, Brattleboro, VT  
Ira & Julie Gray, North Falmouth, MA  
James Hall III & Missy Hall, Waldoboro, ME  
Craig Hansen, Oakdale, NY  
Dave Herrick, Salisbury, MD  
John & Karen Hough, Palm Beach Gardens, FL  
Susan I& Naoto Inoue, Kennebunkport, ME  
Howard Jones, New York, NY  
Remi & Nancy Khu, Quechee, VT  
Robert Krigelman, Chattanooga, TN

Matthew & Simone LeBlanc, Norwood, MA  
Dean Lovewell & Julie Pringle,  
Vineyard Haven, MA  
Stephen Masterson, Oak Bluffs, MA  
Jeremiah McCarthy, Stratford, CT  
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Phil Suter, Peterborough, NH  
Bill T& Melanie Tabbert, Okeechobee, FL  
John & Margaret Wainright, Saratoga Springs, NY  
John & Margaret Wilbur, Mooresville, NC  
David (Sam) Williamson, St. Louis, MI  
Christopher Young, Cambridge, MA  
Paul Zabriskie, Middlesex, VT

# 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](http://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](mailto:cats4sale@catboats.org)*



189-1. 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 REDUCED \$38,000. phone 802-793-2310 or [gratz.bruce@gmail.com](mailto:gratz.bruce@gmail.com) Photo courtesy of John K. Robson



189-2. 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](mailto:jlkski@suddenlink.net)



189-3. 1985 Marshall 22 "Artemis". 18hp Yanmar diesel inboard, 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. REDUCED to \$18,000. Contact [rickmiller1812@gmail.com](mailto:rickmiller1812@gmail.com)

189-4. 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](mailto:catboatsteve@aol.com) for details



189-5. "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

189-6. 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](mailto:snorwood3@me.com)

189-7. WANTED: Boat share. Previous catboat owner/experienced sailor looking to share an 18-22' catboat in the Marblehead/Beverly/Salem area for the summer of 2022. Happy to share expenses/maintenance/mooring fees, etc. Please contact Beau Schless at (978)501-0574 or [robertschless60@gmail.com](mailto:robertschless60@gmail.com) if interested.

189-8. 1983 Marshall Sandpiper with cuddy. Currently in Greenwich NJ on the Cohanse River. Sail and rigging used but fully functional. I expected to get another season without replacing anything, but have decided to buy a sloop. Needs new coat of bottom paint. The mast does not have a tabernacle hinge. Trailer included with \$1100 rebuild last year - new axle and wheels, etc. I have a title for the boat but not for the trailer. 4hp Yamaha 4-stroke outboard and bracket. Motor was serviced last year, 40 hours total use on the motor. Asking \$6900 but would consider other fair / gentlemanly offers. I can forward other pics. Email: [g.andrew@meschter.com](mailto:g.andrew@meschter.com) Phone: (610) 322-0112



189-12. 1973 Herreshoff America 18' Catboat and Trailer. Professionally shrink-wrapped each winter season. Comes with a relatively new 2015 Venture single axle roller trailer and a professionally maintained Mercury 5hp two-stroke outboard. No Ethanol gas has EVER been run through the outboard, thus it is highly dependable. At the start of summer 2021, all bright work was taken down to bare wood, and built up with six coats of Duralux Marine Spar Varnish (M738); also rudder shoe was replaced with a professionally welded and painted replacement. At start of summer 2020, all decks were refinished with Interlux Brightside ready-mixed non-skid, and mast was painted with Interlux Brightside. Hull has boot stripe of black Total Boat Wet Edge one-part polyurethane topside paint, with three coats of Interlux ACT (green) on her hull below waterline. This beauty is just shy of Bristol shape. She is fitted with a tabernacle mast, for easy one-person rigging, or for easy trailer sailing. Running rigging is all in excellent shape. Includes three year-new custom sail made by Gambell and Hunter of Camden, ME, with cover. Fitted with Edson wheel steering set-up, as well as a wood laminate tiller (cover



included) made by Rudder Craft. All berth cushions are immaculate (no rips, tears, or even scuffs). Comes with three mooring pennants: one brand new, two older but serviceable (one is buoyed). Final odds and ends: serviceable spare mast rings, fitted with internal bilge pump, complete tool box with common spare parts (stainless nuts, bolts, washers, cotter pins, small ancillary marine tackle), USCG required spare lifejackets in storage bag, etc. Dinghy included (a bit rough, but serviceable). Hull and appropriate elements of topside have always been polished and waxed with Total Boat Premium Boat Wax, at the start and end of each season. Boat can be viewed by appointment in Wickford, RI. \$10,000. Contact: [chmtindall@gmail.com](mailto:chmtindall@gmail.com) or (802) 989-0011

