

Catboat Association Bulletin



No. 190



Winter 2023

ON THE COVER

Bill McKay sailing *Calico*.

Dedication. This issue is dedicated to long-time member Bill McKay who crossed over the bar on January 5, 2023. Bill contributed much to the Bulletin as a writer, editor and member of the Editorial Board. He contributed, among many other things, the clock and barometer set which serves as the Editor's Choice Award presented for significant contributions to the Bulletin.

He will be greatly missed by all of us.

Photo by Mike Piniewski.

Catboat Association

www.catboats.org



BULLETIN NO. 190

Winter 2023

IN THIS ISSUE...

Editor: Skip Stanley

- 3 **From the Editor**
- 4 **Now Hear This**
- 5 **Crossing Over the Bar – Bill McKay**
- 6 **Features**
 - Racing a Sandpiper with Grandkids – Ned Hitchcock II
 - Catboats Found, Part 5 – The Adventure Continues... – Ed Dankievitch
 - Marston Catboats – John Conway
- 18 **Boat Building and Maintenance – Eric Peterson, Editor**
 - A Marvelous Mystery - In Pursuit of a Catboat Legend,
 - Part 7: Hibernation Activities...and Surprises – John Conway
 - Catboat Preservation Group – John Conway, Ben DeLong
- 29 **Cruising – Steve Flesner**
 - Down on Dee Bay Hon – Steve Flesner
- 30 **Beetle Cat Corner – Stephanie Van Patten, Editor**
 - 2022 Leo J. Telesmanick Beetle Cat Championships; A New *Seashell* – George W. Shuster, Jr.,
- 33 **Rendezvous and Racing Results – Steve Flesner, Editor**
 - Meeting of the Dutch Catboatclub in Veere – Peter Plate
 - Catboats!* An Old Sculpin Gallery Celebration – June Schoppe
 - Wild Goose Chase 2022 – Butch Miller
 - 30th Annual Arey's Pond Cat Gathering – Haley Cedarholm
- 36 **Center Facing – A Painting by John Hutchinson**
- 48 **2023 Race and Rendezvous Schedule – Steve Flesner**
- 51 **Canines and Catboats**
- 52 **Sailing Techniques and Seamanship – Brent Putnam, Editor**
 - Sailing off and Returning to a Mooring Singlehanded – Skip Stanley
- 54 **Navigation – Skip Stanley, Editor**
 - Longitude, Part One – The Problem – Skip Stanley
- 56 **Keeper of the Light – Jay Webster, Editor**
 - Remembering Bill McKay – Jay and Diane Webster
- 60 **Book Review – Dan McFadden, Editor**
 - My Shenandoah: The Story of Captain Robert S. Douglas and His Schooner* by Douglas Cabral
- 62 **Short Tacks – C. Henry Depew, Editor**
- 64 **New Members – Carolyn Pratt**
- 65 **Cats for Sale – Spencer Day**
- 69 **CBA Membership Application**
- 70 **CBA Merchandise – Mary Crain**
- 71 **CBA Publications – Mary Crain**
- 72 **Scuttlebutt**

THE CATBOAT ASSOCIATION

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

Membership in the CBA is open to all. Members receive: an annual subscription to the Catboat Association Bulletin (ISSN 2689-7067) published three times a year (spring, fall, winter), the CBA Yearbook, access to the CBA website, and periodic information about Association events and activities including the Annual Meeting. The single-copy price of a Catboat Association Bulletin or the Yearbook is \$10.00. See the membership application within. Make check payable to the Catboat Association, Inc. and mail to: 78 River Street Yarmouth, MA 02664 or apply at www.catboats.org.

Printed by Diverse Graphics Services, 15 Hitch Street, Fairhaven MA 02719. Copyright 2023. All rights reserved.

Where To Send... Editorial Copy

- *boat building and maintenance:*
Eric Peterson
112 Wading Place Road, Mashpee, MA 02649
(781) 856-8873 eric.peterson@catboats.org
- *book reviews:*
Dan McFadden
39 Boulder Ave.
Stonington, CT 06378-3004
(860) 333-7155 dan.mcfadden@catboats.org
- *cruising and races and rendezvous:*
Steve Flesner
2037 Indian Circle, St. Leonard, MD 20685-2400
(410) 586-8179 steve.flesner@catboats.org
- *history:*
Judy Lund
7 Middle Street, So. Dartmouth, MA 02748-3413
(508) 996-4864 judy.lund@catboats.org
- *navigation:*
Skip Stanley
94 Clarendon Street
South Weymouth, MA 02190-1351
(617) 755-7269 skip.stanley@catboats.org
- *sailing techniques and seamanship:*
Brent Putnam
824-A Lake Avenue #194
Lake Worth, FL 33460-3754
(508) 444-0222 brent.putnam@catboats.org
- *social media coordinator:*
Carol Thorsten-Stein
52 Flash Road, Nahant, MA 01908-1153,
(978) 764-1536 carol.thorsten-stein@catboats.org
- *keeper of the light:*
Jay Webster
25 Reservoir Road, Apt. B3
Pembroke, MA 02359-2847
(781) 826-7748 jwebster@catboats.org
- *editorial board:*
Skip Stanley
94 Clarendon Street
South Weymouth, MA 02190-1351
(617) 755-7269 skip.stanley@catboats.org
Mark Alan Lovewell
P.O. Box 2034, Vineyard Haven, MA 02568
(508) 696-4655 mark.lovewell@catboats.org
Dan McFadden
39 Boulder Ave.
Stonington, CT 06378-3004
(860) 333-7155 dan.mcfadden@catboats.org

- *proofreaders:*
Paul Cammaroto, Spencer Day, Henry Depew,
Steve Flesner, Jim Grenier, Michelle Hoover, Peter
Knowlton, Ray Lane, Ned Lund, Dan McFadden,
David and Kimberly Morrow, and Eric Peterson
- *line drawings:*
Unless noted, contributed by: Rex Stewart, Dave Park,
Charles Chapin, Frank Lovewell, and John Kurgan.
- *photographs:*
All photographs contributed by the authors unless
otherwise noted.

CBA Directory

- *policy, guidance, & general information:* **Nate Titcomb**,
Steering Committee Chair
11 Highview Drive, Bristol, RI 02809
(401) 924-4144 nate.titcomb@catboats.org
- *awards:* **Brent Putnam**, *Chair*
824-A Lake Avenue #194
Lake Worth, FL 33460-3754
(508) 444-0222 brent.putnam@catboats.org
- *invoices, donations, etc.:* **Tim Fallon**, *treasurer*
16 Maple Road, Warren, RI 02885
(401) 252-1672 tim.fallon@catboats.org
- *memberships & updates:* **Carolyn Pratt**
78 River Street, South Yarmouth, MA 02664
(508) 397-6276 cajopratt@comcast.net
- *computer webmaster:* **Neil Titcomb**
38 Brookwood Dr., Stanford, CT 06405-2325
(203) 488-3088 neiltitcomb@catboats.org and or
Spencer Day contact info listed below
- *cats for sale:* **Spencer Day**
7 Cottage Place, Milton, MA 02186-4504
(617) 696-1067 spencer.day@catboats.org
- *advertising:* **Dan Look**
100 Partheni Court, Cary, NC 27519
(770) 855-3135 dan.look@catboats.org
- *merchandise, bulletin back issues and publications:*
Mary Crain
17 Ocean View Avenue, Mattapoisett, MA 02739
(508) 758-8081 mary.crain@catboats.org
- *annual meeting coordinators:* **Eric and Dawn Peterson**
112 Wading Place Road, Mashpee, MA 02649
(781) 856-8873 eric.peterson@catboats.org

WHAT TO DO ...

WHEN YOU CHANGE YOUR ADDRESS:

Notify Carolyn Pratt at the address above.

From the Editor:

Standing in the terminal at T. F. Green airport in Providence, Rhode Island, is a Herreshoff 15, a beautiful Marconi-rigged sloop. Nice as the exterior was to look at, what interested me was the cockpit. I wanted to see how the lines were run, where the halyards were secured, how the sheets were rigged.

Lines, and handing them well, are a big part of sailing. Mooring lines hold the boat to the dock, halyards raise and lower sails, and sheets control them. Reef points (nettles) are used to reduce sail. There are heaving lines to throw to the pier and extra lines in the rope locker to secure things when needed.

Handling lines well is a skill worth learning. Raising sail(s) smartly and securing the halyards; keeping the sheet(s) out of the way but still ready to run; stowing the mooring lines as soon as possible; and, while we're at it, getting those fenders on board and stowed and not splashing alongside while you sail blissfully along....

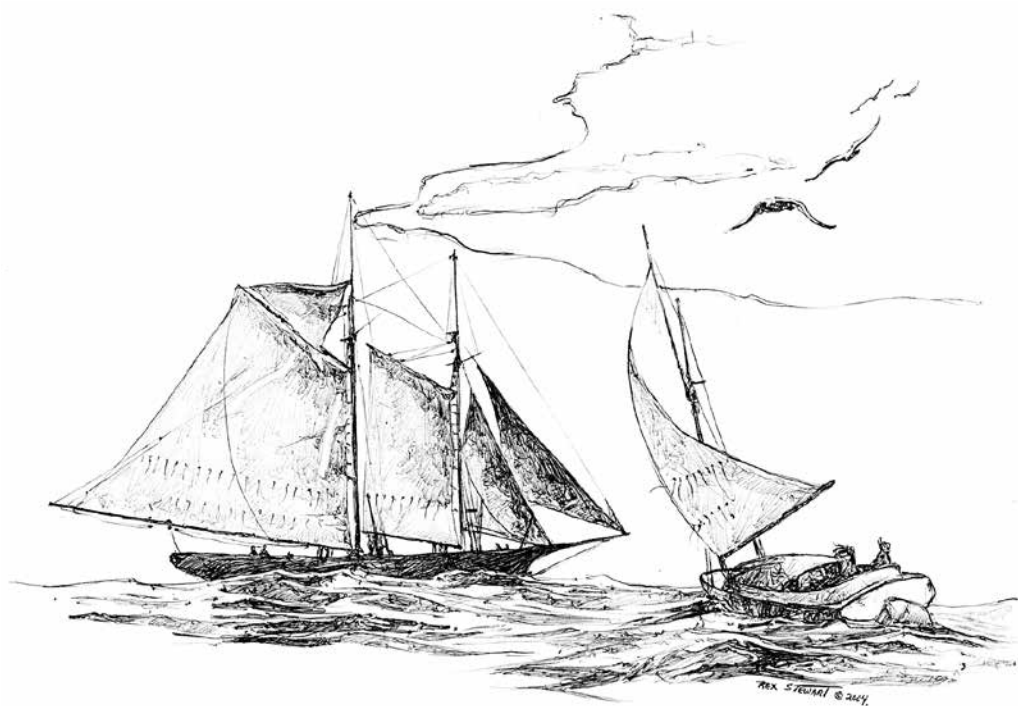
Good cockpit management and efficiency of movement are learned with experience. There is pride in doing things right. Just don't take it too far when sailing with others, everybody has their own way. Find a baseline and make it work.



Then there are knots. I've liked knots ever since my dad taught me how to tie a bowline. I'm sure you know a few, some of you know many. And we all have a few favorite "go-to's."

A good knot is easy to tie, secure while tied, and easy to untie. There is beauty in a well-tied knot. Which brings to mind a favorite maxim: "Never cut a knot you can untie." That goes for lines as well as life.

— Skip Stanley



Now Hear This:

Don't forget: Renew Your Membership

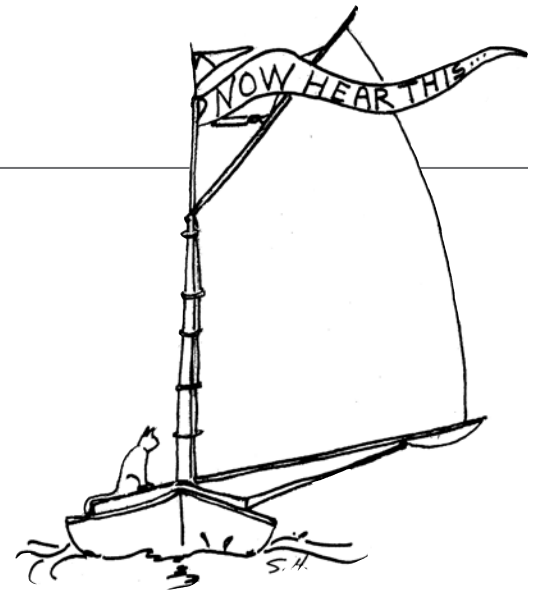
Keep in touch with the Association! Where else are you going to find such a group of like-minded individuals as the Catboat Association? And renewing your membership keeps you informed about what's going on. And the CBA Bulletins have a wealth of information—keep 'em coming. Not only that but your membership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

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

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

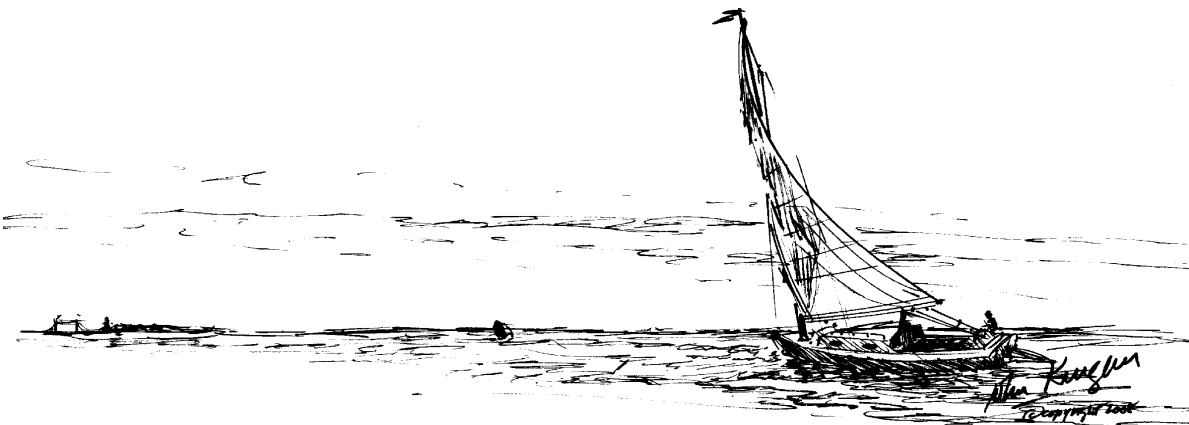


BoatUS Membership

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@boat.us, or visit their website: www.bostus.com/group/default.asp. Remember to also ask about insurance—they insure boats too.

And don't toss that Bulletin!

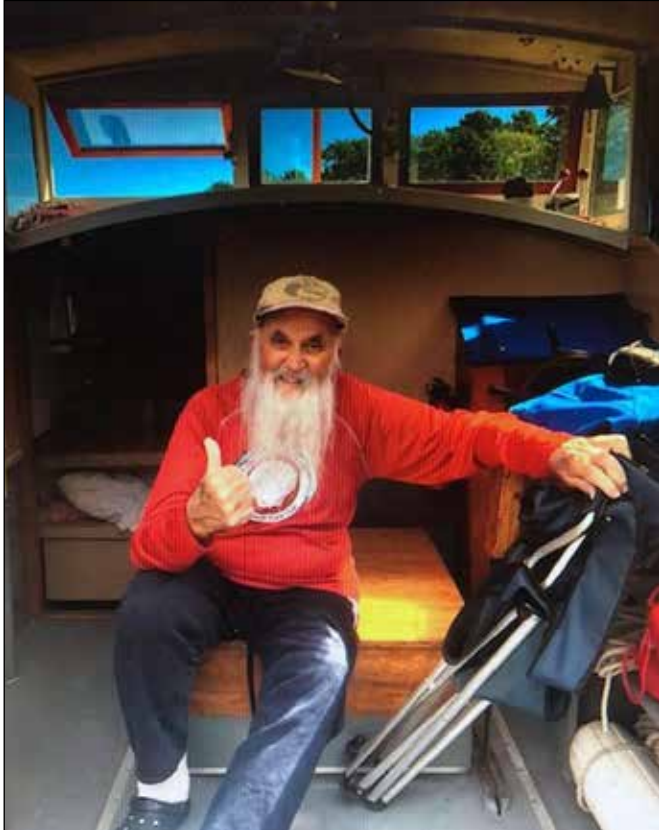
The Bulletin is a great way to spread the word about the CBA. When you're finished with yours, pass it on to a friend (maybe even one who owns a catboat). Or take it to your yacht club and leave it there. Or your local coffee or barber shop. Like a note in a bottle, you never know where it will travel or who might pick it up, find it interesting, and join the CBA.



Crossing Over the Bar



Bill McKay



William "Bill" John McKay Jr., passed away on January 5, 2023, after a long courageous battle with multiple myeloma.

After graduating from Boston College in 1969, Bill began his career as an educator in Falmouth and was among the first teachers at the new Falmouth High School that opened in 1973. He taught math, english, and Distributive Education which he said was a fancy title for the guy in charge of students who defied the educational process, questioned authority and were challenged in one area or another, mostly emotional and attitudinal. His unique style, finding the common denominators and real-life applications that were meaningful to each student, made it possible for many of them to excel.

Bill and his wife, Moe, who he met at BC, moved to Mashpee in 1973 and, in 1980, they

built a home with environmental consciousness on Mashpee River where they raised their five children. He became a passionate and outspoken advocate for the preservation of the river and worked tirelessly to establish conservation land in the surrounding woodlands.

He was an avid tinkerer and recycler making the old and discarded new and useful again. After his retirement, he turned his barn into storage for incongruous parts from Cape renovation projects that orphaned, doors, windows, bathroom vanities, and bragged he was able to build an addition to his house for \$10 a square foot.

A lifelong sailor, Bill also restored several sailboats. He was a familiar seafarer, sailing the catyawl *Calico* on Nantucket Sound. A long-time member of the Catboat Association, he wrote numerous articles and reviews for the Catboat Association Bulletin and served on the Editorial Board. In 2013, he donated the clock and barometer set that serves as the Editor's Choice award recognizing significant contributions to the Bulletin.

A renaissance man of music, theater, and sports, he was engaged in various community theater activities. A long-time runner in the Falmouth Road Race, he also ran the Boston Marathon.

Bill was a great friend to many who were always welcome on his porch. He will be greatly missed by all who knew him.

"Live life to the fullest. Go for a walk, ski, sail or do any other outdoor activity. Eat the cookies and chips; enjoy your friends and family; make sure to tell your loved ones that you love them every day; sing and whistle often. Don't buy what you can find for free."



Racing a Sandpiper with Grandchildren

Ned Hitchcock II

I bought *Black Cat* (Sandpiper No. 76) several years ago with the idea that it would be an ideal boat to teach my grandchildren to sail. Being a competitive sailor, I planned to race in our local evening series. My daughter agreed to crew and planned to bring her two young boys along. That was a disaster! The boys were either nervous, upset or downright scared when we hit a wave. I found that it was much better to take them sailing one at a time, only in light wind, and for a very short time. Surprisingly, the younger boy enjoyed it more while his brother watched from dad's powerboat. Gradually we were able to get both boys to do an evening race.



Tuesday night racing.

The nice thing about the Tuesday-night races is that they are low key. Nobody cares if you sail by yourself or with a boatload of grandchildren. Usually there are three short races and everyone is back on the mooring before it gets dark. It's relaxing and fun!

Enter their cousins! Living further away, they were less able to come and sail, but they loved being on the water. Mom, three kids, and I would don life jackets and head to *Black Cat*. Whether sailing or racing, the kids would listen to directions and learn about the boat. They all took turns at the helm, with help, and learned how to direct the boat. When the season ended, all five grandchildren had spent time on the boat and learned a little about sailing.

This summer, everyone was enthusiastic about racing on *Black Cat*. My daughter took her younger

son sailing during the day and had him steering across the harbor. Tuesday nights he was anxious to be our third crew member, but usually begged off after the first race. His brother joined us occasionally but was more inclined to watch.

My other daughter tried joining us more frequently, but the distance was still daunting. When they were available, the kids always enjoyed themselves. During the races, the youngest, a six-year-old, would always ask, "Are we winning?" If we won, she would give a big cheer as we crossed the finish line.

Then it was time for the "catboat rendezvous." We made plans so that we had a powerboat available as a mothership and as a place we could swap crews. All five grandkids were eager to be involved. Unfortunately, the wind didn't cooperate, continually building throughout the day. The first race saw my seven-year-old grandson and his mom serve as my crew. We had a good start and managed to lead the other boats around the course for a close win.



Kate and Willa our youngest crew.



Sailing away after another crew change.

On to the powerboat for a quick crew switch and my crew became my ten-year-old granddaughter and her mom. Another good start, an advantageous wind shift, and we were in the lead again. By now the wind was about fifteen knots with higher gusts and the crew was soaked from the wave action.



Willa and Kate - a little damp.



Finishing the third race.

The third race saw my six-year-old granddaughter join both moms and me. Having three adults really helped in the windiest race yet, and my granddaughter got to cheer as we crossed the finish line in first.

A crew change again and my eight-year-old grandson hopped on as the race committee declared a welcome lunch break. During the break, the wind continued to build and the waves increased. After a lot of discussion, we decided that we had all had fun, the kids felt good about being on the boat, and we didn't want to risk spoiling the day. So we passed on the last two races and sailed into the harbor.



Returning to harbor.



The whole crew.

That evening, we all went to Marshall Marine for their traditional cookout. Besides the good food and camaraderie, Geoff and Kristen provided trophies and humorous gifts. We all wore our *Black Cat* tee-shirts and had a wonderful time.



Willa and Jake, ready to party.



Sawyer, Willa, and "Captain" at the cookout.

During August, Mother Nature decided she didn't like Tuesday evenings as it was either rainy, windy, or more windy! We didn't race. And with September, school beckoned and fall sports took up all the grandkids' time.

Black Cat is now in the backyard waiting for spring and more adventures with our grandchildren.

The fleet is planning several winter meetings to plan for next season. We are hoping to attract some new owners to come out on Tuesdays and join the fun.

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

508-563-3080



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

www.CapeCodSailmakers.com

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



Catboats Found, Part 5 – The Adventure Continues....

Ed Dankievitch

This summer was flying by. Except for two weeks that were just way too hot to sit in a slow-moving boat in the baking sun, *Catherine* sailed every week. I'm happy to say that her centerboard trunk and new-to-her centerboard functioned well. Her bilge stayed bone dry for the first time since 2017 when she first took to the water. The movement of her centerboard aft had the desired effect of reducing her weather helm. She still surprises people how well she can point into the wind.

The yacht club down here has practice races almost every day. I'm not sure the class, but it looks to be roughly a fourteen to seventeen foot sloops. I stay out of the way when they are sailing but I will sail the course and it's fun to watch them try to match my course and stall as I tack into the wind. Those sloops might be faster, but they can't point as high.

The other day the wind freshened up quite a bit making it a lively sail. Those kids weren't paying attention and a few capsized. It was all in fun and a good lesson for them. Only their pride got a little wet. I will say that the yacht club has trained them well. Almost like well-oiled machines, they recovered and righted their boats and were back on their way. There is one group that sails those Opti-class prams; for a small boat, they hold their own.

Just when I thought I was going to have a boring summer with *no* projects (book-sailing only) a Nowak & Williams Herreshoff America cat showed up on the boat auction block. The bids were low for the first half of the week, so I jumped in. Like I need another catboat.... But like *Catherine*, this one seemed to cry for help. I have always admired this hull with its outboard trunk. Having the engine in the skeg almost like an inboard engine but the compactness of an outboard. I have always wondered how they sail. If I haven't said it yet, I hate the outboard bracket on *Catherine's* transom. It's like a wart on her back side. When you are docking you are facing the wrong way hanging over the transom. It works but it's clumsy at best. Would having the engine at your feet inside the boat be better? And the sheet will not foul in it. The

bids rose the second half of the week, but were still low enough that I kept in the game. Finally, on Friday at 16:00, the auction closed. I won! Now how to tell the wife?

My wife doesn't share the same passion for boats as I do. She sees a boat as a vessel to get you to the next waterfront restaurant or a place to catch some rays. "Why would you want to spend a nice day working on *that thing?*" she has often said. But I enjoy fixing and saving boats. I keep a fleet of forty-plus year-old vessels running every day. The difference is, any boat I own is my project. My schedule. I really enjoy the journey. The result—while it's fun to sail them when they are done, I enjoy the process getting to the water much more. I really enjoy that challenge.

So, after dropping the "Hey guess what honey, I won another boat" bomb and showed her all the pictures of the boat's sisters for sale on Cats for Sale page on our website, she reluctantly agreed that this boat needed saving. That conversation is going to cost me a romantic vacation to some tropical place. I think she is thinking Italy or some island in the Caribbean. Owning two sailboats and a power boat is going to cost me more than a dinner out on the town. Yes dear, is all I can say (you guys all can relate).

Once the auction group sent over the paperwork, I reached out to the owner to arrange the pickup. I've bought boats on auction before. The process is simple: the paperwork is delivered and you have a window of time to arrange the pickup and put the ball in motion. In this case, the boat was in my state only on the other extreme end of it. The owner was an older gentleman; his health, he said, was failing and he couldn't enjoy the boat anymore. He said he would try to help make the pickup as smooth as possible. The day was penciled in on the calendar.

When the day arrived, I loaded my tools into the truck, and was off. I'm old school and use one of the map programs on my trusty laptop to provide directions and a map. But I will say that the GPS in my cell phone has become my new best friend. It re-routes you in real-time to keep you out of traffic.

Today there was an accident but thanks to the system I didn't lose any time.

She was an old girl that had seen better days. Her owner was there airing up the tires. He was very sad to let his boat go, but knew it was time. I reassured him that the old girl would get a new lease on life and showed him some pictures of *Catherine*. Paperwork signed and trailer hitched, we shook hands, and I started my journey home.

I'm not sure if it was a sign but the weather held off until I got on the turnpike then the sky opened up—as if Mother Nature knew the old girl needed a bath. The rains washed off a lot of the grime from her sitting in that storage yard. Her hull started to peek out and show herself for the first time in a few years. Tired yes, but far from dead, this girl has many miles left in her journey. 138 miles later she was sitting in my yard. I started to off-load her cabin, her sails, and rigging. If they could talk, the stories they would tell. She had stickers from Lake George. I knew I had seen her before and now the pieces started to come together. I had watched her sail up on the lake years ago wishing I was onboard her.

Her seats were delaminated; her cockpit deck had gone soft in spots. Her rudder also delaminated and the centerboard was badly rusted and bent. Some would say scrap her. I hear her voice calling out, "please save me." Like I said, I really enjoy the journey rebuilding old boats. Teak is by far one of my favorite woods to work with. It can be let go, abused for years and with a bit of cleaning will look like the day it was first cut and installed. The old girl's teak trim was no exception. It didn't take long to strip off the varnish and have her teak looking sharp again. Aside from her gelcoat being sun burnt she looks nice again.

There is something about the old designs. The old-timers knew how to build a boat that not only looked good, they made the most out of the available power they had at hand. In a catboat's case it's the wind. Okay, this boat is an adaption of an old design and modernized, but it still has traditional lines and her teak trim just adds to the effect. One thing you learn working on old boats is how they were put together. In this boat's case, they used balsa coring. Balsa is by far the strongest by weight wood available. Boat manufactures use it to reinforce decks because of its strength and light weight. As long as it is sealed it works well. However, drill a hole into it and fail to seal said hole, and that balsa acts like a sponge. Water wicks in and the balsa rots and fails.

The repair is to cut open the deck, remove the balsa, and epoxy new plywood in its place. The seats on this boat needed this done badly. The cockpit deck also was soft.

I recently stumbled on a new repair method in which you inject a structural foam into the void left behind by a deteriorated balsa core. This method will not work with boats made with plywood coring. But with balsa, the coring turns to dust leaving behind an empty void. In this boat's case, there were enough holes through the deck that while the boat was in storage the deck had a chance to completely dry. What better chance would I have to try this new product? I drilled a series of holes into the deck, centering in the soft spots, then injected the product. I'm happy to report that on this boat the product worked as advertised. The deck, while not as solid as if it had new wood, is no longer soft.

By the time you read this she will have floated and sailed again. Her new rudder is already installed along with her new centerboard. I rebuilt her cockpit deck and seats. Worked out a few other issues she had and, in late August, she took to the water again for the first time in many years. She has the Americat flag sail which draws attention. The old girl felt right at home with the wind filling her sail. A bit more weather helm than *Catherine* but as the song goes "Eighteen feet of waterline nicely making waves." Okay, I changed a few words—my apology to Crosby, Stills and Nash. Catboats are addicting, as I'm sure everyone in our group will attest, once you catch the bug you are hooked. They might not have the flash and pizzazz of a 12 Meter sloop but they hold their own. It's fun to watch other boats either stall when trying to point into the wind or run aground on the flats we can skim over. Catboats are our way of life, addicting disease...I don't want to be cured.

Now the only question is which boat do I keep? They each have their pros and cons. The wife seems to like the Americat, as it doesn't roll as much, and the cockpit is a bit larger. I like how much easier she is around the dock. Being able to face where you are going and control the engine is a huge plus. *Catherine* is like sailing a sports car: she will turn on a dime with little loss of speed. Both boats have a tabernacle mast, making it easy to pack up and take them on adventures.

As in the past, alas, I have two boats and only one of me.

And the adventure continues.... And I have much to learn.



Sailing *Peregrine* in Cape May Harbor. The U. S. Coast Guard's boot camp. Training Center Cape May, is the background.



Marston Catboats

John Conway

The Bulletin staff received this advertisement from Steven Rossi

The Westbrook (Connecticut) Boat and Engine Company was founded in 1952 by Russell K. Marston. The company sold four models of Charles Witzholz-designed catboats into the late 1960's under the brand name Marston. Most of the boats were built by Russell and his son Tom. As shown in the advertisement, a 20-footer cost about \$3000... sails included.

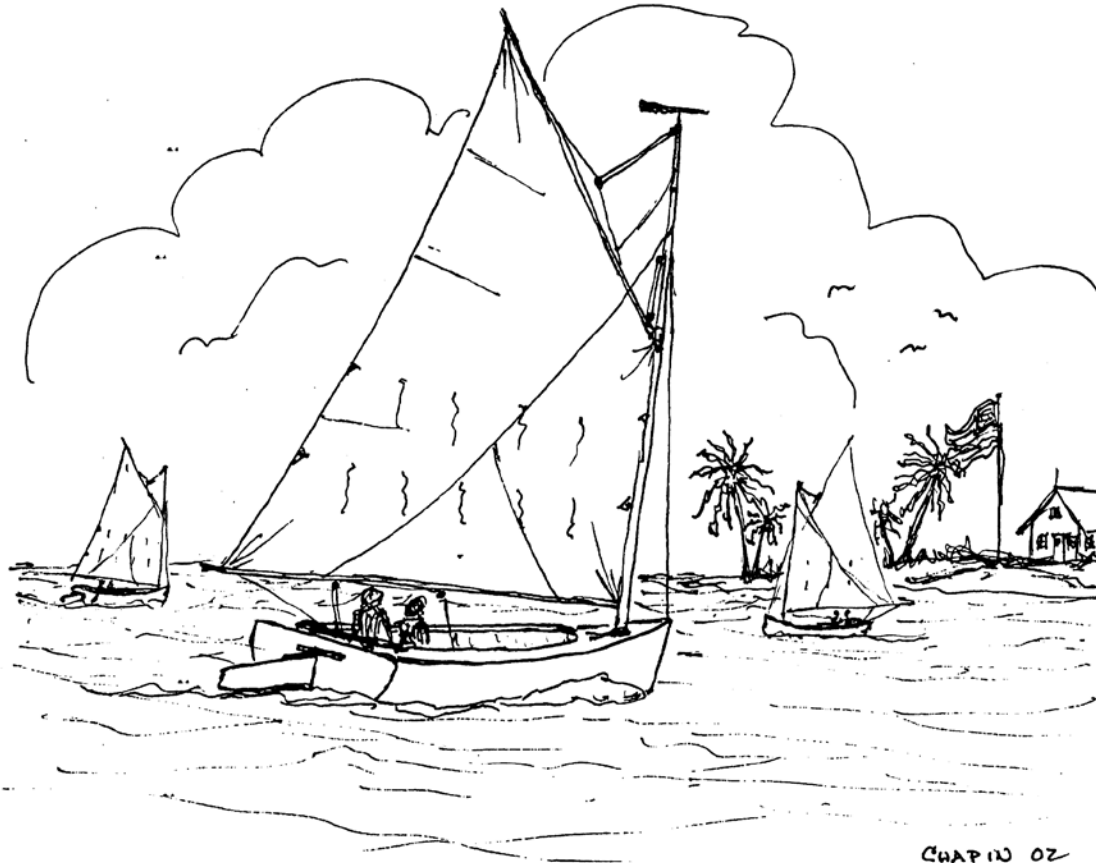
When the company closed, Tom continued as a marine carpenter at Essex Boat Works in Connecticut then decided to go to college. He graduated from the University of Connecticut in 1971 and became a carpentry teacher at the Vinal Regional Technical School in Essex. He passed away in 2015.

In a recent *Soundings* article, several sailors praised the Marston catboats, two of which apparently participated in John Leaven's legendary 1957 Duck

Island Gathering, the event that led to the creation of the CBA! Henry Towers, 86, was one of two sailors on hand from that first race. In the article, he and Ellsworth Grant, 90, expressed their amazement that the CBA, started so long ago, had continued to this day. Little did he know....

"Marston cats were great boats—roomy, sturdy and seaworthy," said Towers. "They sailed well downwind, as might be expected, and were great boats for kids. The catboat made sense. They were much, much more than just dayboats with a cabin." In fact, Grant recalled sailing his Marston catboat, *Lady Fenwick*, to the World's Fair in New York in 1964. He stayed on a mooring there adjacent to the fair for over a week!

You just can't make this stuff up when it comes to catboats.





Catboats

By
MARSTON

"The Family Sailboat"



THE WESTBROOK BOAT & ENGINE CO.

BOSTON POST ROAD
WESTBROOK, CONNECTICUT

EXport 9-9080
Exit 64-65 Connecticut Turnpike

OPEN DAILY 8:30—5:30 CLOSED SUNDAYS JANUARY AND FEBRUARY

Here at our salesroom you are invited to inspect our products or see your boat under construction. We also have on display what we consider the finest in stock built power boats in the outboard class such as Grady White (wood), M.F.G. (fibreglass), Starcraft (aluminum) and the Boston Whaler. For power, we recommend Johnson Motors or the British Sea Gull. Our service in that field is unexcelled. In the Hardware Department, we carry everything for the boatman from chocks to charts, trailers too.

SOMETHING NEW IN AN OLD TIME CAT ... Series 1762

Here is a versatile boat of proven design combining ease of handling, mobility, and complete seaworthiness for day sailing and overnight cruising.

New England built and thoroughly tested, this sturdy sailing auxiliary accommodates two persons in complete comfort for virtually unlimited sailing adventure.

To the traditionally solid catboat design have been added many advanced features of modern sea-going convenience.

Her solid hull, 17 feet one inch overall and 8 foot beam, of 3/8 inch plastic coated marine plywood is fastened with corrosion-proof silicone bronze to solid oak frame and keel, assuring comfortable and confident cruising under the most rugged weather conditions.

The cabin contains two full size bunks, a convenient table hinged on the centerboard cap, marine toilet and space for stove. Large dry lockers under cockpit seats, bunks, and cockpit floor provide unusually spacious stowage facilities. A new bronze swinging port assures ample light and ventilation in any sea.



Complete with Sails \$2995.00

- **DESIGN BY**
Charles Wittholz of Silver Springs, Maryland.
- **BUILT BY**
The Marstons of Westbrook, Connecticut

Gaff headed sails handle easily in all weather from the self-bailing cockpit or drives 4 mph with 3 hp outboard motor. The 3/8 inch galvanized centerboard is equipped with a winch for quick, easy adjustment.

The cabin interior is painted in a light gray speckled finish to blend suitably with every decorating taste. Topside, the cabin and sheer strake are of mahogany. Decks are specially treated with a durable non-skid feature permanently bonded to the plywood.

Completely equipped with stainless steel standing rigging, manila running rigging with nylon blocks & ash cleats, 234 square feet of Dacron sail, and Coast Guard prescribed and approved running light, this sturdy catboat is ready and able for anything from a picnic expedition to overnight cruising.

The straight keel makes trailering and launching quick and simple. Stepping the light-weight 5 1/2 inch by 24 foot Sitka spruce mast can be accomplished handily without using cumbersome tackle.

☛ Built by experienced craftsmen and sailors, this reasonably priced catboat assures years of carefree, confident, and comfortable sailing.

SPECIFICATIONS WILL BE FOUND ON LAST PAGE

INTRODUCING OUR BRAND NEW KITTEN . . . Series 1562

Now you can have a truly trailerable sailboat combining all the features of a much larger craft of equal capacities.

This handsome cat, almost identical in construction to the larger counterpart, has the same seaworthy features but is lighter and easier to handle on land or water.

CABIN CAT



\$1995. Complete
with Sails
Foam Mattress Extra

For a big day on the water, fishing or just sailing around, we built the CAT shown on the right. Spacious cuddy encloses a marine toilet, if you wish, and storage space for food or clothing or whatever you want to take along for a day's outing. All the above models have extra locker space aft for storing an outboard motor when not in use. Motor mounts directly on rudder for perfect steering under power.

HALF DECK



\$1750. Complete
with Sails
Less Motor

The half deck model shown above is compact in dimension, modern design, yet, roomy and comfortable without being cumbersome. Ideal for a party of one to six comfortably. On the left, we have the CABIN model built on the same hull with cabin enclosing two six foot bunks. An opening port installed forward for ventilation and light. A marine toilet can be installed under the bunk should the owner wish. This boat should be just right for an adventuresome couple for a short or long cruise.