189-13. 50's Beetle Swan 12.5' catboat. Jolly Flotsam, a very early Beetle Swan. One of the first fiberglass sailboats, ca. 1950. Excellent condition, barn kept for decades in its custom canvas cover with its original owner family. 12.5' long, about 6' beam, fiberglass hull, mahogany deck and trim—rare early version. An absolute classic, collector's item, much like its sibling in the Mystic Seaport Museum. Everything is there and working, but the original sail has been mouse-eaten, a usable substitute sail is provided. Last registered in New York in 1998. Good working trailer with new wheels and tires. Location upstate NY. \$4500. Contact [tom.hergert@gmail.com](mailto:tom.hergert@gmail.com) 320-493-2515



189-17. Seeking a Sanderling or similar catboat (trailerable and under 8'6" beam). Ideally it has a blown inboard engine and is located on the east coast (Eastern Provinces, New England & Mid-Atlantic). Hinged mast, inspected trailer, and day sailer configuration all add value for me. Paul Zab 802-793-2999, or [appliedecology@aol.com](mailto:appliedecology@aol.com).

189-18. 1976 Herreshoff America 18' catboat, Nowak & Williams. Now on land, Monmouth Beach, NJ. Sail 2 years old and spare sail; New battens, sail bag, and laminate tiller. Tohatsu 6hp outboard 2 yrs old (less than 100 hours). Centerboard, cockpit and cabin cushions, all replaced 2 years ago. Bottom is scraped, sanded and painted. Depth finder (2019). Brand new trailer is included. \$9,500. Contact Keith at 917-250-2975 [karithgroup@gmail.com](mailto:karithgroup@gmail.com).



189-19. 1972 HA18 Herreshoff America converted to open cockpit schooner. Includes custom sail replaced in 2017, all rigging and older Johnson 6hp. No trailer. Located out of water at Fay's Boatyard, Gilford, NH. Asking \$5000. See current listing at <https://faysboatyard.com/inventory/herreshoff/1972-herreshoff-18/>



189-20. Johnson 2006 6hp 2-stroke short shaft outboard looking for a catboat home. I bought it with my used dingy three years ago had it serviced and ran well but then never used it. Asking \$500. If you are interested please contact me at: marc@weinerville.com



189-26. 1974 Marshall 22 catboat. Fiberglass hull. Boat is solid & ready for paint. Teak is oiled (needs another coat). Varnish is on (need another sanding and coat). Two sails. Brand new covered cushions for inside and outside (dark Blue). Have Bimini frame but not canvas. This boat was converted to electric. Will need batteries. I cannot work on it due to injury and do not know when I could work on it so it has to go. Boat is ~70% of the way to being almost a show boat. If I were keeping it, I'd put a motor in it. Located in Pt. Pleasant, NJ. Priced to sell at \$5,500. Please text interest to 760-525-6359 Joe



189-21. 1975 Legnos Mystic Cat 20 for sale. Beam 8', draft: board up 2'3", board down 4'3", Yanmar 1GM10 diesel engine (run 16 hours), She is equipped with a portable Potty, a Ritchie compass, two batteries, two anchors, fire extinguisher, running lights and masthead light, cockpit cushions, cabin berth cushions, electric bilge pump in the cockpit. The sail is in good condition. The trailer is in "get by" condition. She is located in Boothbay, ME. Price \$12,500. Contact Alan at 207-633-5341 or email alan@winterisland.com



189-27. 1973 Herreshoff America 18' with 3 year old trailer (which has never been dipped in the ocean). All in good condition. 4 hp Yamaha outboard hung off the back. The original engine hole in the hull has been professionally sealed to make the boat a better match in races against Marshall Sanderlings. No electrical components. Cushions replaced 2 years ago. Asking \$7,500. Larry (401) 397-9222 or ollietaft@icloud.com