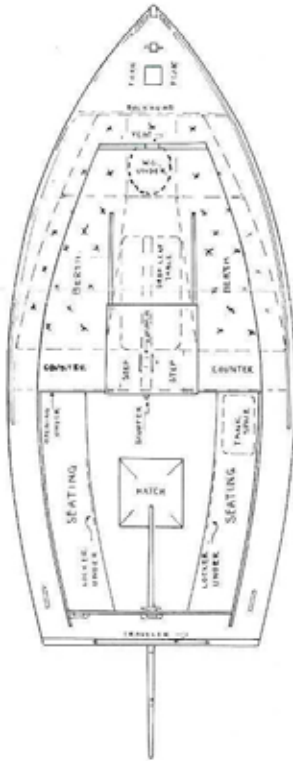
CUDDY CAT



\$1870.
Complete
with Sails

ARRANGEMENT PLANS
and
SPECIFICATIONS

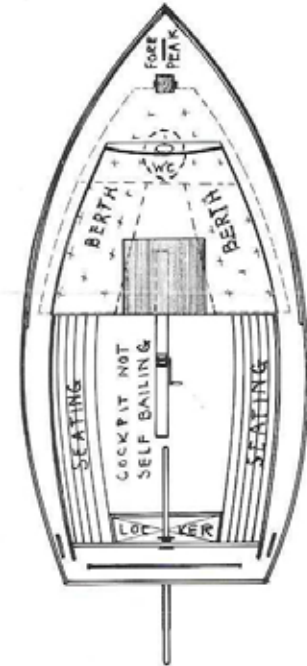
17' CRUISE CAT



17' 1"	LOA	14' 10"
16' 4"	LWL	14' 2"
8' 0"	BM	7' 6"
20"	DFT	18"
50"	B/d	44"
49"	H/r	40"
2000	Wt	1000
234'	SA	178'
24'	Ht	20'
12mm	SKIN	9mm

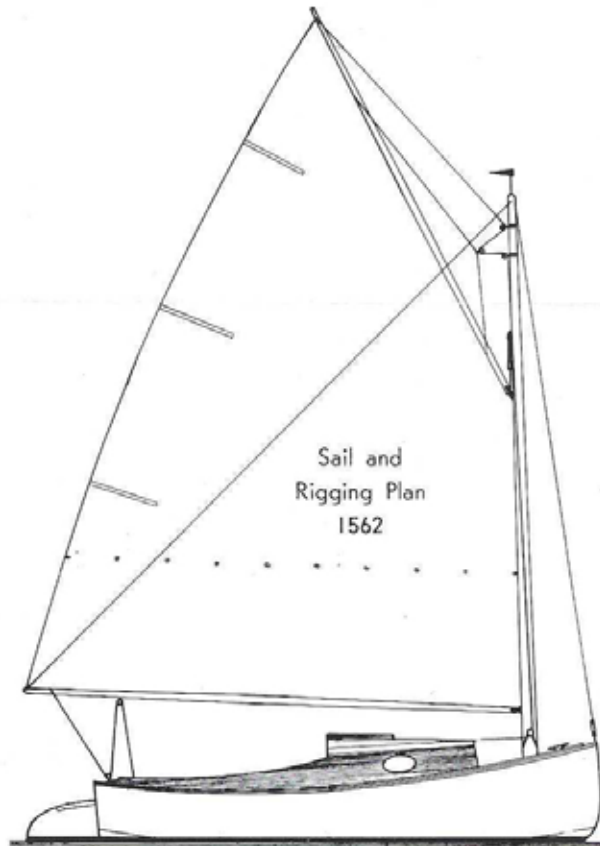
Color: Owners Choice

15' CABIN CAT



17' CRUISE CAT

- Auxiliary Power available but not included in the price
- Foam mattress' are optional \$110.
- Ice box, sink, water tank installed and priced on request
- All keels bored for 3/4 shaft
- Marine toilet installed \$125.



15' CABIN CAT

- Outboard power recommended but not included in the price
- Foam mattress' are optional \$100.
- Marine toilet installed \$125.
- 16 x 33 G.G. Approved cockpit cushions available at \$15. each.
- All prices and specifications subject to change without notice



MARSHALL MARINE CORP.

New boat builds, full catboat service, parts and storage



New Boat Construction

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

Complete Catboat Services

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

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

Brokerage

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



www.marshallcat.com

55 Shipyard Lane ~ So. Dartmouth, MA

508-994-0414

geoff@marshallcat.com



Boat Building and Maintenance

Eric Peterson, Editor

A Marvelous Mystery, In Pursuit of a Catboat Legend - Part 7: Hibernation Activities...and Surprises

John Conway

“When are you going to get that damn winter cover off of her and get the team back to work?”

Now that spring has sprung many of our project supporters have expressed some version of the above question. “Once the snow stops flying,” constitutes my typical answer. (April)

Turns out though, as you will see, our research and restoration team have been quite busy over the boat’s hibernation period...a period of several months peppered with enough twists and turns to fill a logbook or two.

Before the reveal, however, a big shout out to author/historian Stan Grayson, boatwright, George Schuld, The *Silent Maid* Group, boatwright/historian Joe Chatwynd, boat restoration expert and former Catboat Association President, Bob Luckraft, (not to mention the Catboat Association itself), and the dozens of craftspeople and philanthropic supporters of our crowd-sourced project. We would be nowhere without the generosity of all of these supporters.

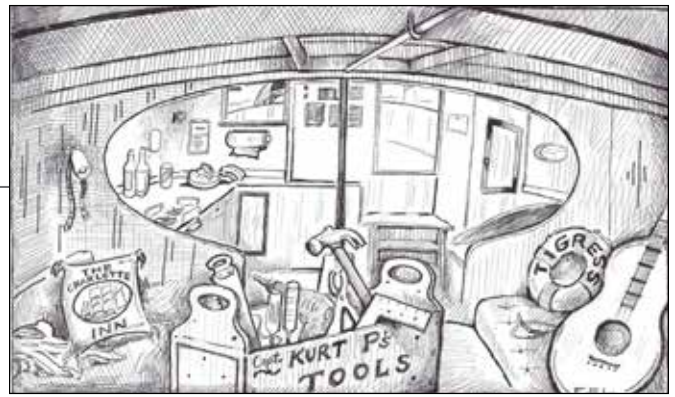
So where to begin?

This 7th update/installment, follows the timelines as they evolved over the pandemic-challenged, winter months of 2021.

Readers will recall that our marvelous mystery tour rolls along three tracks:

Track 1: Chronologically traces the boat’s provenance from the present backward, i.e., a top-down research approach.

Track 2: Chronologically traces the boat’s provenance from her build date (1904) forward, i.e., bottom-up.



Track 3: Chronologically traces the current restoration project from acquisition to re-launch, now tentatively scheduled for July of this year.

Top-Down Timeline (Track 1)

The winter has not been kind to our efforts in this area. The pandemic thwarted access to many potential sources that would identify *Marvel's* ownership post WW2. To solicit top-down help, I reached out to longtime friend, and fellow catboater and catboat restorer, Dan McFadden. (His current project is the restoration of the catboat *Storm King*.) At the time, Dan was the Communications Director at the Mystic Seaport Museum in Connecticut. (www.mysticseaport.org). He directed me to Tim Delgado, an analyst with Connecticut’s extremely well organized Department of Energy and Environmental Protection (DEEP), Boating Division in Old Lyme, Connecticut. Check them out at: <https://portal.ct.gov/DEEP/Boating/Boating-and-Paddling>.

Tim apologized that, due to COVID-19, the Department was short-handed regarding historical research. However, he did direct me to DMV Form J23V – Vessel Copy Records Request. Using this form, the state could trace registration numbers and, in theory, report past owners by boat name. We filled out and submitted the form, and, as you will see further on, the information that came back may have identified when *Marvel* first appeared in Connecticut...around 1919!

Unfortunately as of this writing the sailboat named *Marvel* disappeared from Connecticut’s records after 1921. We suspect that a past owner changed her name. The name change has caused this line of research to dead end for now. (Walter Krasniewicz’s family does not know what the boat was named when he purchased it and rebranded her *Sunnyside*.) We are exploring a few other top-down avenues such

as title-searches and boatyard restoration projects and will report any successes (or failures) in future installments.

All of which leads us to...

Bottoms-Up Timeline (Track 2)

We knew that Ira Whittemore, a Boston, Massachusetts-based businessman, purchased *Marvel* in 1904. Official Commonwealth of Massachusetts documentation shows that Ira claimed she was built by Herbert F. Crosby (HFC) and that her home base was the Quincy Yacht Club, in Quincy, Massachusetts. Verbal historical guidance supported that HFC built only one, skeg-mounted catboat in 1904. (Written records, if they exist, have so far been unavailable due to the pandemic.)

With this information in hand, we focused this winter on documenting if, and how, *Marvel* made her way from Quincy to Stamford, Connecticut between the years of 1904 and 1962.

Thanks to the tireless efforts of Stan Grayson, we learned that Whittemore very successfully raced *Marvel* as a D-Class catboat from 1904 through 1906 for cash prizes. (More on the D-Class boats later). It, therefore, surprised Stan and us to discover a *Marvel* For Sale advertisement in a 1907 issue of *The Rudder* (Figure 1).

No. 21603—For Sale—Champion Crosby Cape catboat, *Marvel*; 24 ft. 7 in. o. a., 23 ft. 6 in. w. l., 11 ft. 3 in. beam, 2 ft. 6 in. draught; centerboard; cabin will sleep three; can seat 14 in standing room; in fine condition; racing record for 1904-1905-1906, seventy-five races that were finished: 28 firsts, 17 seconds, 15 thirds, 9 fourths, 3 fifths, 1 sixth, 1 seventh; broke down once. She has won three championships, also won \$350 in cash prizes. She has \$100 suit Cousens & Pratt's sails. Considerable inventory. Best bargain in Boston. See *Rudder* December, 1905. I. M. Whittemore, 64 McLellan Street, Dorchester, Mass.

Figure 1. The *Marvel* For Sale advertisement that surprised us all.

Further research revealed that Whittemore changed catboats about as often as one changes socks. Between 1907 through 1915, he owned and raced no less than three other catboats including *Hustler*, *Almira*, and *Dartwell*. *Almira*, the C.C. Hanley boat that replaced *Marvel*, has been long considered one of, if not the, fastest catboat ever designed, built and raced. We assumed that the availability of *Almira* persuaded Captain Whittemore to sell *Marvel*. So, we expected to see the QYC race results for 1908 featuring matches between *Almira* and *Marvel* with another QYC member at *Marvel's* helm.

Not so!

Search as we might, *Marvel* just seemed to disappear from the scene. Weeks went by in our attempt to learn her fate. Had she wrecked? Been damaged in a fire? Been abandoned and “on the hard” in some barn or boatyard? Once again, Stan came to the rescue. On Friday, March 12th, he emailed the clipping shown in Figure 2. taken from the April 14th, 1907 Boston Globe.

Marvel Goes to New York.
Ira M. Whittemore has sold the well-known cape cat *Marvel* to Hugh E. Rae of North Beach, L. I. The boat will be shipped by New York steamer tomorrow. *Marvel* has been consistent prize winner in those waters, and was champion of the cat class in Massachusetts bay in 1906. She wintered at Harvey's yard, Houghs Neck. Mr. Whittemore will sail this season the fine Hanley cat *Almira*, which he bought recently at Edgartown. The name under which she has sailed for some years, *Natica*, will be discarded, and her old name, *Almira*, by which she is best known here, will again appear on her stern.

Figure 2. The clip that solved the mystery of *Marvel's* disappearance.

As shown in the clipping, Hugh E. Rae, a real estate broker from the then North Beach section of Queens, Long Island, New York became the new owner of this remarkable boat. As mentioned in the Globe article, Rae had *Marvel* shipped via steamer from the Port of Boston to the Port of New York on April 15th, 1907. Only one coastal cargo vessel, the Eastern Steamship Lines SS *Wilton*, left Boston for New York that day so we suspect *Marvel* was aboard. Figure 3 shows the *Wilton* as she entered New York on a previous journey.



The SS *Wilton* transported *Marvel* from Boston to New York on April 15, 1907.

Further research revealed that the Rae family served at times as real estate agents for the Steinway (as in pianos) family. Steinway had (and still has) a substantial manufacturing facility on the shores of the East River and Bowery Bay. (Figure 4) The Steinway family also owned most of the land bordering Bowery Bay.



Figure 4: The Steinway factory on Long Island circa 1900.

The southern end of this section was known then as North Beach. Rae kept *Marvel* there in a boating complex near the North Beach Amusement Park, considered the Coney Island of Queens. (Figure 5)



Figure 5: *Marvel*'s new North Beach berth was the "Coney Island of Queens."

This was an incredibly popular resort from the 1880's through the 1915s until unchecked pollution ruined it all. The amusement park, and the land it occupied, was ultimately sold to developers in 1929 who converted it first to the Glenn Curtiss Airport, (Figure 6) then to the North Beach Airport and ultimately, on December 2nd, 1939, to LaGuardia Airport.

Thus, *Marvel*'s storied past included a berth located next to flying boats! The entire marina



Figure 6: *Marvel*'s North Beach home became the Glen Curtiss, now LaGuardia, Airport.

complex is now buried under the runways in one of the world's busiest airports.

You just can't make this stuff up.

To date we have been unable to find out how Rae used the boat and how long he owned it.

However, as we write this, and as previously mentioned, records supplied by the marine division of the Connecticut DMV show a sailboat named *Marvel* registered in 1919 to a G. Chard of Norwalk, Connecticut (a boatbuilder!) and again in 1921 to a C. Tyson of Cos Cob, Connecticut. Is this *Marvel* and ours one and the same? It certainly would explain how she would ultimately be discovered in 1962 by Walter Krasniewiez in nearby Stamford. Her 1921 papers may also explain why we discovered a 1921 silver dollar in her mast step. Hopefully, further research will reveal if this is so and how she made the journey from Long Island, New York to Connecticut.

One tantalizing fact is that the Riverside Yacht Club (RYC), of Cos Cob, played host to matches between a number of racing catboats including *Almira* on August 5th, 1893. Catboat races in the late 1800's, in what Stan Grayson calls "The Golden Years," was the purview of exceptionally wealthy individuals. Wilmer Hanan owned *Almira* at that time. He was the wealthy heir to the New York-based manufacturing enterprise, The Hanon Shoe Company: <https://forgotten-ny.com/2015/03/hanan-shoe-factory-dumbo/>

In that August 5th contest, *Almira*, piloted by a professional skipper, won the R. Duncan Harris Prize with a handsome purse. What make this interesting is that it turns out that the RYC was founded by a George Tyson. Was the "C. Tyson" mentioned above *Marvel*'s owner, or a relative? Did he purchase *Marvel* to re-live the glory years of an ancestor? Research on this track will continue....

D-Class; A Used Boat Club?

While on the subject of racing catboats, I urge all to read Stand Grayson's excellent feature: "The Cat Men of Quincy, The Rise and Decline of the D-Class" (The cover story of the March-April 2021 edition of *WoodenBoat Magazine*. The article exposes the fact that when Ira Whittemore and his fellow QYC captains raced extraordinarily well designed, over-canvased and expensive boats such as *Hustler*, *Almira*, and, of course, *Marvel* they were mostly used boats! Built, in the Golden Age, for very wealthy patrons and raced hard for a few seasons, they were soon considered past their prime and sent to what could have been the wooden boat boneyard.

Around 1903, QYC Commodore Frank Crane and his fellow QYC members stepped in, created the Cape Catboat Association (CCA), located these "aging" beauties (probably purchased for a fraction of their original cost) and "reinvigorated" the sport. Good old Ira Whittemore, then all of thirty-six years-old, became the first president of the CCA. (Figure 7)

D-Class boats were not one-designs; i.e., they were not identical as far as hull shape, specs and rig. To qualify as a D-Class boat, the vessel had to be a catboat of between twenty-two and twenty-seven feet in length with her mast as far forward in the bow as possible (in the eyes). Any overhang had to be less than 20% of the waterline; the hull could have no reverse curves; her cabin had to stand greater than 2.5 inches high for each foot of waterline; and she had to carry cruising gear. Thus, these boats were very classic, full belly, catboats not unlike the thousands of similar boats built as fishing boats for "a man and a boy."

Our catboat under restoration clearly meets these specifications.

The "used boat" discovery in Stan's research got us to thinking, was *Marvel* a used boat when Ira Whittemore purchased her? From her papers and verbal history, we believed she was purpose-built by HFC in 1904 for Whittemore. Had we been misled?

To assist in research, which would now take us backwards on the "bottom-up" timeline, we enlisted the services of Joe Chatwynd. Joe had access to the historical records of the Thomas Crane Library in Quincy. By some miracle, he discovered that the library held decades worth of QYC Annuals, i.e., yearbooks, of the QYC. We had been told that these had been lost in a hurricane that destroyed the clubhouse in the 1950's. Not so!



Figure 7: The news clipping announcing *Marvel's* Ira Whittemore's election as QYC Commodore.

With these documents, and with additional Grayson research, we discovered that *Marvel* was probably built prior to 1900 (!) not in 1904. More surprising, Herbert Crosby may not have built her but rather his relatives Daniel and Charles Crosby did. Joe's research discovered there were at least two owners prior to Whittemore. They included a Mr. Reed (1900) and a Mr. A.A. Lincoln (1902-1903). Who knew? We've been able to track down the surviving namesake of Mr. Lincoln. He is A.A. Lincoln,

Junior, the grandson of A.A. Senior, and owner of AA Lincoln Enterprises, a used car dealership in Brockton, Massachusetts. Over the coming weeks, we hope to learn more about the senior A.A. and *Marvel* from discussions with “Junior.”

Once again the marvelous mystery database continues to geometrically expand.

Is the boat under our restoration *the Marvel*? Her legal paperwork, signed by Whittemore, and her HFC builders plate, tied to her paperwork say she is. Frustratingly, Whittemore’s For Sale ad in *The Rudder* lists her only as a “Champion Crosby” boat. No mention of Herbert, Daniel or Charles. Her journey from Boston to New York, then possibly to Connecticut, support the theory that *Marvel* is the boat purchased in Stamford, Connecticut and restored by Walter Krasniewiez in 1962.

Going forward, bottom-up research will focus on what records we can access once the pandemic passes. This should allow research at the Osterville Historical Museum, home of many of the Crosby records. In addition, in a remarkable break for our project, Andy Crosby, great grandson of HFC has joined our restoration effort. (Figure 8)



Figure 8: Andy Crosby, great, great grandson of H. F. Crosby has joined the *Marvel* team.



We’ve asked Andy to work with his sister, Carol, to see if they can uncover anything that might support our research.

Some have suggested that a detailed comparison of the boat’s measurement specifications, as documented in the QYC Annuals and in Whittemore’s For Sale ad in *The Rudder*, would “clinch the deal.” Unfortunately, these sources contain three different sets of specs. (The specs in the 1902 QYC Annual are dead-on to the boat under restoration.) Others have suggested that we compare sheer lines to validate provenance. However, this is difficult to do from the angles which the existing photographs were taken. Some have suggested that we compare 1904 photos of the placement of her portholes against what exists today. Unfortunately, we know of as many as two complete reconstructions of her cabin both of which resulted in different porthole placements. Figure 9 depicts the situation.



Figure 9: Comparisons of cabin and porthole modifications.

The shot of *Marvel* in the lower portion of the photo shows the boat as she looked when Walter Krasniewiez purchased her. Her cabin contains a mix of portholes, none of which we believe were original to the boat. For example, Stan Grayson explains that the “cat-eye” lights of early catboats did not have “surrounds” as appear on these. This suggests an earlier replacement of the boat’s cabin—possibly in 1921. The upper section of the photo shows the 1962 replacement cabin with a completely different set of portlights (more on these further on). Stan says that many owners of these boats understandably adapted their cabins and layouts to meet the needs of the time.

What to do?

As a next step, we have once again “volunteered” Joe Chatwynd to research the names and builders listed in the QYC Annuals for each of what would become D-Class boats owned and operated by

members of the QYC from 1895 through 1915. If our restoration boat is not *Marvel*, perhaps she is an HFC, D-Class boat flying under another name? Perhaps she is one of the many D-Class boats as seen on the opening page of the Grayson WoodenBoat article? Perhaps she is, indeed, the *Marvel*. Stay tuned.

Track 3 Update: Winter Work

Our boat restoration team's efforts over the winter months were no less ambitious than those conducted by our historical researchers. Work included centerboard design and fabrication, replacement of rotted deck sections, removal and restoration of the boat's portholes, rewiring her engine's electrical systems, and refinishing her gaff spar brightwork, dog house roof, engine cover, helm seat and cabin doors.

Centerboard: Thanks to the generosity of *Silent Maid* funding, we engaged the services of boatwright and centerboard expert George Schuld of DeRouville's Boat Shop in Bayville, New Jersey to design and fabricate the boat's new centerboard.

With temperatures well below zero and with gale-force winds driving windchills even lower, George made the trek from New Jersey to spend the better part of a day taking final measurements of the centerboard trunk in order to finalize the design of the new board. (Recall that we had to remove the boat's damaged steel centerboard before taking delivery). George also convinced us that the only centerboard winch worthy for a boat as historic as ours was an antique version that would allow adjustment of the board's attack angle from the helm. (Figure 10)



Figure 10: Racing style, antique centerboard winch aboard the catboat *Fairweather*.

He had located one of these rare birds in a marine antique shop in the UK. Unbelievably, as shown in Figure 11, before purchasing the antique, George decided to fabricate a working model of the winch from wood. He brought it with him that frigid winter day to see if it would function as he had planned. (It did!)



Figure 11: Master boatwright George Schuld fitting his wooden winch prototype undercover.

Measurements in hand, George headed back to New Jersey, ordered the antique winch and proceeded to have the centerboard fabricated.

As mentioned in Part 6, Schuld chose G10, a super-reinforced fiberglass, as the appropriate material to fabricate the new board. He enlisted the services of Bayville, New Jersey's Atlantic Coastal Welding Company, a space-age machine shop which used a computer numerical control (CNC) system to design and build the new board. (Figure 12)



Figure 12: ACW engineers utilized 21st century tech to design and fabricate the centerboard.

ACW engineers cut the G10 using a CNC waterjet cutter. George created a video of this process in action and it can be viewed on YouTube at: <https://youtu.be/Y7uL2A1e-5Y>. Figure 13 displays the finished product. Once installed, our 19th century catboat will enjoy the fruits of the 21st.



Figure 13: The finished centerboard... a technological work of art.

Deck Fix

As noted in previous installments, sections of the boat's cockpit sole were rotted out and in need of repair. Some sections merely required a refastening. However, one area in particular, adjacent to the forward-port scupper, needed a complete redo. At some point while the boat was in storage, the scupper had become blocked. This caused fresh water to pool and rot to set in. This section lay atop the boat's stainless fuel tank. This led us to consider replacement with a removable hatch rather than fixed-in-place teak decking. This would allow access to the tank and its ventilation and fuel hoses...a desirable maintenance and safety feature. Figure 14 displays the results of our efforts.

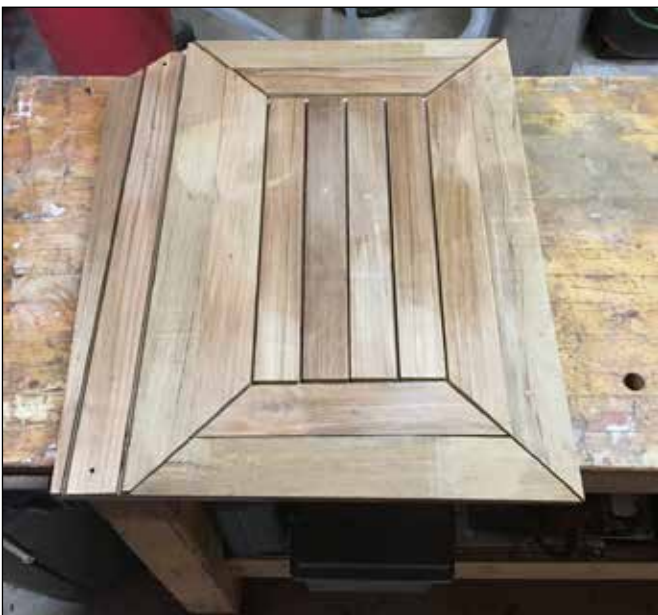


Figure 14: A newly created port-side hatch would replace and repair a rotted deck section.

To keep costs under control (have you priced teak lately?) we "thieved" a teak board from a little-seen section of the interior cabin sole and used this in conjunction with a number of deck boards salvaged when we exposed the rotten substrate. (Figure 15)



Figure 15: Teak salvaged from the rotted deck section and elsewhere was recycled for the hatch.

We epoxied and screwed the teak components onto a piece of 3/4 inch marine grade plywood purchased from our favorite supplier, Boulter's Plywood of Malden, Massachusetts (Figure 16).



Figure 16: Malden, Massachusetts-based Boulter Plywood specializes in marine-grade sheet-goods.

The final teak/plywood hatch will be secured in place once the winter cover is removed.

Portholes

As mentioned earlier, the boat's cabin had been replaced at least twice, and probably more times than that, in her lifetime. The portholes in her current cabin walls did not match any of those shown in any earlier photograph and were almost certainly installed during the boat's 1962 "resurrection."

During the ten years the boat sat on the hard on Cape Cod, the elements had worked their nasty best to make them totally non-functional. We originally thought we could repair these in place but this proved impractical. So, one by one, we removed all eight "lights" (six large, oval units and two, small circular units) and brought them into the shop for servicing.

Upon removal we made several discoveries.

The first of these was that we noticed that the boat's cabin walls were fabricated using a unique cabin construction feature we had never seen before; the walls were comprised of a five-layer lamination of what appeared to be a Masonite/resorcinol glue sandwich. The flexibility of this Masonite-like material certainly made it easy for the builders to bend and shape the cabin's curves. However, Masonite is not known for its weather-keeping properties.... Once wet, the stuff usually decomposes quickly. Members of our restoration team speculate that this material may have been a special mil-spec Masonite with the build approach/technique used by the Luder's folks in building the Navy minesweepers simultaneously under construction during *Marvel's* restoration. Are any readers familiar with this technique? Please let us know.

The second discovery involved the large portholes themselves. While they all looked similar in construction, it turned out they represented four different design versions among the six. As shown in Figure 17, the lights differed in height, mechanicals, and size.



Figure 17: Though similar-looking from afar, the large portholes differed in design.

We speculate that Walter Krasniewicz, *Marvel's* owner when the new cabin was built, possibly accumulated a number of these from different sources connected with his metal salvage business. Perhaps they were the inspiration for acquiring *Marvel* in the first place.

After a few weeks of cleaning, lubricating, repairing, polishing, and re-gasketing (Figure 18), the portlights will be ready to rejoin their place in *Marvel's* cabin walls in late spring. (Figure 19)



Figure 18: Lots of wire brushed elbow grease began the process of porthole restoration.



Figure 19: The refurbished and restored large portholes are ready to return to service.

Electrics

Major rewiring of the entire boat will continue till spring. However, we were able to repair and rewire the instrument panel located in the engine cover. (Figure 20) Come summer, the boat will sport a new set of engine gauges, senders, transducers and along with their associated wiring harnesses.



Figure 20: With new gauges installed, the restored engine cover is ready for reinstallation.

Brightwork

Prior to covering the old girl for the winter, we carefully removed all loose woodwork/brightwork. This included her panel doors, doghouse roof, cockpit bench seats, engine cover and helm seat. In the warmth of our various team-members' winter workshops, all were lovingly refinished with eight coats of spar varnish. All now await reinstallation.

Can summer really be that close?

As you read this we hope that the long awaited relaunch of *Marvel/Sunnyside/Susan* is just a few weeks away in July. But it now being April, lots of elbow-grease and research work remain. Stay tuned.

(To be continued...)

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

Catboat Preservation Group

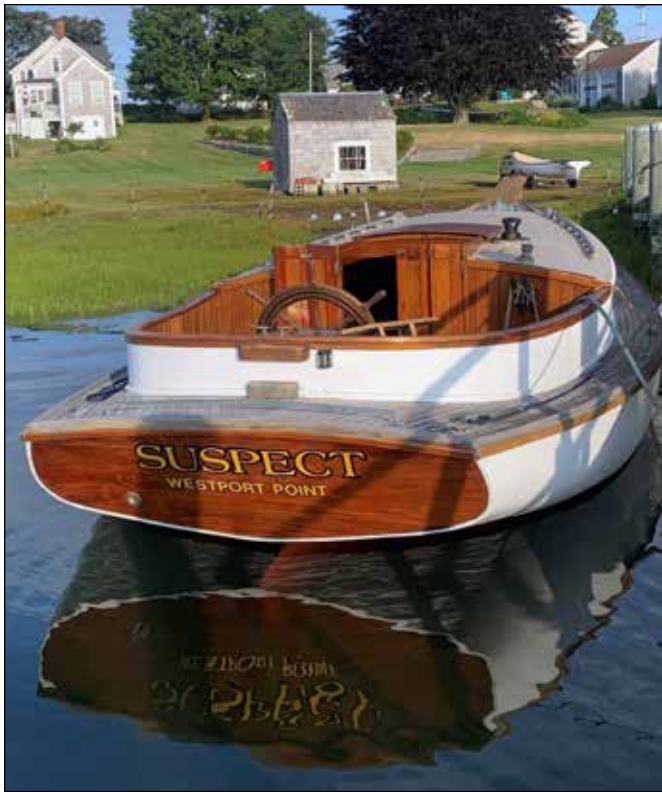
John Conway, Benjamin Delong



As announced at the 2023 Annual Meeting, a group of Catboat Association members have created a companion non-profit organization, The Catboat Preservation Group (www.cbpgroup.org). Its mission: locating, cataloging rescuing and, where possible, relaunching historic catboats to have them once again under sail and available for enthusiasts to enjoy.

The group traces its roots to the on-going restoration of the rechristened D-Class catboat *Suspect* (possibly *Marvel* or *Elaine* circa 1892) whose story is currently featured in CBA Bulletins. Upon

the completion of her restoration and relaunch in the 2023 season, *Suspect* will become the flagship and goodwill ambassador of the organization. She will initially be campaigned at CBA rendezvous and other sail-race events off Cape Cod, along the south coast of Massachusetts and in Narragansett Bay, Rhode Island. At these and other events, the CBPG will encourage interested parties to serve as skippers or crew to enjoy day-sailing or racing in this beautiful example of the class.



The CBPG Flagship: *Suspect*.

The restoration efforts and on-going maintenance of *Suspect* will continue to be supported by patron donations made directly to the organization (CBPG c/o P.O. Box 467 Westport Point, MA 02791) or through the Go-Get-Funding crowd-source site: GoGetFunding.com/catboat-preservation-group/. Note: All donations made to the CBPG are tax deductible.

In cooperation with the Catboat Association, and beginning with this issue, each edition of the CBA Bulletin will include a “Save This Cat” section featuring one or more of the catboats that the CBPG has located and deems worthy of saving. “Saving” ranges from placement with a new buyer/owner who is willing to purchase and restore the boat, to a current boat owner willing to donate their historic catboat to an appropriate new owner, trade school (e.g., the IYRS) or museum for a tax deduction.

Over time, the CBPG plans to identify physical resources (i.e., sources of materials, boat restoration shops, etc.) and financial resources (i.e., grants, patrons, etc.) that could help interested parties save the historic boats identified. The CBPG would like to think that through its efforts the owners of a small, growing fleet of historic catboats will also welcome

aboard persons who seek a sailing experience unlike any other.

Moving forward, the CBPG will continue to remain a “work in progress.” In that spirit, we seek organizational guidance from our fellow CBA members and from their friend and family networks. Suggestions are strongly encouraged.

If you would like to learn more about volunteering or joining our board, or if you know of a catboat in need of rescue, please email us at info@cbpgroup.org. The success of this new venture clearly depends on the interest and support of all who love these remarkable, historic boats.

— John E. Conway, President

Save This Cat

The Catboat Preservation Group is on a mission to find historic catboats and give them another chance to grace U.S. Atlantic Coastal waters. Our list of potential prospects has begun to grow. In this continuing column we will strive to identify historic catboats that have a unique history and are well worth saving

To qualify as a prospective candidate, a boat needs to have a significant history, for example she could be a one-of-a-kind prototype (fiberglass or wood), the last of a design, or a boat raced or fished or chartered during the Golden Age of the catboat (1890-1929).

FYI: We welcome suggestions of catboats you know of that could qualify as prospects. Please send them our way by emailing us at info@cbpgroup.org. Parties interested in acquiring a boat are strongly encouraged to engage a qualified surveyor. In addition to and prior to taking on any boat, they should have a clear understanding of the expected costs of ownership. The CBPG does not warrantee the condition of any boat identified. In short, Buyer Beware.

Since our founding in 2022, we have scoured the boating community in search of candidates. Presented below are the first of those discovered by the CBPG deemed worthy of your attention. For an expanded history and contact info for each boat and for a list of other save-worthy catboats, visit our website, www.cbpgroup.org

CALYNDA – A boat very familiar to members having been owned by the Titcomb family for many years. Built in 1932 by the Bigelow Brothers in Monument Beach, Massachusetts, to a Fenwick Williams design, she measures twenty-eight feet LOA. Her construction consists of bronze fastened cedar on



Calynda

oak. She was acquired by Art and Rosilyn Northrup as a salvage in 1944. They repaired her and renamed her after family members: CA (from daughter Carol), AL (from son Alan), LYN (from Rosilyn), and DA (Art was known as the Irish Da). She carried 750 square feet of sail for a few years until the Northrups recognized it was too much to handle. Working with some friends and Fenwick Williams, they redesigned the rig to its present-day cat-yawl. The Titcomb family regularly cruised *Calynda* from Brandford, Connecticut to Buzzards Bay, Massachusetts, a pilgrimage they made every year but one during their twenty-five year custodianship of the boat. Steven Pagels, of DownEast Windjammer Cruise Lines of Bar Harbor, Maine, currently owns her. He would like to find a new owner interested in the reasonable restoration she needs to once again actively sail. Reasonable offers entertained.



Dover

DOVER – A bit of a ghost and a lesser-known cat, *Dover* (formerly *Lucy*) has resided indoors on Martha's Vineyard for the better part of the last fifty years. Owned by Captain Bob Douglas of the Coastwise Packet Co. (DBA Black Dog Tall Ships), she is an 1890, twenty-eight foot Daniel Crosby cat that Douglas found during a vacation drive in Dover, England in 1961. Captain Douglas fell in love with

her and had her shipped home to Vineyard Haven where he sailed her until 1973 when she entered his "boat museum" to collect dust. She has sat there, nearly untouched since. Captain Douglas has started clearing out the "boat museum." So, interested parties should contact him as soon as possible. *Dover* appears to be in decent shape, other than being very dry. She will need extensive cosmetic work, some refastening and possibly a new centerboard. As mentioned above, we encourage interested parties to engage a surveyor prior to an offer.



Matchless

MATCHLESS – Constructed in 1906 by W.W. Phinney at his shop in Monument Beach in Bourne, Massachusetts this twenty-six-footer was built for speed, perhaps to compete with the "Golden Age" cats. Supposedly, Phinney was best pals with Wilton Crosby, and they would regularly race their most recent builds against one another for bragging rights. In one such race, Phinney's daughter watched her father from shore with his latest creation. Phinney apparently beat the pants off Crosby to which Phinney's daughter remarked "Dad, that boat is matchless!" The name stuck, and she has kept it her entire life. At some point, her centerboard and rig were cut back, her cabin was reworked, and her gas engine replaced with a diesel. She still sports a big wood stove inside and a bat-wing sail. Legend has it that her current mast was the spinnaker pole from Nathaniel Herreshoff's America's Cup defender *Resolute*. She currently resides in Harwich, Massachusetts on a waterfront property in Saquatucket Harbor, uncovered and fully exposed. Her rig lies in storage on Factory Road in Harwich. Asking price is \$25K. Our concern is that the current situation does not bode well for her longevity.

Please support our initiative. Send donations small or large to: GoGetFunding.com/catboat-preservation-group/



Cruising

Steve Flesner, Editor

Down on Dee Bay Hon

Steve Flesner

The Chesapeake Catboat Association wrapped up their sailing season with the Wye Wild Goose Chase weekend over on the Eastern Shore. Seven cats showed up for dinner in St. Michaels before sailing over to a sweet spot on the Wye River. There wasn't as much honking unless you count "man-made" sounds so they broke out the dark and stormys that put them in their racks a bit early! Cats are tucked



away awaiting spring. Crabbing wasn't so good this past year, low crab counts and quota restrictions took their toll. Oyster season started off great. The tongers and scrapers are busy working the oyster beds...just maikin' a livin' Hon! Don't forget our invite to come down and check out dee Bay, it don't get no betta!



Beetle Cat® Boat Shop

Sole Builder of the Beetle Cat Boat

WE OFFER

New Boats * Used Boats
Storage * Parts * Repairs
Maintenance

*New Custom Wood Spars
& Flagpoles*

3 Thatcher Lane
Wareham MA 02571
508-295-8585

www.beetlecat.com

Celebrating
101
Years



Beetle Cat Corner

Stephanie Van Patten, Editor

2022 Leo J. Telesmanick Beetle Cat Championships; A New *Seashell*

George W. Shuster, Jr., Chairman, New England
Beetle Cat Boat Association

My first year as Chairman of the New England Beetle Cat Boat Association (NEBCBA) has already been an exciting one for myself and for the Beetle Cat class.

My tenure started with my election at the NEBCBA annual meeting, which was held at the Edgewood Yacht Club where I sail and where we hosted the 2022 Leo J. Telesmanick Beetle Cat Championships. The regatta, essentially the Beetle Cat “World Championship Regatta,” was a thrilling event with strong breeze and terrific competition.