189-22. 1994 Herreshoff America 18' catboat. UPDATE: The center board and the tabernacle mast are fixed. New centerboard and pennant all installed and in good working order. Mast fixed with reinforced steel for the pivot point. Looking to sell as we are transitioning to smaller day sailor for little cove we sail out of. The boat is in great shape as far as the hull, topside, interior, new tiller (and old one on the boat, too), full cover, boom sail cover, two sets of sails—one red and one white, includes beautiful almost new trailer, too. We are located in Guilford, Connecticut. Happy to meet anyone interested. \$10,000. Contact Robert rmfisher1967@gmail.com (802) 236-1511



189-28. Herreshoff Eagle 22' sloop w/topsail. Manufactured by Nowak and Williams (unsure of year). The ultimate pocket yacht. In the stable and genteel manner of the last century, the Herreshoff Eagle is a stately daysailer and elegant weekend cruiser for two. Fiberglass with varnished mahogany trim, sloop rigged with topsail, she is a well-found 22-footer replete with detail attendant to comfortable sailing: wheel steering, aluminum spars, stainless steel standing and new running rigging, self-contained head, sink, four fixed and one opening ports, 700 pounds of internal lead ballast and bronze fittings. With shallow draft and retractable center board, the Eagle is easily trailered. Concealed inside her large cockpit is an outboard motor well. A custom trailer is included and a 5hp Honda outboard, manufactured and purchased in 2021. Located Sunday Harbor, WA. \$10,500. Contact Joseph jas.sundstroment@gmail.com 425-245-4875



189-25. Handy Cat 14' catboat. Hull #106. Designed by Merle Hallet of Maine and built by Cape Dory. She has a LOA of 14 feet, a 5' 8" beam, and weighs 750 pounds. Wooden spars are made of spruce. The sail (area 141 square feet) is in good condition. Sails well in light winds and has two reef lines for very windy days. This boat, recently refurbished including painting, bright work, canvas, and rigging, is ready to launch. An original sturdy removable motor mount accommodates up to a 3 HP outboard. Includes a road-ready trailer in good condition with excellent tires. The Handy Cat is classic beauty under sail and at the mooring. Easy to launch and sail. \$6,900. Contact James jwhall3phd@gmail.com (352) 275-6335



189-30. 2010 Yamaha 6 hp outboard motor. 4-Stroke, long shaft - excellent condition. Low hours - used as kicker on Marshall 18. Comes with tank and hose as well as extra gas cap and propeller. Winterized and serviced after 2021 season. NADA avg. retail price is \$1,730. Model name / number: F6AMLH. Located in Wayland, MA. \$1,200. Text or call 617-306-7305.



189-31. 1995 Menger 19' catboat. For sale from original owners. Located on Nantucket and professionally maintain and stored at local marina. No trailer, no outboard, but mount for outboard is still in place. \$13,500. Contact Sam at Samwc1995@gmail.com or 917-566-3673



189-32. Danforth 35HT Anchor..May have never been in the water. Raymond Grady, Gales Ferry, CT. \$200. 860-464-7295  
Info on anchor is here: <https://danforthanchors.com/hi-tensile/>

189-33. Propane tank. Aluminum, 10lb, vertical, recertified with a new valve and filled. \$110. Raymond Grady, Gales Ferry, CT 860-464-7295

189-34. 2017 Herman 18' Cat. Homebuilt to plans from Wooden Boat. Cold molded and fiberglass Hull. Tabernacle mast. Two sails, one very used, one in very good condition. 5hp Hangkai outboard. Porta potty. New centerboard trunk this past winter. Trailer. Asking \$8000. Contact Ed at Dankievit@aol.com 631-786-5456



189-35. 1973 Herreshoff America 18' Catboat. Builder: Nowak and Williams. Tabernacle mast. Flag sail in good condition. Rebuilt cockpit seats. New centerboard. New rudder. 6 Hp Mercury outboard. Trailer. Asking \$8,000. Contact Ed at dankievit@aol.com 631-786-5456



189-36. STANDARD HORIZON HX870 Floating Class D DSC Marine Transceiver with GPS. The advanced HX870 floating handheld VHF/GPS includes a 66-channel WAAS GPS receiver, allowing you to transmit a DSC distress message, report your position or send calls with your coordinates. The workhorse HX870 includes 6W of transmit power, a die-cast chassis, IPX8 submersible waterproof rating and long-lasting 1,800mAh Li-Ion battery. GPS capabilities include navigation to a waypoint, DSC (Digital Selective Calling) functions



including Position Request, Position Report and waypoint entering. Includes Owner's Manual, rechargeable battery, recharging base & cable, alternative AAA battery case. Used during one season. \$100. Terry Gips [tgips@comcast.net](mailto:tgips@comcast.net) (508) 243-0987