While it may not surprise you that Beetle Cat racing is competitive, you may not be aware of the quality of racer that the Beetle Cat attracts. This year, the top skippers were Michael Costello and Ery Largay. Michael is a 470 and International Sailing Canoe national champion. Ery was an All-American sailor at Connecticut College and is a national team-racing champion. The battle between Michael and Ery was a joy to watch from behind on the racecourse, though it would have been even more hotly contested had regular Beetle Cat champions Tim Fallon and his wife Karen Renzulli-Fallon not missed the 2022 event. Karen was also an All-American sailor at Connecticut College, as was Tim at Tufts, and they both were part of the same winning team-racing team as Ery. We hope to see all of these amazing sailors—and the many others whom I have not mentioned here—on the water for the 2023 Leo, which will be hosted by the Bass River Yacht Club on August 12 & 13. More than that, their continued allegiance to the Beetle Cat class gives me hope that my daughters, now racing in high school and college,

will turn back to Beetles after they’ve had their run in faster dinghies.

Just after the 2022 Leo, I placed an order for a new Beetle Cat to be built by the Beetle Boat Shop in Wareham. It was a sad moment to sell the old *Seashell* that I had been sailing at EYC for a decade, but it was easier when the buyer was another EYC member who will keep the boat in our growing fleet. The new *Seashell* is one of four Beetle Cats being built this winter in Wareham, along with one Beetle 14, the expanded model of the Beetle with more cockpit room—and even benches.

I’ve enjoyed tracking progress of the new *Seashell* from photos sent along by the crew at Beetle, Inc.; and I’ll enjoy, even more, picking the boat up in the spring for launch and taking her for her first lap around the “milkjug” in the Edgewood Basin of the Providence River.

The new *Seashell* will in fact be the third *Seashell* to race at EYC—my mother’s Beetle Cat had the same name when she raced it in the 1950s and 1960s (when it wasn’t being raced by my grandfather as part of EYC’s “Peppy Pappys” series or by my grandmother in the “Wet Hens” series). I am lucky to be able to draw on a history of four generations of Beetle Cat sailors in my family, and we are all lucky to have the “manufacturer support” of a one-design wooden boat racing class that we have from Beetle, Inc.

As we approach the start of the 102nd season of the Beetle Cat, our class is strong thanks to our skilled and committed sailors, to the hard-working staff at our builder, and, most of all, to the design that John Beetle developed in 1921.

If you want to watch Beetle Cat racing sometime, please drop by Edgewood Yacht Club any Wednesday evening, June through September, around 18:30 hours. My wife, Stephanie, will be on the end of the north marina docks calling the line, and I’ll be out in *Seashell* doing my best to catch those tricky shifts from the west. It’s the best wooden boat “stadium sailing” you could hope to watch, and we’d be very happy to have you visit.



Jeremy King tapering oak wood strips to make mast hoops.



New Beetle Cat cockpit.



Beetle 14 – Manny Palomo leveling up.



New Beetles – cockpit and deck structures.



Installing sheer clamps – Beetle 14.



Beetle 14 – Manny sanding.



Manny and Jonathan Richards scribe the waterline with patterns.





Photo Credits: Bob Brown (Michael and Ery sailing in the 2022 Leo); Beetle Boat Shop (Beetle production).



Rendezvous and Race Results

Steve Flesner, Editor

Meeting of the Dutch Catboatclub in Veere

Peter Plate

The van-Loon Hardzeildagen Regatta

Hendrik Willem van-Loon was a successful journalist and author who studied in the U.S. and lived from 1882-1944. To bring some more life to the small town of Veere, he organized a race for the fishermen of Arnemuïden. The race took place in 1928 and was a great success, but it was a one-time event. The winner got forty Silver Taler and every skipper got a bottle of Jenever.

When, in 1990, the Hoogars foundation had been founded with the task to keep the heritage of the fishermen from the province Zeeland in the southern part of the Netherlands, the race became a yearly event. In the beginning, it was meant for Hoogars only. But as the number of participating Hoogars was decreasing steadily, the foundation opened the race also up for other flat bottom boats, such like Lemsteraken, Boeiers and other “old gaffers.” For the very first time in 2022 a catboat class could participate with some ten boats starting. It was also the first time that an official catboat race had started in Europe!

In the middle of July this year, several catboats met for an event at the Lake Veere in the Province of Zeeland in the southern part of the Netherlands. This time some seven European catboat old-timers were participating, of which two were celebrating



their 100-year anniversary this year. The 2022 event was a joint event with the traditional “van-Loon Hardzeildagen” (a traditional race for Dutch old timer flat-bottom boats, which is sponsored by the Hoogars foundation) together with the Old Gaffers Association Netherlands participating.

The European Catboat Oldtimers

While this year’s catboat meeting of the Dutch Catboatclub spotlighted the owners of the two Abeking & Rasmussen catkruisers who were celebrating their 100th anniversaries, *Krimel* and *Novatus*, there was also, you might call it, a legendary reunion of three of the only four steel catboats built by Lievaart: *Ketje*, *Vetje* and *Mermaid of the Scelveringhe*. Their hulls had been designed by Dutch boat designer Hoogenbosch in the early 1930s.



Navatus and Krumel 1922 – 2022, 100-year-old catkruisers built by Abeking & Rasmussen.



Reunited after many decades: the steelen Lievaart-built sisters Ketje, Vetje, and Mermaid.

Theo Nieuwenhuizen, head of the Dutch Catboatclub, took over one of the wooden Houtvester-built catboats, the *Cat-O*, some time ago and renovated her. She carried the provisional name *Queen*.

Another highlight of the Dutch Catboat old-timers was *Nènè*, ex *Beterweten*. This boat is the only

one left of ten so-called catkruisertjes that had been built by shipyard DeVlijt (today deVries) in 1929. Rein Kremer discovered this boat a year and a half ago in a sales ad and decided immediately to buy it shortly before he sold his own-built catboat *Hillegonda*. He restored the boat with a lot of passion so today she looks almost brand new and she was one of the little stars at the event.



Both boats had been restored 2022, *Nene* (left) and *Pleione* (right).

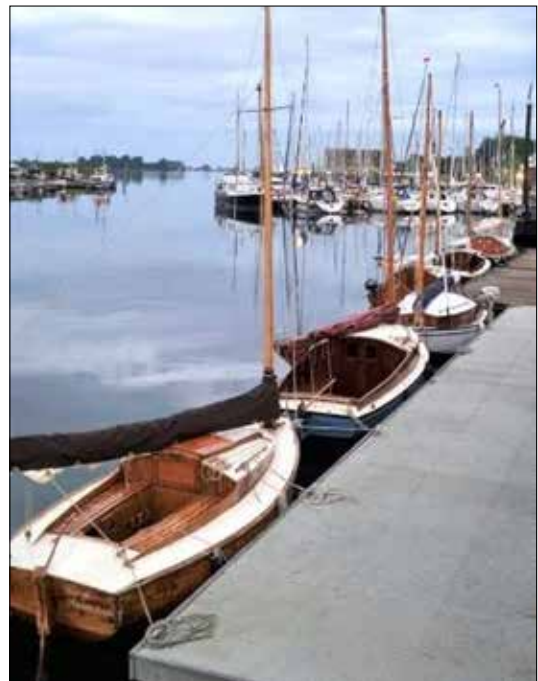
Next to the old-timers, two catboats of the German Seezunge (sole) type were participating. One was my own *Triton* and the other one was *Ole* which is quite a beauty. *Ole* is completely made of wood and was built by Fricke & Dannhus shipyard. *Ole* celebrated her fiftieth anniversary this year. Her owner, Günther, made her up very nicely including lacquering the wood and the polishing the brass portholes. Of course, Jaap was also participating; he has much race experience with his fast catboat *Charlotte II*, a Lyle Hess design, that he built by himself. And finally, we had one open catboat with us: the nicely and newly built *Bertha 3*. Skipper Ronny had built himself and travelled all the way from Belgium.

We took our boat, *Triton*, on the trailer hauling her five hours south on Monday. Marius and Grietje, with their Jack-Russell Jolie, were already there with their boat *Ketje*. This was Theo's home area and all three of his boats, the 100-year old *Novatus*, the freshly renovated *Mermaid of the Scelveringhe* (formerly *Grown-Up*), and his latest acquisition, the wooden catboat formerly named *Cat-O/Queen*, were already on site.

With the help of a crane, our boat was quickly set in the water and the routine we use for setting the mast was completed in a short time. Günther called

us a day later, he had a tire defect on his trailer and it was questionable if he could make it to Veere. But then, as usual, he was able to help himself. He fixed the tire and, although a bit late, he and *Ole* made it.

During the following days more catboats arrived, Marian and Rein with their *Nènè*, Theo brought *Vetje* of Frans then came Rasmus and Peter with the second 100-year-old boat *Krümel* and Jaap with *Charlotte II*. So the pier was filling up with old, and not so old, but all beautiful catboats. In the harbor, they made a nice appearance.



One beautiful catboat after another.

And then Theo brought his latest boat, the freshly renovated *Cat-O/Queen*. A boat christening was to be held later in the week.

In the first few days, we took the chance to discover the regional waters around the little town Veere, which served as a fortress in former centuries. The Veerse Lake is well equipped with buoys and the weather was just incredible. We took care of a few





The fortress town of Veere.

things aboard the boat: fixed a shackle, adjusted the shroud tension and polished the brass portholes.

We enjoyed the nice view to the fortress town Veere. Although the week was quite relaxing, the tension kept growing towards the weekend and the upcoming van-Loon race, in which this year a catboat class had been specially arranged. In addition, I was looking forward to the so called “Admiraals-Sailing,” which we were trying for the first time.

Day 1: Mussels and a Boat Christening

On Friday evening, we all enjoyed a mussel dinner. The province of Zeeland is the heart of mussel farming in Europe and, in fact, you will find not only the largest species of mussels but also the best tasting. The pots on several gas cookers were filled with mussels, white wine, some herbs and dried tomatoes or garlic, and heated up. Then we just waited for the mussels open up—delicious.



Delicious mussel dinner!

After the mussel feast, we went to Theo’s boat for the christening. His two little granddaughters also

celebrated the revealing of her name plate: *Pleione* was to be her new name. According to Greek mythology Pleione is the sailing goddess and mother of the Pleiades [the “seven sisters”] of star constellation fame. A very touching and unforgettable moment.



Detail of *Pleione*’s mast.



Theo Nieuwenhuizen’s granddaughters reveal *Pleione*’s name plate during her christening.

(Continued on page 38)





“An Afternoon Delight”

Painting by John Hutchinson

A timeless moment. What a fine day! A group of boys and Rusty, the Chesapeake Bay retriever, owned by the lad seated on the cabin top to Rusty's right, are enjoying a lazy afternoon of floundering while anchored in the lee of Brant Point. To the right of Brant Point Light, the illustrious party boat *Lillian*, with Captain Mark Beale at the helm and loaded with passengers, heads out for a few hours of trolling for blue fish off Great Point.

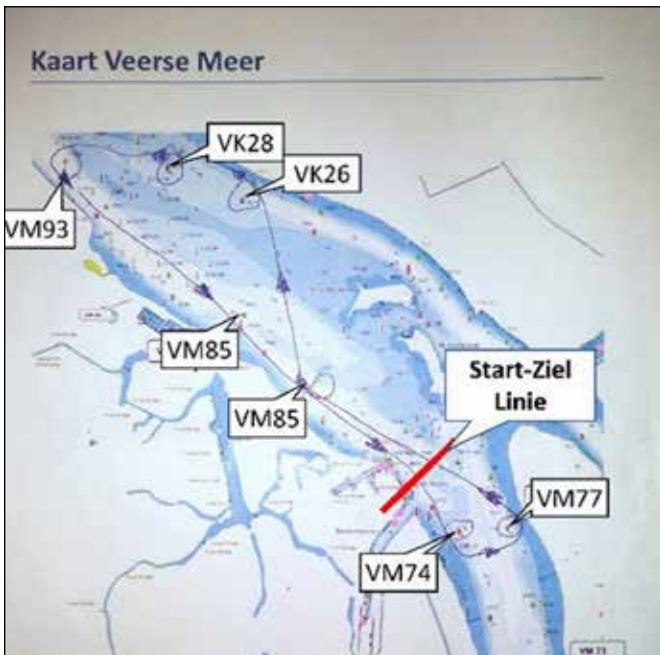
***About the Artist:** John Hutchinson is a marine painter whose work was greatly influenced by the works of Joseph M.W. Turner, Robert Salmon, Winslow Homer and A. T. Bricher. Among his favorite subjects have been catboats, fishing and pilot schooners, tugboats, landscapes, and lighthouses. He also paints on commission. To see more of his work, go to: www.bertiesadventures.com. John and his wife, Cindy, live in Chatham on Cape Cod.*

(Continued from page 35)

Day 2: Van-Loon Race, Barbeque and Boat Anniversary

The day got off to an early start. At 8:30 a.m. we had to move our boats out of the harbour to the pier at Veere which took about fifteen minutes. At 9:15, a palaver was held in the tent along with the registration of the participants. Starting numbers and lunch bags were handed out along with detailed descriptions of the various tracks for the different boat classes. The catboat class was participating for the first time at this event and, by the way, probably for the first ever official catboat race in Europe!

The course for catboats was shaped like a figure-eight in the western part of the Veerse waters and had to be sailed twice.



The race course.

The wind had been forecasted to be force three to four. On the racing day it was around force three, from the north. My boat, *Triton*, likes a bit of a breeze. The start of the first group was at 10:30; the catboat-class start was set for 11:40. We used the time to check out the best position on the starting line. The first signal was five minutes before the start and the widely spread catboats were quickly packing the line.

At one minute before start, the next signal sounded and most of the boats were searching for a windward position, but I knew that this was quite close to an area of low water—too close for me. As my centerboard winch works quite slowly, I didn't

want to risk touching bottom and would rather stay further away in somewhat deeper waters. As the time counted down, and my mate Frank called out the seconds, I was running towards the starting line too fast. I turned to leeward and ran along the starting line. Hopefully, I would have enough room, but then there was the sound of the starting signal, and with maximum speed, I turned *Triton* to windward, across



On the course.

the starting line and away we went.

But now with *Triton* now being much more leeward than the others, I was in a disadvantageous position. However, the other boats had waited on their starting positions and now had to accelerate from almost zero while I moved away quite rapidly from the starting line.

The first lap was particularly exciting as the buoys were still out of sight. Because of my leeward position, I had to tack early. Meanwhile, the catboat fleet was drifting widely apart, only to come together again at the windward buoys. The first boats at the buoys were *Nènè*, *Krümel*, *Novatus* and *Pleione*. *Pleione* changed her course to help a surfer who was in trouble. Because of that action *Pleione* lost her position, but definitely she deserved to get a “fair-play” medal.

The windward buoys were quite difficult to make. Some of the boats misjudged the winds, waves, and their positions, *Triton* and me included. So, we needed to do one or two extra tacks until the buoys could be rounded. Same for *Ketje* who also needed additional tacks to get around. At the sea wall we turned to leeward and started a fast leg.

On this part of the course, we were duelling heavily with *Novatus*. *Novatus* was a bit ahead at the next mark but, unfortunately for her, shortly after that she had some technical problems and needed to give up and could not finish.

At this point the boats *Nènè*, *Krümel* and *Charlotte II* were already far ahead of us. After the windward buoys, we changed direction further to leeward to

sail before the wind. As my *Triton* has shrouds, the boom cannot be let out as much as the others. As a result, the distance to the boats ahead of us was growing and the distance of the boats behind us was shrinking. Can that really be the case? I couldn't believe it. Running is definitely not a strength of *Triton*. We could do nothing but keep watching the surface of the water in hopes of possibly noticing incoming gusts as early as possible. Fortunately, we were able to maintain our position to Veere but it was really close. At the southerly buoy, right before the town of Veere, *Pleione* was narrowing fast and coming closer and closer. Only after the rounding of the last buoy and heading again in direction of the starting line, could we extend the distance again.

A particular highlight at the van-Loon race is that you are passing boats of other classes at close distances including the large flat bottom boats such as Hoogars, Hengstens, Lemsterakens and many more. They are all beautiful old boats and the speeds they are able to make are astonishing. Their bow waves are quite impressive. I watched for those boats coming towards me and let them pass, preferably to leeward. The effect of their large sails covering my 183 square feet would be of some significance.

After the second lap, we crossed the finish line as the fourth catboat, but even then we had to be on high alert. There were four large Hoogars rushing exactly where we were sailing, so I needed to immediately change course and run somewhat parallel between the large boats until they passed. Only then could I start to take my sail down.



A Hoogar covering two small catboats.

At the pier, we catboaters all found places to tie up. As we waited for the award presentations, we had some time to enjoy the beautiful view, the nice sailing community and, of course, a cool beer. A brass band was playing and the atmosphere was

just great. Frank felt somewhat at home as he also is a member in a brass band in his hometown. After the times had been corrected we found that, to our surprise, *Triton* finished in third place—that was something. In second, was one of the little old ladies: the 100 year-old *Krümel*. And first place went to, and this was just unbelievable, the just-finished *Nènè* from Rein Kremer!



Jaap Kraayenhof had built a model of a barn door rudder on a wooden plaque as an award for the catboat class. From the stage, Jaap explained the award to all participants. The left side of the plaque will list the winners of the van-Loon race and the right side will list those people have made special contributions to the Catboatclub that year. This year that award went to Theo Nieuwenhuizen. Not only had he restored two old-timer catboats this year—*Mermaid of the Scelveringhe* and *Pleione*, it was he who arranged for the catboats to participate in the van-Loon race and managed to bring some of the participant's boats to Veere. He also produces the "Catnieuws" newsletter, writing many of the articles himself. And these are just a few of the many things he has done for the Catboatclub.



Congratulations Theo (left) and Rein (right).

Traditionally, all skippers at the van-Loon race days receive a bottle of a locally brewed Jenever, so all participants go home with something. There are no losers, only winners. Only the Jack-Russell, Jolie, seemed a bit skeptical about that.



Jolie seems to be a bit skeptical.....

We then sailed back to our harbour where a nice barbeque had been prepared. And here the Catboatclub celebrated two catboat centennials: José Molenaar and Barend Nieuwendijk said a few words to Theo and Rasmus about their boats *Novatus* and *Krimel*. Gifts were presented combined with best wishes that the boats and their owners will live another 100 years.



José Molenaar and Barend Nieuwendijk

Day 3: Admiraalszeilen

On Sunday, at 11:00 a.m., we started for the Admiraals-sailing.

Admiraals-sailing is an event you will find only in the Netherlands. Unlike racing, Admiraals sailing is not at all about speed but rather how well the sailors are able to handle their boats. Fleets of sailboats have to sail in certain formations. For example, sailing keels line up one after another, keeping a precise distance and an exact course. The first boat is the “Admiraals boat” and sends commands by signal flag. This means sailing one after another in line or sailing in parallel. For spectators, it is quite a sight to see a whole fleet change course all at once. Unfortunately, this time, the wind decreased which made simultaneous sailing somewhat difficult. (A traditional signal for “turn-on the engine” does not exist, but after some time we received a text message from the Admiraal: “Engines to be set on stand-by.”) There was, however, enough wind for our catboats to sail in keel line towards the little fortress at Veere. Then we all changed the course simultaneously and sailed in frontline directly towards the coast.

Then the course was changed again and we sailed or, rather, paraded along the pier with all the traditional Dutch flat-bottom boats, the Hoogars, the Hengsten, and many other old gaffers. It was a nice way of saying good-bye from the Catboatclub to the rest of the racers and spectators.



Trying to keep the front line.



Sailing in keel line.



Thanks to everyone who has helped to organize this event and to all participants, who have all enriched this event with their boats!

It was truly a unique event with beautiful catboats, in front of the medieval town of Veere together with a large fleet of old flat-bottom gaffers and all of that with the most beautiful weather one could imagine.

***Catboats!* An Old Sculpin Gallery Celebration**

June Schoppe

At noontime on July 16, 2022, eighteen catboats gathered in the opening to Katama Bay in Edgartown, Massachusetts, in preparation for sailing out through the harbor for the second annual Parade of Sail hosted by the Old Sculpin Gallery. That morning, over coffee and donuts provided by start-up Catboat Coffee Company and island institution Morning Glory Farm, catboat captains and their crews met in the former sail loft on the second floor of the Gallery



The captains meeting in the historic Old Sculpin Gallery loft, used for children's classes in summer. The Manuel Swartz Roberts Cup Race came back to Edgartown this year after the parade of sail.

to hear the parade and race logistics as outlined by coordinator and *Tigress* Captain, Kurt Peterson.

The race and parade marked the opening of a week-long art, artifact and oral history exhibit produced by members of the Martha's Vineyard Art Association in conjunction with the Martha's Vineyard Museum and Vineyard Preservation Trust. The exhibit focused on the importance of catboats to the history of the island and especially the life and career of Manuel Swartz Roberts, whose weathered workshop the gallery now occupies. There were three surviving Manuel Swartz Robert-built catboats in the parade: *Old Sculpin*, built in 1912 and owned by Tim Sheehan; *Vanity*, built in 1929 and captained by Chris Murphy and owned by the Museum; and *Margaret*, built in 1920 and owned by Bob Luckraft.

After the race, awards were given out at a reception at the Old Sculpin Gallery for fastest boats of wood and fiberglass construction. Receiving first place trophies were Kurt Peterson of *Tigress* and Ryan Peterson of *Solange*. Second place was awarded to Tim Sheehan of *Old Sculpin* and Jim O'Connor of *Glimmer*. Special recognition was given to Bob Luckraft for his work in restoring *Margaret* and to Tim Sheehan for the restoration of *Old Sculpin* by Gannon and Benjamin Marine Railway.



Eighteen catboats, three of which were built by Manuel Swartz Roberts, took part in the glorious Parade of Sail through Edgartown Harbor.



Bob Luckraft speaks on the importance of preserving the history of wooden catboats, in particular those made by Manuel Swartz Roberts, including his beloved catboat, *Margaret*.



Catboat devotees listen to a talk at the Gannon and Benjamin Marine Railway about the extensive renovation conducted by their craftsmen on the Manuel Swartz Roberts catboat *Old Sculpin* this past year.



Tigress Captain Kurt Peterson congratulates his brother, Ryan, and Ryan's wife Mailyse, on their win in the fiberglass category.



Spectators line Edgartown's Memorial Wharf for the parade.

Next year's event, again hosted by the Old Sculpin Gallery, will be held July 15, 2023 in conjunction with the Edgartown Yacht Club's 100th anniversary and be included in their official race schedule. Contact Kurt Peterson catboatkurt@yahoo.com for more information.

Wild Goose Chase 2022

Butch Miller

This year's Wild Goose Chase was held on the amazing weekend of October 14-16. Six boats and eleven crew participated, which was the largest turnout in years.

The group gathered on Friday in St. Michaels arriving from various directions on very light winds. *Patriot* with Phil Livingston and Earl Segal from Oxford, Maryland; *Lark* with Butch and Denise Miller and their dog Lenny; and *Tigger* with Frank Newton and Dave Park sailed down from Crab Alley just up the river; *Talley Ho* with Jim Stevenson and Rich McLaughlin came from Rock Hall; and *Leighway* with Bob Leigh. Jim and Barb Palmer arrived on their Block Island 40, *Wacoma*. They bailed on their Alberg 30 cruise group to join their catboat friends.



Goose Chaser's dinner in St. Michaels.

Dinner was excellent at Foxie's Grill including a short round of Manhattans on Fred Sherriff who drove in from Chestertown. Also, unable to get away for the weekend, Tim Kalman and Kate Grinberg drove over from the Annapolis boat show.

Following our traditional breakfast at the Carpenter Street Saloon, Saturday morning set up with a perfect ten to fifteen out of the south making for a perfect one-reef downwind sail across the miles and to the top of Wye River East. Sailing the river is always interesting with gusts and lulls brought about by the varying shoreline. Tacking around at the top of the narrow river put the wind on the nose, so the sails came down and the engine went on. We ventured up Skipton Creek to the skinny water where Dave Park kept a boat for many years. Lenny was on the lookout and did get to see the black sheep on the hillside estate, twice!



Lark headed for the barn.

The anchorage was Pickering Creek on the east side of the river and very protected. *Lark* joined the four other cats rafted to the big girl, *Wacoma*, after a shore stop for Lenny at the Audubon Society Park. No one else being there, we ignored the No Dogs sign. When ya gotta go...!

The midafternoon cocktail hour was in full swing across three boats. Understandable considering sunset and cool temps come early this time of year. After the aerobatic show by a crop duster, the night turned amazingly quiet and still. Not even a clunk from the rudder. The only sound was the chatter of a few geese who finally made an appearance after missing a few years. A better day would be hard to come by.

The stillness remained on Sunday morning as goodbyes and well wishes until next time were exchanged. We peeled off for another visit to the No Dogs zone then followed *Wacoma* down the creek and out into the river for another light-wind-on-the-nose sail toward home.

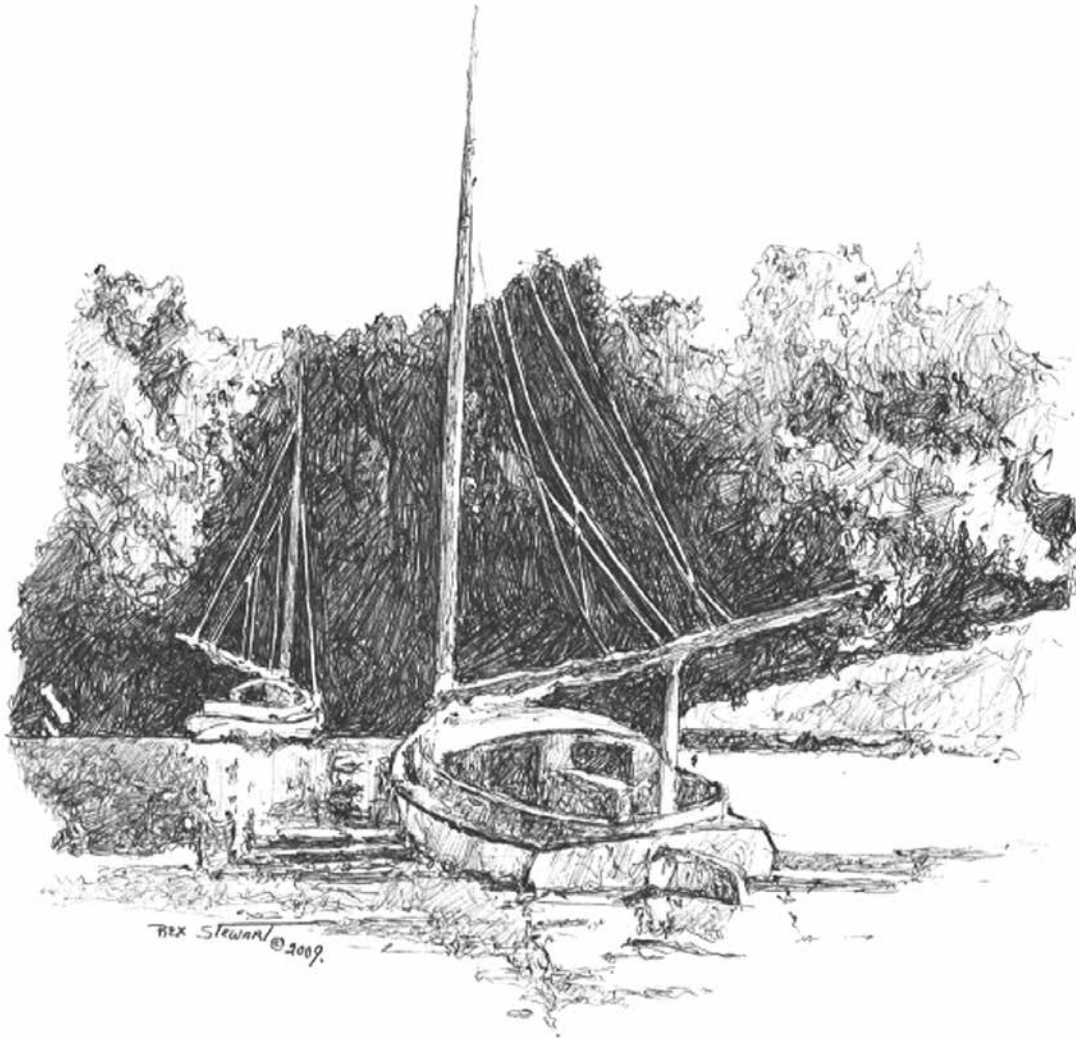
It was one of the best trips ever with a great group of friends, fantastic weather and some great sailing.



Menger Men and Company.



CCBA Cruisers at Evolution Brewery, Salisbury, Maryland.



30th Annual Arey's Pond Cat Gathering

Haley Cedarholm

The 30th Cat Gathering was held in honor of Henry (Harry) F. Davis, Tony's father, who died in February 2022. Harry's legacy, of sailing over 30,000 miles on the oceans of the world, will reside in his love of trees and nature. He was one of the founders of the non-profit Friends of the [Boston] Public Garden. His landscaping company also volunteered to care for the trees in the Boston Common for many years to save them from being cut down due to poor maintenance.

The 30th Cat Gathering began with a warm-up race on Friday to familiarize newcomers, and welcome veterans back, to the course. The breeze was a steady ten knots from the west southwest, perfect for us to try out our newest design, the XFC 22, a first sail with builders aboard. She proved she will be a fast catboat and will officially debut during the 2023 season.

Saturday, August 20th, was a beautiful sunny day. Again, we had a steady morning breeze building from the southwest. This year's tides required a morning start, and after the first cannon, the 30th Cat Gathering was underway. With over ninety boats, it was one of the best gatherings ever. With the new course and a steady breeze of ten knots, everyone had a great time.

It was fun for those who were just out for the parade of sail, and it was competitive for those who wanted to do well in their class. There were lead changes at marks A and C and the committee boat had several photo finishes to contend with.

After the event, sailors returned to Arey's Pond and were greeted by the live music of the Bert Jackson Band. Later in the day, race participants came back to the boatyard for the evening awards ceremony and after-party, which was catered with food from the Brine Restaurant, The Kitchen Café and Friends Market, with live music by Brian Sances.

Thank you all who participated in this year's Gathering. The proceeds from the event went to Friends of Pleasant Bay, a non-profit dedicated to preserving and protecting our bay, and Sipson Island Trust.

Visit areyspondboatyard.com/catgathering to view the results.

This year's Gathering will be on Saturday, 26 August 2023. Mark your calendar!



Photo by Nancy Bloom

The new XFC 22 cat on the move!



EST. 1954  CAPE COD

AREY'S

CUSTOM BOATS

*Builders of
Award Winning
Custom Catboats*

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

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

19' CARACAL CATBOAT

Hull 3 launched, 4 and 5 coming soon!

The third hull of our 19' Arey's Caracal design, Andiamo, was launched last summer on Cape Cod. This cold molded catboat features exciting customizations such as an inboard electric engine by OceanVolt, and a teak deck and sole, made by Teak Decking Systems and installed by our boatbuilding team. Hulls 4 and 5, including our first fiberglass hull, are in the building process and will be launched next.

The new fiberglass hull option is now available for order. Owners have ability to customize the cabin/cockpit configuration to fit their exact needs. If you're interested in learning more please contact our new boat sales team at info@areyspondboatyard.com or visit our website to learn more.

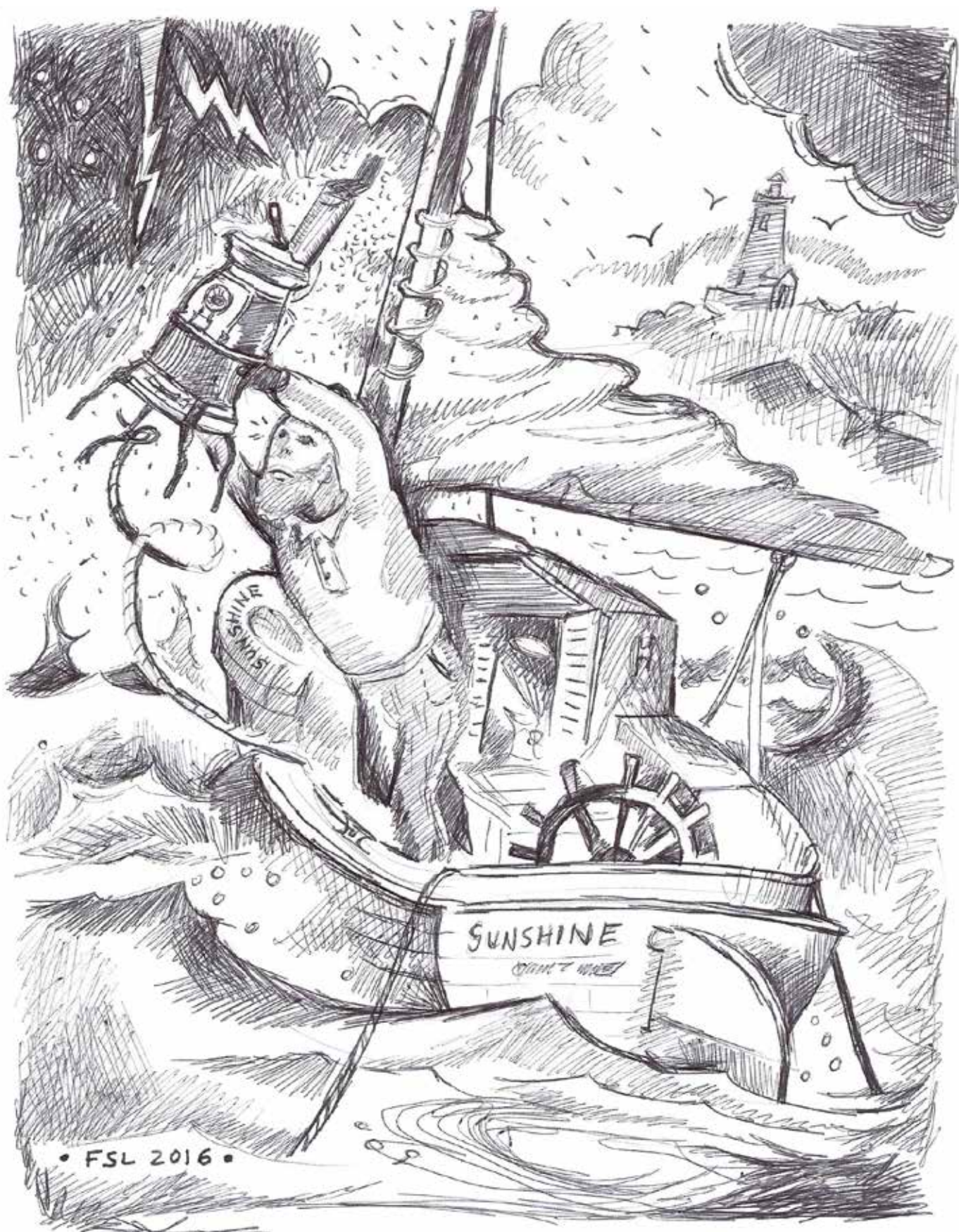


Caracal hull #1, An Cat Mathair, sails in Little Pleasant Bay.



Andiamo with her new owners on launch day!

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



Catboat Association

2023 Race/Rendezvous Schedule

Steve Flesner, Editor

Editor's Note: Thank you all for sending your Race and Rendezvous Schedules for the 2023 sailing season. Don't forget to also send the results and write ups to steve.flesner@catboats.org. Just a reminder that if we don't get race results, like who won(!) or an article about the race, there's liable to be a mutiny amongst your participants...only you can prevent forest fires!!! We all want to hear about those moments of "mortal combat on the high seas" along with your racing "stories" and all the unexpected things that somehow happen! Now go out there and have some fun!!