189-37. WANTED: Used Sail for Marshall Sanderling. Trying to get a 1974 Sanderling back in the water. Will consider any usable sail. Contact Charlie Huberman [spudsailor@aol.com](mailto:spudsailor@aol.com) or 631-574-7410

189-39. 1974 Herreshoff Eagle 22'. Built by Nowak and Williams. New tanbark sails, new Yamaha 9.9hp in well with electric start and remote. All topside teak restored and varnished with brass molding on rub rails. Decks, cabin top and cockpit repainted. Cockpit and cabin cushions Head and galley sink with pump and water tank. Electric bilge pump Garmin plotter and depth, compass. Wheel steering. Fitted winter cover, bimini and cockpit cover. Tandem road trailer. Boat stored indoors since restoration. Call or email for details, and photos. \$13,500 OBO. [steinja@optonline.net](mailto:steinja@optonline.net) 631-312-7622



189-40. 2011 Fisher Cat 14' sailboat by Howard Boats. Additions: Hinged aluminum mast, 2hp Honda air cooled outboard, ePropulsion Spirit 1.0 electric outboard (new 2021), telescoping transom ladder, custom cover, mid boom sheeting, single line reefing. Has additional deck cleats and lifting bridle so boat can be launched with an electric hoist (method used for most of boat's life). Very good condition. Location: Seabrook, TX. \$12,000. Carl Regone [cjregone@gmail.com](mailto:cjregone@gmail.com) 281-818-7996



189-43. 1969 Marshall 22' catboat. Original engine ran when winterized 2 years ago. Needs some TLC. New gas tank installed. Engine maintained professionally. Sail is old but functional. Gaff end piece needs replacing. Boom crutch support needs repair. Bottom and hull in good condition. Stored covered at Beatons in Brick, NJ. No trailer. Too many boats, too little time. \$12,500. Contact Brian [brianhsails@gmail.com](mailto:brianhsails@gmail.com) (732) 569-1398



189-44. 2018 Com-PAC 14' Picnic Cat. Gaff rigged. Cockpit is comfortable for three adults or two adults and two children. Hinged mast for trailering or motoring under bridges. All original sail and rigging, storage cover and 2021 Torquedo 603 motor for quiet, reliable running. Located on Lake Norman in Mooresville, NC. Asking \$11,500. Contact: [jbw3021@gmail.com](mailto:jbw3021@gmail.com)



189-45. 2016 Arey's Pond 14' Catboat in excellent condition. 2nd Place finisher in the 2021 AP14 World Championship Including: • 2016 galvanized trailer • Full canvas mooring cover • Full cockpit seat cushions • White bottom paint • Indoor heated winter storage since new Features include: Cockpit & Rails • Fiberglass Molded Seats with Flotation • Teak Centerboard Trim • Fiberglass Two Tone Sole with Bilge Well • Varnished Mahogany & Ash Tiller with Tiller Tamers • Teak Boom Crutch & Holder • Gelcoat Coaming Cap and Inner Coaming • Soft fire hose Rub Rail Rigging • Carbon Fiber Mast and Aluminum Boom & Gaff Finished with AwlGrip • Includes mast boot, five soft mast hoops, mast step, head stay and set of wooden mast wedges. • Three Strand Dacron for Halyards, Mainsheet, Topping Lift and Centerboard Pennant • Harken Centerboard Cam Cleat • Quantum Racing Sail• Includes AP logo, number, sail ties and sail bag. Hardware • Stainless Steel Deck Hardware • Includes chain plate, 6" bow cleat, aft cleat, traveler, bow eye. Harken underdeck cleats for halyards and mainsheet. • Stainless Steel Rudder Hardware Finishes • AwlGrip Spars • White Gelcoat Topsides • Classic Moondust Gelcoat Deck Not sailed since the 2021 event. Stored inside in Yarmouth MA. Asking \$19,600. Contact Mark markw@bostonoffices.com (202) 841.1889