May 3-6, 2023

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

May 28, 2023

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

June 11, 2023

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

June 10, 2023

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

July 8, 2023

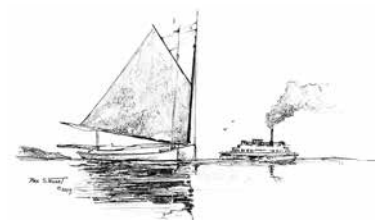
Wickford Catboat Rendezvous
Wickford, RI
Pleasant Street Wharf
Contact: Rex Brewer
401-261-7974
Brewer_rex@hotmail.com
Eric Collins
Pleasant Street Wharf
(401)-641-8993
pswinc@verizon.net

July 9, 2023

8th Annual Barnegat Bay Rendezvous
Beaton and Sons Boatyard
72 Beaton Rd, Brick, NJ
Contact: Henry Colie
201-401-0292
henry.colie1@gmail.com
Cat Gathering, fun "raid" race, evening clambake

July 15, 2023

Edgartown Catboat Rendezvous & Parade of Sail
Edgartown Harbor
Contact: Kurt Peterson
catboatkurt@yahoo.com
For details visit website:
<https://markalanlovewell.com/sailor/events/edgartown-catboat-rendezvous/>



July 15, 2023

56th North of the Cape Race & Rendezvous
 Contact: Shauna Stone & Mike Thornton
 13 Lothrop St, Plymouth, MA 02360
 617-435-6517 Shauna
 617-435-6516 Mike
 77sailing21@gmail.com

July 16, 2023

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

July 29, 2023

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

August 5, 2023

CCBA Catboat Parade
 Oxford, MD
 Contact: Phil Livingstpn
 901-484-6320
 Pl642@comcast.net

August 5, 2023

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

August 13, 2023

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

August 12, 2023

Noroton Yacht Club Catboat Regatta
 Darien, CT
 Contact: Roger Klein,
 48 ½ Ronton Ave., Rowayton, CT 06853,
 203-899-0402
 rogerklein@optonline.net

August TBD, 2023

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

August 19, 2023

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

August 26, 2023

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

August 26, 2023

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



August 25-26, 2023

Spray Beach YC 4th Annual Catboat Rendezvous
Spray Beach, NJ
Contact: Thomas Caro
2300 Long Beach Blvd.
Spray Beach, NJ 08008
267-798-9981
thomasdcaro@gmail.com

September 2, 2023

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

September 9, 2023

The "Cheshire Cat" Catboat Gathering
Spofford Yacht Club
370 North Shore Rd
Spofford, NH
Contact: John Pappalardo
jpappala@gmail.com
Visit: spoffordyachtclub.com for further info & specifics

September 9, 2023

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

September 16, 2023

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

September 10-October 22, 2023

Sundays 10AM
Hog Island Beetle Cat Series
West Falmouth, MA
Contact: Becky Kirk
Kirkj101@yahoo.com

September 16-23, 2023

CCBA Long Cruise
John Brown & Savanna tour Baltimore
Contact: Butch Miller
(410) 271-2540
Anmiller03@aol.com

September 16, 2023

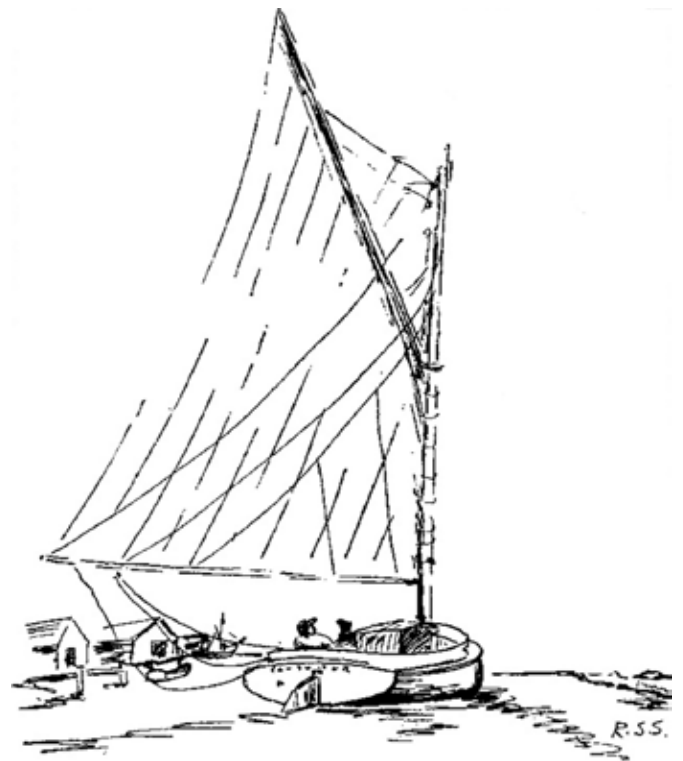
Hempstead Harbor Classic Yacht Regatta
Hempstead Harbor, NY (Long Island)
Contact: Michael Emmert
Goldeni37@aol.com

October 6-8, 2023

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

October 13-14, 2023

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



Canines and Catboats

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



Marshall is Jim and Kim O'Connor's twelve-year-old Labrador retriever who still loves sailing. He was onboard *Glimmer* at nine weeks old and it's a second home for him. He has an infamous reputation at catboat rendezvous for the sneak attack. He works the crowd, hoping no one will notice if he just takes sample of whatever: hot dog, hamburger, cheese. What's the problem...?



Lenny, owned by Butch and Denise Miller, is a Schipperke and six months old in the photo. Schipperke is Belgian for "Little Captain." They were originally bred as watch dogs and ratters on barges. They're energetic, smart, fearless, independent, and friendly. Lenny is ruled by his stomach and always good for a laugh. Many love to swim. Lenny, not so much.

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



Sailing Techniques and Seamanship

Brent V.W. Putnam, Editor

Sailing off and Returning to a Mooring Singlehanded

Skip Stanley

When time is short, or when there's nobody else available, or you just want a little time sailing by yourself, singlehanded is the way to go. For the purposes of this article, I'm focusing on getting underway and returning singlehanded because, unlike when you have a crew, things have to be done in a certain order—the overlap of preparations isn't possible when you're alone.

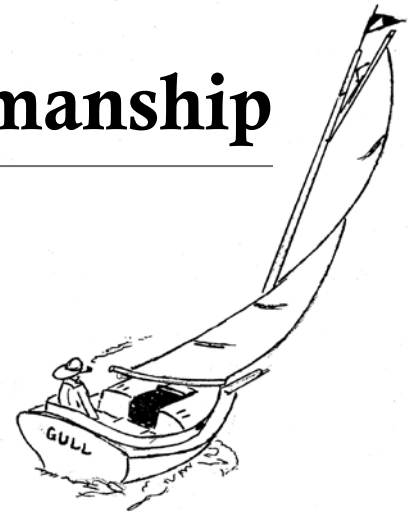
Getting Underway

Once you arrive on board, and after thanking the launch driver, open the cabin and stow your gear. Unlock any lockers you may need to access. Get out the binoculars; put your CBA burgee in your pocket.

Starting from aft, take off the sail cover, roll it forward along the boom. While you're forward, run the burgee up the mast. Single up, casting off one of the mooring pendants.

Take the sail cover back to the cockpit and stow it. Let go the boom-crutch lines; take off the rudder stick and stow it. Take the sheet off the main cleat, make sure it's clear to run and cleat off the bitter end (you'll see why later). Drop the centerboard. Go forward and, working aft again, take off the sail gaskets, stow them.

The sail is now "in its gear," meaning it is resting in the lazy jacks. The term was used aboard tall ships to describe a sail that has been lowered or, in the case of a square sail, raised, so that it is not open to the wind (but has not been furled). To tack ship, sails were often put in their gear to allow the ship to come about, then set again. Then, using the peak halyard, raise the gaff a bit and put the battens in their sleeves (if you have them).



Raising Sail

Use the topping lift to get the boom out of the boom crutch, stow the crutch. With boom supported by the topping lift, you're ready to raise the sail. Take a look around—all good?

Uncleat both halyards and hoist the sail. The throat halyard will tighten first, so, to free up your hands, figure-eight the peak halyard, then secure the throat halyard. Unwrap the peak halyard and continue hoisting till the peak is all the way up; secure the peak halyard. Coil both halyards and belay them by hanging them from their cleats.

The sail is now luffing the wind; it will swing out so far it will take the sheets right over the side. That is why it's good to have the bitter end cleated off, to keep it on board. Release the topping lift then cleat it again, loosely.

Letting Go

Now you're ready to go. Look around, gage the sail's position and the swing of the boat to time when it's best to let go forward. With the sail out to one side, make your way to the bow and let go the second mooring pendant. Back to the cockpit, take in the sheet and you're underway.

One tip, if your new to catboating, the instinct will be to sheet in the sail immediately to get the head to fall off. If you find yourself needing to fall off, counterintuitively, let the sail fly. It will act like a big flag and, being all the way forward, will pull the bow around. Once the bow falls off, sheet in gently and you're on your way.

Returning to the Mooring

Many sailors are reluctant to sail onto their moorings but with a bit of practice, its quite doable.

Like before, secure the bitter end of the sheet to the cleat; the sheet will be in your hand. Get out the boathook.

The Approach

I've found it's best to approach the mooring at ninety degrees to the wind. In a light sloop, you can approach closer to the wind and spin up into the wind and come to a stop pretty quickly. Not so with a heavy cat, you're going to have a bit of "carry." And you certainly don't want to be running downwind.

And you also want to make your approach with the mooring ball slightly to leeward. Remember, the

sail will act like a flag, pulling the bow to leeward as you slow down.

The large approach angle gives you the option of letting the sail out to slow down, or sheeting in to pick up speed. If all goes well, playing the wind and boat speed, you make a controlled approach and stop within reach of the mooring ball. You make your way forward on the windward side grab a pendant and put it on the bow cleat. If you miss, you may have to abort the attempt and go around again. So it goes, take what you learned from the first attempt and apply it to the second.

Back in the cockpit, take up on the topping lift to support the boom and lower the sail. You're now ready to secure everything for next time.



**MYSTIC
SEAPORT
MUSEUM**

75 Greenmanville Avenue
Mystic, CT 06355

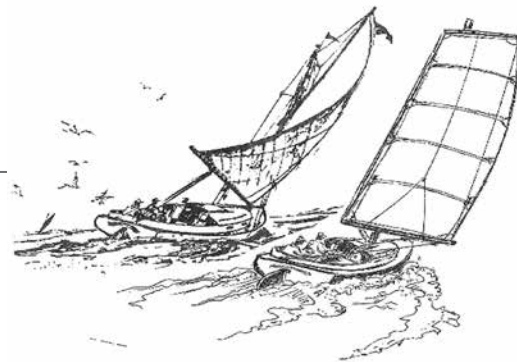
To reserve a slip
or for more information,
visit us on the web at:

www.mysticseaport.org/marina



Navigation

Skip Stanley, Editor



Longitude, Part One – The Problem

Prior to the seventeenth century, sailing out of sight of land took a significant amount of courage, faith, and a more than a little luck. Courage to venture offshore and away from landmarks; faith in the navigator, his skills and his knowledge of the route: and luck that the ship would not encounter any bad weather or run into an uncharted reef or shoal.

As anyone who has sailed in fog can attest, the sea can be remarkably disorienting. Far at sea, the only reference points available are the celestial: the sun, moon, stars and planets. And most of these, while appearing to be stationary, are actually moving. The one exception—the North Star (Polaris)—appears fixed in the sky. By measuring its altitude (i.e., its angle above the horizon), a basic latitude can be determined. But that’s about it.

Astronomers, meanwhile, in studying the sky, had noted the regular movements of celestial bodies and knew where to look in the sky, at a given time, to locate the planet or star—each body’s azimuth (compass bearing) and altitude. Another important measurement they determined was the body’s declination, which is its angular distance above the celestial equator. (For the purposes of this discussion, this is the celestial equator is the same as the terrestrial equator.)

To the mariner, the sun’s declination the most useful of these measurements. That’s because the sun’s daily predicted declination is the same from year to year. If you know what day it is, you can find the declination for that day rather easily. If you know this, along with the sun’s altitude when it passes overhead at local apparent noon, it’s pretty simple to compute one’s latitude.

Knowing the latitude of their destinations, captains would sail north or south to that latitude then sail along that parallel to get there. This was known as parallel sailing; and it worked. But in doing this, they had to ensure they got to the parallel with plenty of room to be sure they didn’t overshoot their destination. This was inefficient, but without a way

of accurately determining the distance traveled east or west, and being at the mercy of winds and currents, they had no other choice.

Latitude has the defining characteristic of being based on the earth’s natural rotation. The equator is ninety degrees from the earth’s axis; each parallel is measured in degrees from zero at the equator to ninety at the poles.

Longitude has no such reference; it’s entirely arbitrary. The 360 degrees of the earth’s circumference are divided into 24 time zones of 15 degrees each (7.5 degrees to either side of each zone’s (central) meridian). Longitude is measured, east or west, from a chosen meridian, a “prime meridian,” and that meridian could be anywhere. For a while, it was at the Fortunate Islands (now the Canary Islands,) Later, it was moved to the Azores, then to the Cape Verde Islands, then to Rome, Copenhagen, Pisa, Paris, and Philadelphia among other places. Ultimately, the Royal Observatory in Greenwich, England was chosen.¹

So, the longitude problem was well known. But there was one incident, in particular, that drove the English, and hence the world, to take action to solve the problem.

In October 1707, after being sailing in fog for twelve days, Admiral Sir Cloudisley Shovell was returning to England after engaging the French in the Mediterranean. After sailing in fog for several weeks, and unsure of his position, he summoned the navigators of his fleet to get their opinions on where they believed they were. Together they reasoned they were safely west of Ile d’ Ouessant, off the Brittany Peninsula. They were not. In fact, they were headed into the Sicily Islands, about twenty miles from the Southwest tip of England. Four ships including the flagship, *Association*, the *Eagle* and the *Romney* wrecked and sank with the loss of more than 2000 lives including Admiral Shovell. This disaster, so close to England, brought the longitude problem to the forefront and directly lead to the Longitude

Act of 1714. The act promised a reward of 20,000 pounds to the person or persons who could solve the longitude problem.

However, to solve this problem, many areas of work and study would have to converge to solve the longitude problem: some mechanical, some astronomical, some cartological, and some mathematical. (These will be discussed in part two.) In the meantime, ships, crews, and cargoes would continue to be lost.

Note.

1. It was the fifth astronomer royal, Nevil Maskelyne, who was responsible for placing the prime meridian at Greenwich. During his tenure, he published a comprehensive nautical almanac with lunar distance measured from the Greenwich meridian, making astronomical predictions available to sailors of all countries (more about this in part two). In 1884, the International Meridian Conference held

in Washington, D.C., and attended by twenty-six countries, voted to make Greenwich the official location of the prime meridian for the world (much to the chagrin of the French who would continue use Paris for another twenty-seven years). See Bulletin No. 177, fall 2018, for more about the Observatory.

References:

Sobel, Dava; *The illustrated Longitude*; Walker Publishing, New York, NY, 1995

Launer, Donald; *Navigation Through the Ages*; Sheridan House, Dobbs Ferry, NY, 2009

Dunn, Richard and Higgitt, Rebehah; *Ships, clocks and the Stars, the Quest for Longitude*, Harper Collins, New York, NY, 2014

Andrewes, William, J.H., *The Quest for Longitude*, Harvard University, Collection of Historical Scientific Instruments, Cambridge, MA, 1996

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.



SEA YOUR AD HERE

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

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



Keeper of the Light

Jay and Diane Webster, Editors

Remembering Bill McKay

In this Bulletin, we're sharing a few of our members reminisces about our dear friend Bill McKay, who crossed over the bar in January. We think that Bill would prefer us all to think about him with a smile.

We last saw Bill on December 3, 2022. Eric and Dawn Peterson were hosting a gathering of catboaters at their beautiful home in Mashpee on Cape Cod. We enjoyed great food and music and the presence of a classic Bill McKay and his wife Moe. Using a walker, Bill moved about talking and joking with his longtime catboat friends. Though he was recovering from recent surgery in his long battle with multiple myeloma, it didn't break his spirit. He was the friendly, polite, humorous, and caring guy that he had always been. As he and Moe were leaving, someone pointed out to him that he had a soda can in his pocket. Without missing a beat, Bill replied in his usual fashion, "That's worth a nickel you know!" He left us all laughing. What a great parting memory! We love you, Bill!

— Jay and Di Webster



The first time we met our friend Bill McKay was in 1993. My husband Bill and I sailed in *Pinkletink* from Nantucket to Edgartown for the weekend to defend our previous year's win in the Edgartown Catboat Race. We lost that year to a very lucky Eric Peterson who sailed his new catboat *Molly Rose*.

After the race, everyone gathered at the Chappaquiddick Beach Club for a Catboat Gathering and Awards Ceremony. Bill and I had just sat down at a table when three people (Bill, Moe and Breda McKay) approached us and asked if they could join us. Of course, we said yes.

After some awkward moments, we all got to talking and I realized Bill and his family had been sailing to Nantucket for years, anchoring in the harbor as well as in front of our house. Because they were not in a catboat at that time, we did not notice them or their boat. After a surprisingly enjoyable afternoon talking and getting to know them, we parted ways.

As Bill and I were headed back to Edgartown, I said, "If it wasn't for that "hippie" owning a catboat, you never would have spoken to him." Thank heaven we did. Our lives became so much better for knowing Bill McKay and his family.

McKay (in *Calico*), and Bill (in *Pinkletink*) enjoyed many sails together including a ten-day sailing trip; meeting in Edgartown, sailing around the Vineyard for a week, and concluding in Padanaram. They also took an eight-day road trip to Florida with Jeff Sayle and "Cap'n Jack" (Dave Coombs).

Besides the trips Bill and Bill took together, Bill and Moe continued to please us with their presence every summer. Thank-you Bill (and all the McKay Family), for being OUR FRIENDS and IN OUR LIVES for the past thirty years. BILL, YOU WILL BE MISSED more than you know....

— Bill and Judy Sayle



Photo by Mark Lovewell

Bill rowing in his wooden dory during an impromptu catboat rendezvous at Hadley Harbor, Naushon Island, Massachusetts.

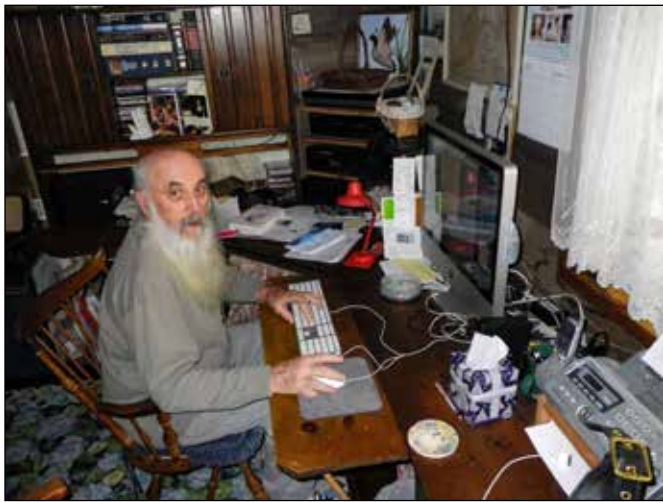


Photo by Mark Lovewell

Bill at his desk.

Bill taught me how to be a Conservator before it became a fad. He had a commonsense imaginative approach to not wasting materials (stuff) by repurposing it in pleasing practical ways. When working on the Bulletin with me, his English was impeccable—a great asset! As one of the “Ski Codgers” (we met every winter in Maine & New Hampshire), he was always up for adventure finding backcountry trails we had never been on. I learned how to smile from him during trying times. He was a close friend who will be greatly missed.

— Wayne Cole, Harpswell, Maine

We had the privilege of knowing Bill McKay for some time. He was a man with many layers of admirable traits. One of those traits being frugal and his eyes would get really, really large with excitement when describing something you could get for free or nearly free.

In his hometown of Mashpee, they raised oysters from seed and when they are mature, they are offered to town residents with a permit that costs a few bucks per year. Once a week or so the town will dump a boatload of oysters near the town landing in a couple of feet of water not far from the shore. The residents can then wade in with their rakes and scoop up their weekly allotment.

So, one day as he was coming out of the water with his haul, the shellfish warden was waiting on shore and said, “Bill, it looks like you have gone over your limit.” to which Bill replied, “Well, Joe, the way I look at it, some days you get a bit more than allowed and some days you get less and in the end it all evens out!” The warden just shook his head and smiled and let Bill continue to his vehicle.

Adventures with Bill! Don't sweat the small stuff. We'll miss you, my friend.

— Jim & Kim O'Connor



Photo by Mark Lovewell

Bill and Bulletin Editor (Emeritus) Lou Abbey.

Bill McKay was a man for all seasons, a consummate teacher, river keeper and catboat guy. There was always a project and a house full of kids that he and Moe adored. His humor, friendship and what he gave to CBA will always be remembered. I spoke to him a couple of times in December...just glad we had a chance to chat.