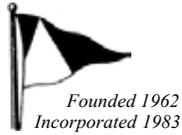


189-46. 1974 Handi Cat by Cape Dory, Hull# 157, galvanized trailer with new LED lights, all teak redone in Cetol spring 2022, New Thurston Sail 2022, only sailed 4 times this summer, mast stripped and varnished Spring 2022, all new running rigging Spring 2022, boat is in great shape, only selling because I have too many projects, many photos upon request, \$6500, located Sayville, NY, spudsailor@aol.com



189-47. Fairclough custom canvas winter cover for Marshall 22, in excellent condition w/ frames and stringers. \$1200. Permanent metal stand for Marshall 22, \$600. 207-251-6167





## 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](http://www.catboats.org). Click on JOIN/REGISTER on the blue bar at the top of the page. You can find detailed instructions by selecting MEMBERSHIPS-HOW TO JOIN from the menu on the left side of the homepage. Once a member, you can update your information online at any time.

If you prefer to mail this application form with your check, please send to:

**Membership Secretary, 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	

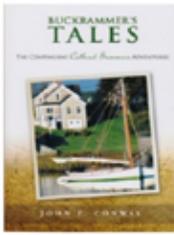
Navy, Stone, Stone/Blue, Nautical Red, Pale Pink, Lime Green, Baby Blue (Please Specify Original Logo or Burgee only) Periwinkle (Orig. Only) **Total \$** \_\_\_\_\_

Name
Address
City, State, Zip
Phone

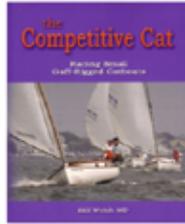
To order merchandise, specify color, size, quantity and total for each item. Make check payable to Catboat Association, Inc. in U.S. funds. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 17 Ocean View Avenue, Mattapoisett, MA 02739. Questions? [mary.crain@catboats.org](mailto:mary.crain@catboats.org);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

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

# CATBOAT ASSOCIATION PUBLICATIONS ORDER FORM



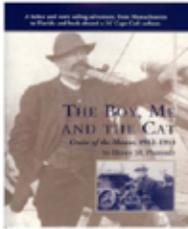
**Buckrammer's Tales**



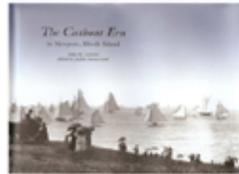
**The Competitive Cat**



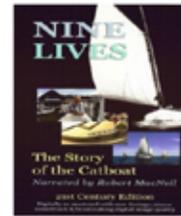
**The Catboat and How to Sail Her**



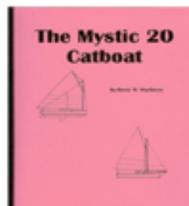
**The Boy, Me and the Cat**



**The Catboat Era in Newport**



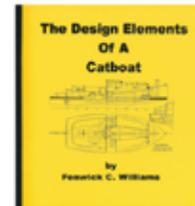
**Nine Lives DVD**



**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	
<b>Shipping and Handling: \$3 for EACH item.*</b>			
<b>ORDER TOTAL</b>			

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

Name : \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 Phone Number: \_\_\_\_\_

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

# Scuttlebutt

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## Membership Renewals

Annual membership renewals are due the 1st of the year. Please logon to the CBA website [www.catboats.org](http://www.catboats.org) to see if your membership has expired (and, if needed, please renew it online, which saves time and effort). Sharing and, if necessary, updating your email address will help greatly when it comes time to send renewal reminders.

## CBA Mailings

Throughout the course of the year, we send out five mass mailings—three bulletins and one yearbook/directory and the dues bills. Without fail, we receive multiple returns from members who are away from their main address for extended periods—and these returns cost the CBA time and 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](mailto:membership@catboats.org) with updated information.

## Want to Do More?

There are many ways to get more involved with the CBA including pitching in at races and rendezvous, helping with the Annual Meeting, contributing to the Bulletin, etc. Just reach out to any of the members listed on page 2. If that's not the right person, they'll direct you to the right one.

## Your Amazon Purchases Can Benefit the CBA

The next time you visit [Amazon.com](http://Amazon.com), use that purchase to benefit the Catboat Association. First, type in [smile.amazon.com](http://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](http://smile.amazon.com) every time; you can set this up on the phone app.

## CBA Website

The CBA website [www.catboats.org](http://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 and [thecatboatassociation](https://www.instagram.com/thecatboatassociation) on Instagram.

## 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, if possible) and separate photos (.jpg files) to the appropriate Contributing Editor. Indicate where you think photos should go in the body of your article and the printers will take care of actually putting them there. (Don't embed them yourself, please.) Not savvy with Word? Don't let that stop you. Type your piece in an email and attach the photos and we'll see what we can do. This is your Bulletin! Submission deadlines: Fall Bulletin: Labor Day; Winter Bulletin: January 1; Spring Bulletin: February 15.

## That Goes for Photos Too

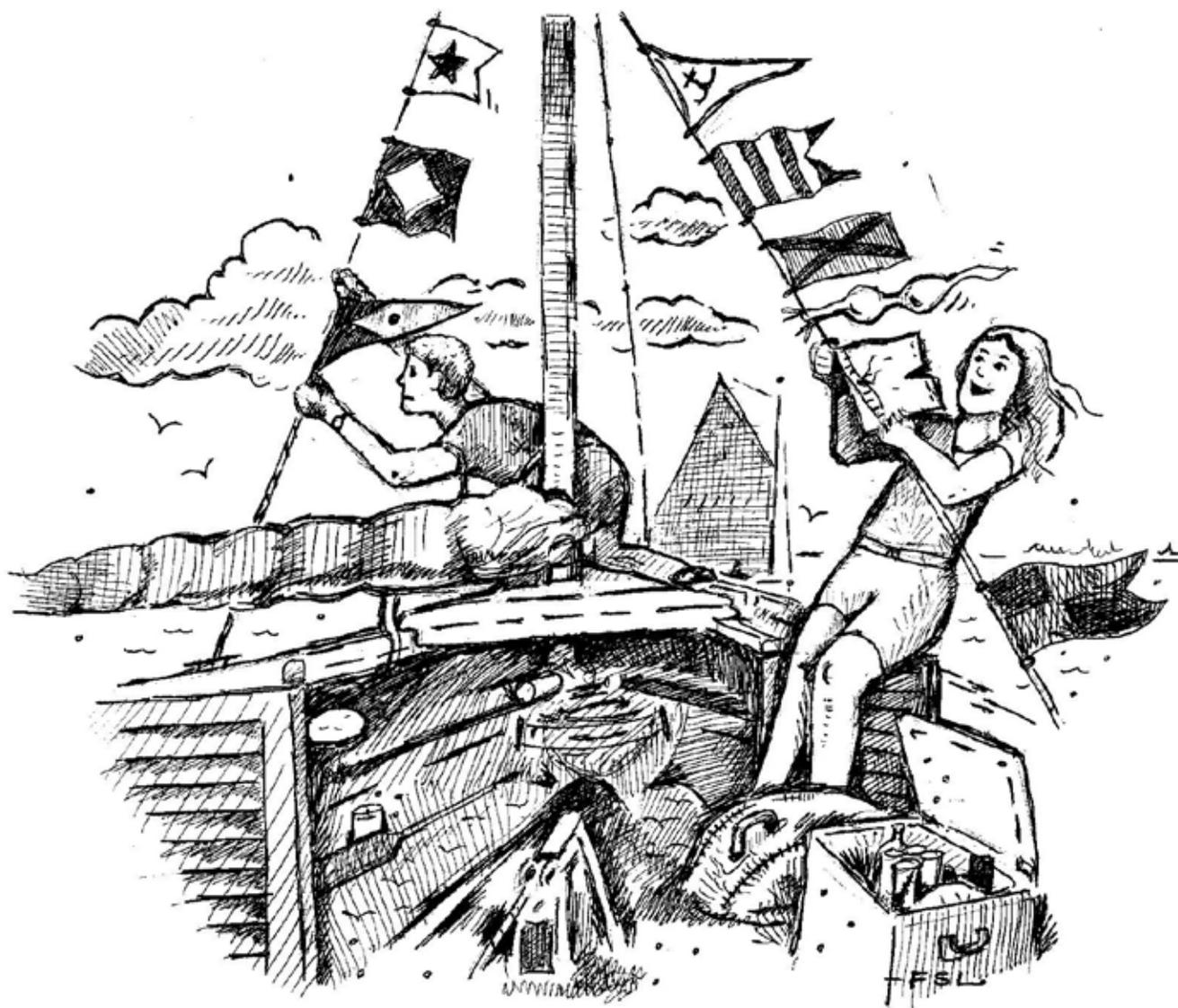
Got a great shot of your boat or somebody else's—send it to us. We're always looking for good cover photos or center spreads. Tell us a little bit about it too, for example: where it was taken, what the occasion was, and who the photographer was so we can ensure they get the credit!

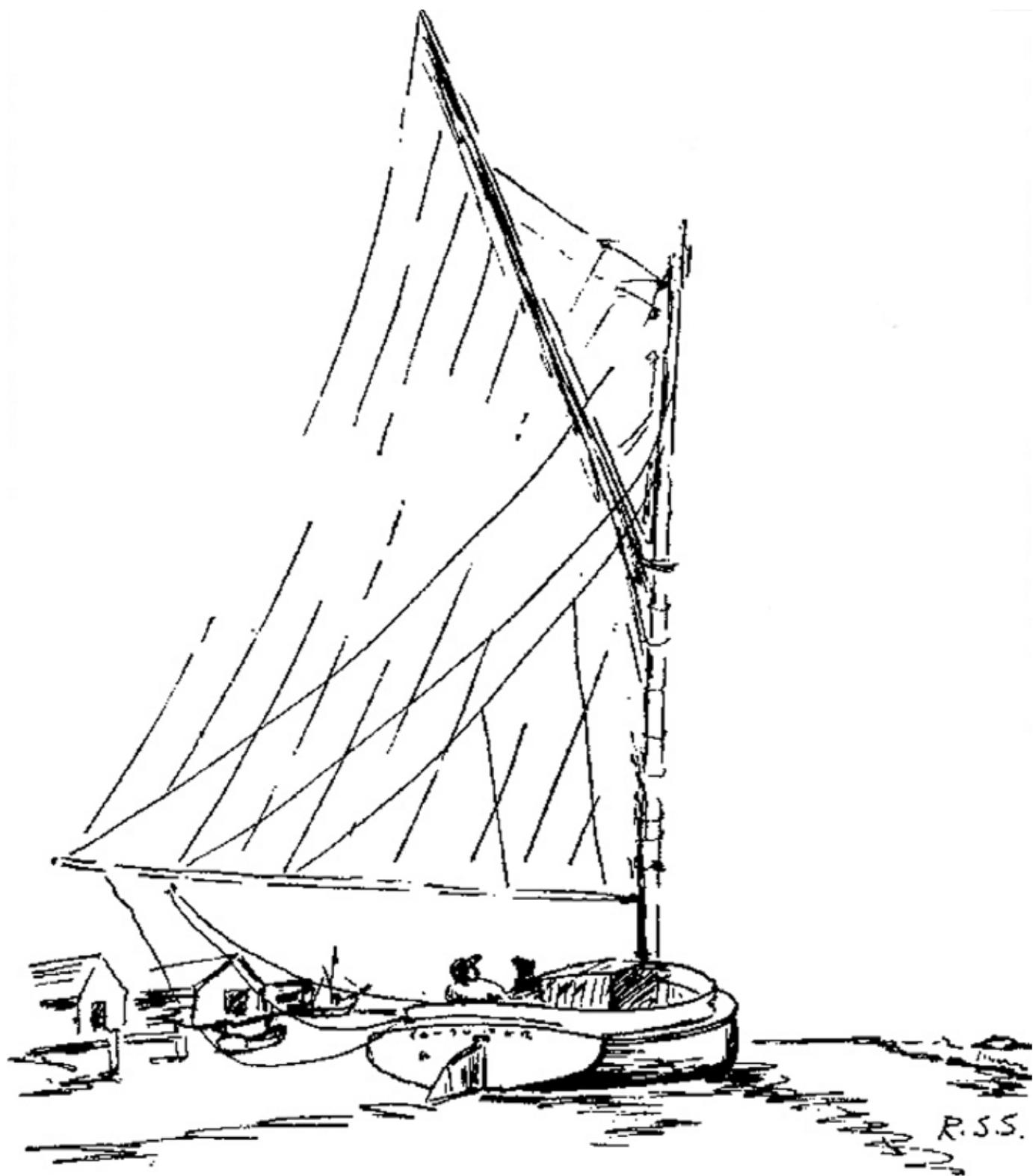
## Change of Address for Membership and Renewal Payments

CBA Membership Secretary  
322 Concord Road  
Wayland, MA 01778-1121  
membership@catboats.org

## 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](mailto:bulletin.editor@catboats.org).





# **ON THE BACK COVER**

One more painting by Marston Clough