— Steve Flesner

In extremely thick fog many years ago, Bill in *Calico* and I, in *Genevieve*, sailed to Nantucket. For safety we checked in with each other every thirty minutes. We both left from Mashpee, but from different harbors. We were talking on the radio trying to locate each other when all of a sudden Bill yelled, “Oh my God, my centerboard just grounded out!” A few seconds later he let me know that he was again in deep water and okay. There was only one spot he could be—an extremely small patch of ground on Horseshoe Shoal where the water is one foot deep at low tide.

Knowing this, I changed course and met up with Bill several minutes later. Sailing together now, we had a good laugh at how he was so momentarily rattled. Especially funny was the fact that *Calico* had her centerboard removed years before Bill owned her and sailed with leeboards.

— Bob Luckcraft



Bill receiving the Spirit Award from Bruce Almeida and Geoff Marshall at the 2022 Padanaram Rendezvous. Well Deserved!



Bill and Moe.

Bill McKay was one of the most incredible men we ever had the honor of knowing. His generosity of spirit and positivity were phenomenal. Despite any adversity he encountered, he was always able to glean a morsel of goodness, against all odds, and move forward holding “the positive” as his guiding light. As a result, he was a joy to be with and an honor to call a dear friend.

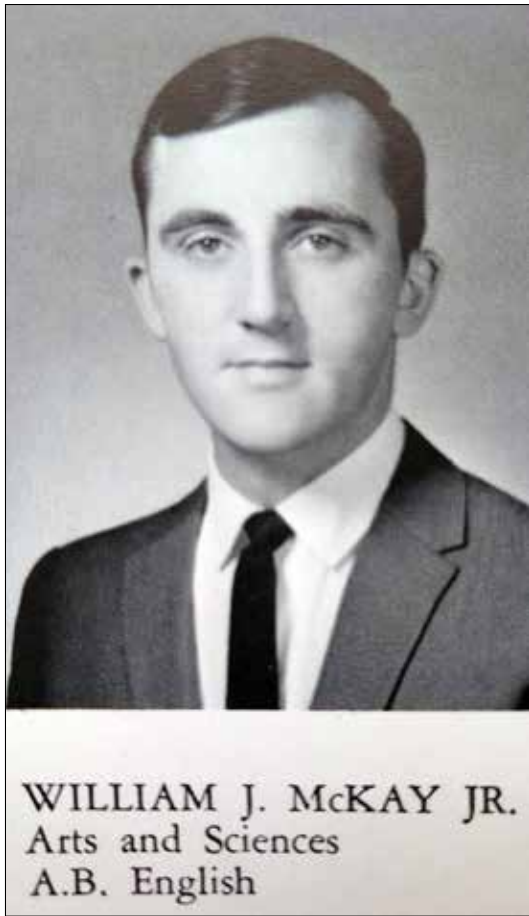
One of our first experiences with Bill was at the Sequatucket Harbor Rendezvous twenty-years ago. Bill and Paul met at the waters off Popponesset. Paul was single handed on *Rugosa* and Bill’s crew on *Calico* were his young daughter, Breda, and his ninety-year-old neighbor. The two boats got a late start and a front that was forecast arrived earlier than expected. The wind picked up along with torrential rain. The lightning strikes mercifully offered Paul enough light to find the entrance to the harbor under power. Bill and crew were not so fortunate. *Calico* did not have power and ended up amongst the fish weirs off Chatham. Eventually, the Coast Guard assisted Bill to the entrance of Sequatucket. Paul motored out to haul the soggy crew into the harbor. Moe and Karin stood on the dock at midnight with flashlights to help guide them in. For most, this would have been a harrowing experience, but for Bill it was a great adventure. To us, it typified Bill’s love of life and his ability to make any situation a fun and exciting learning experience.

— Paul & Karin White

Well, most of you readers will remember Bill as the man behind the helm of the oddly crafted, but strikingly beautiful, *Calico*, a yawl-rigged catboat with leeboards almost a century old.

His long white beard, which encircled his ever-present smile, billowed in the wind as he sailed in the waters of Cape Cod and the Islands. My relationship with Bill became an instant connection somewhere after 1992 when I attended a catboat rendezvous in Padanaram, Massachusetts, and noticed a car on the wharf with a Boston College sticker on it. My alma mater! When I found the owner, it was Bill. Unbeknownst to both of us, we were college classmates and graduated from Boston College together in 1969.

Over the years, we would reminisce about college and other mutual college friends. I never knew him without his signature beard. But here he is without the beard from my Boston College class yearbook. Bill was a remarkable man on so many levels. His talent to deftly craft the ordinary and make it into the extraordinary is a feat I know no one else can do, let alone even attempt to do. Bill was astute, enthusiastic, animated, and one of the kindest gentlemen on the planet that I will ever know.



Bill McKay, Boston College, 1969

I will miss him, but his indelible spirit lives on through our connection with this amazing organization that fosters deep camaraderie called, the Catboat Association. Fair winds and following seas, my dear friend.

— John L. Greene
(Former Membership Secretary and Clerk of
The Catboat Association)

Tom and I always enjoyed seeing Bill and Moe in *Calico*. On the sound or at a rendezvous, Bill was always such a great presence. He was also a bright presence at Falmouth High School where he always had a smile and encouragement for my two catboat kids and so many others. He taught a class with one of the football coaches combining IT and English Lit. My son Patrick says it was unforgettable. That was many years ago, but they never forgot Bill's positive and encouraging way of teaching. Bill also ran in the annual Falmouth Road Race many, many times. As always, he seemed to have the brightest smile and

the most fun. Being anywhere near Bill in the race was like being near the mayor of any town—he knew everyone and had a smile for all. Tom and I will always feel that knowing Bill was one of the many gifts we received from being part of the CBA. My sons noted that if there were a Hall of Fame for being a great person and a great sailor, he should surely be inducted.

— Susan Maddigan



How do You Say Goodbye?

I'll miss seeing you on the Bay, Bill
Your white beard blowing in the wind
and beautiful Moe relaxing in the stern
How do you say goodbye to a sailor?

I'll miss visiting the house you built on the river
with your own hands, out of parts cast off by others,
and recycled into ingenious purpose
And the backyard treehouse you build for the kids
How do you say goodbye to a great man?

I'll miss seeing you play with your grandchildren
and listening to your crazy stories and reading the
annual McKay Christmas card
How do you say goodbye to a friend?

Most of all, I'll miss your happy disposition, your
smile,
and the way you never let the world get you down
Your optimism was contagious and you taught us
to eke out every bit of joy possible as you cherished
your family
How do you say goodbye to a teacher?

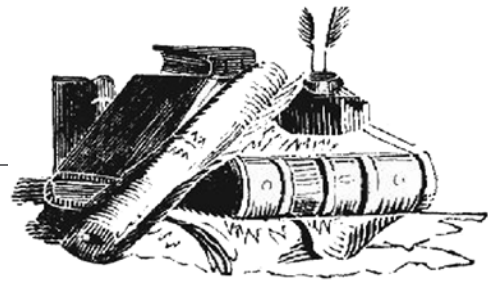
I will see you in every gaff-rigged sail on the horizon
I will think of you in a good breeze sailing close to
the wind
This is not goodbye, friend, it is "see you again"
We are all at sea, Bill, and will join you soon, in
port, safe
from life's storms

— Dawn Peterson



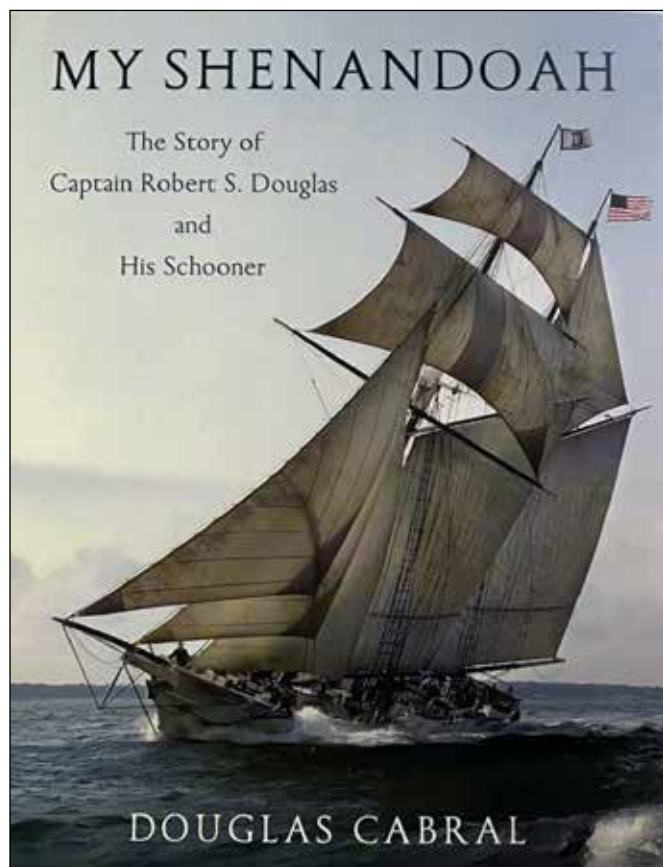
Book Review

Dan McFadden, Editor



My Shenandoah: The Story of Captain Robert S. Douglas and His Schooner

By Douglas Cabral



A familiar sight to those who sail the waters between Nantucket and Western Long Island Sound in the summer is a long, low, white-hulled schooner with a frightening spread of canvas. If you do not spot her at anchor, she is either overtaking and passing you or rapidly vanishing over the horizon. *Shenandoah* is a vision from the heyday of American working sail and that is precisely what her creator intended.

Shenandoah is the brainchild of Robert S. Douglas. A Midwestern boy who was introduced to boats during summers on Martha's Vineyard, Douglas

was captivated by a line drawing of the 1850's U.S. revenue cutter *Joe Lane* in Howard Chappelle's *The History of American Sailing Ships*. The story of how that drawing resulted in the ship so many of us know is the subject of Douglas Cabral's new book, *My Shenandoah: The Story of Captain Robert S. Douglas and His Schooner*.

Cabral is self-admittedly not an unbiased biographer. A friend and sometime shipmate of Douglas on the *Vineyard*, he was, nonetheless, the right person for the job. (Disclosure: I worked with Doug on a story about the *Charles W. Morgan's* visit to the *Vineyard* in 2014. He is a first-rate journalist.) Discarding the common view of Douglas, "He's been sailing *Shenandoah* around for half a century, what more is there to know about him?" Cabral posits there is much more to know—and he is right. That is the joy of this book.

Bob Douglas is a man of passions. Fresh out of the U.S. Air Force after earning his wings and flying fighter jets (a trait that may explain his enthusiasm for large sail areas and skill at boat handling under speed), he sailed several small boats great distances, crewed on the Maine windjammer fleet with Havilah "Bud" Hawkins, and even shipped out on the *Bounty's* delivery from Nova Scotia to Tahiti in 1960, where it would become the floating set for the Marlon Brando movie. Returning stateside, he resolved to make that line drawing of the *Joe Lane* a reality.

The book is at its best describing the design and build process of *Shenandoah*, the early years of operation, and the battle Douglas had to wage with the U.S. Coast Guard over certification to carry paying passengers. *Shenandoah* was years ahead of the regulators and Douglas paid a steep price as a consequence.

Regardless, once up and running, *Shenandoah* was a catalyst for a lot of good things in *Vineyard Haven*, some of which were business initiatives of the Douglas family. The family built The Black Dog Tavern to provide locals with a place to get good chowder and a beer. That was followed by the bakery of the same name and the merchandise store, which has spread far beyond the *Vineyard*.


Through it all—fifth-six summers total—Douglas skippered *Shenandoah*, along the way inspiring and training a generation of mariners and providing lucky passengers an opportunity to experience schooner sailing at its best. It is easy to say, “Here is a guy who had a passion and the financial means to make it happen.” But it is *the way* he did it that stands out. Those who sailed with him talk of his relentless focus on “doing it right.” Douglas, a renowned sponge and authority of maritime knowledge, would show you how it was done, and you would want to repeat that standard.

In the end, the U.S. Coast Guard required a rebuild of *Shenandoah’s* stern to eliminate extensive rot. Although the repair was completed at Mystic Seaport Museum’s shipyard, it put Douglas out of


business. He donated the boat to Foundation for Underway Experiential Learning (FUEL) on the Vineyard to provide sailing experiences for youth as a school ship and hopefully give the schooner another chapter in its story.

The legacy of Bob Douglas is complicated and defies easy categorization. I leave it to the reader to come to their own conclusion. But one thing is certain: Vineyard Haven would not be the bustling, traditional-boat mecca it is today if it wasn’t for that long, low, white hull moored in the harbor, the schooner Bob Douglas calls his “major enterprise forever.”

This book is available from the WoodenBoat Store at www.woodenboat.com.



SPARKLE

PADANARAM  **BOATWORKS**

Portsmouth, RI
info@padanaramboatworks.com
401.251.4280

New clear, quarter-sawn white oak transom for **Sparkle**

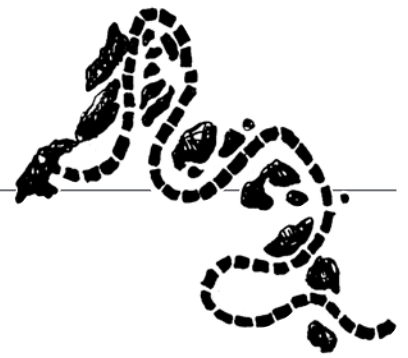
Fenwick Williams catboat, built 1951

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



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.*

Nautical Word Usage

As an “old timer,” with some sixty years on/in boats, I have some preferences as to the use of words in a nautical setting. Until the public relations people got involved, a “boater” was a straw hat worn by those (usually in punts) rowing about on lakes, ponds, and other calm waters. Likewise, a dock was a place where a boat was located. It could be a dry dock (or the like) or a wet dock with the boat afloat. If in a slip, and tied to a cleat (or bollard or the like), it is secured to a pier, wharf, float, etc., not a dock.

Running Lights

One of my spring activities in making sure the Sisu 22 (and later the Sisu 26) is ready to leave the float for trips on Apalachee Bay (usually as the Race Committee boat for the PHRF fleet), was to check not only the propulsion system and safety gear but to go over the exterior and interior lighting systems. To check out the running lights (and anchor light), I would go down to the boat around sunset and turn each system on in sequence to see if all the lights still worked and the exterior lights were visible from a neighbor's pier. If they weren't, the bulbs and connections were checked for corrosion or other factors.

Getting Home

Two of my boating friends did the same thing when they went out on their boats. They ran their guests through a checklist on how to start the engine, work the radio, clean the raw water filter, the location of the PFDs, and how to raise the anchor. The boats were different, but the procedures were the same.

Both owners wanted to make sure that if something happened to them, the others on board could call for help and/or get the boat underway and back to shore. It was something I also did when there were guests on board, even though my wife could start and operate the boat when she was along. A “macho man” is not what is needed on the water.

Pump on a Plank

An extra bilge pump can be useful.

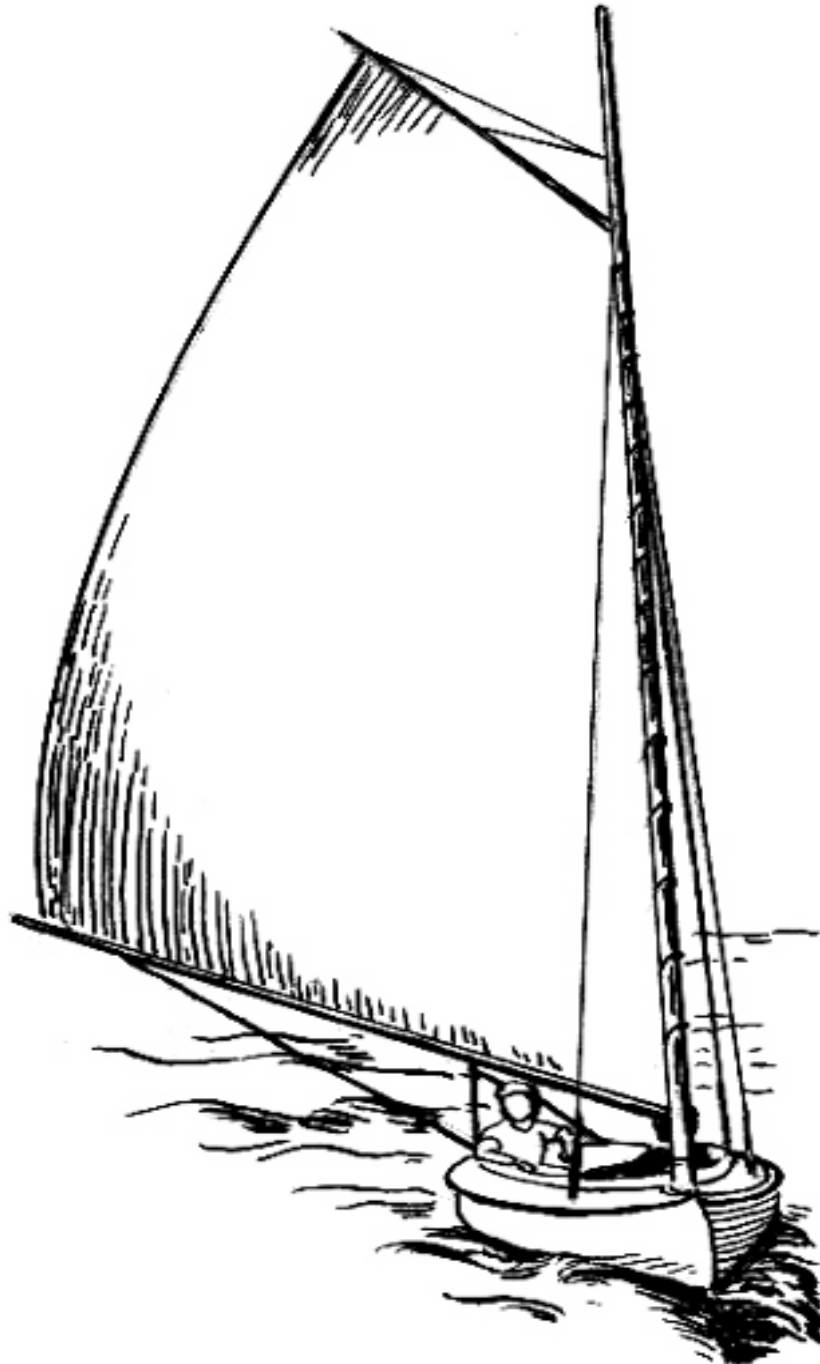
When we purchased our first “big” boat” (a Navy whaleboat converted to a sloop), I bought a Guzzler manual bilge pump as a backup to the one in the boat. Rather than securing the pump in the boat, I bolted it to one end of a piece of two by eight. I could sit on the board and use the pump as needed. The flexibility of movement was very useful over the some forty years I had it. When we donated our Sisu 26 to a charity, the pump went with the boat. With a few replacement parts over the years, it was still working.

Anchoring

Anchors (and chain/rode) are used to secure a boat to the bottom, keeping a vessel in place when it is not tied to a pier, etc. Anchors have a long and varied development history. Among all the books published, you might want to look at one that delves into how anchors came to be, what they are today, and another for tricks in using anchors to stay put when the wind/waves pick up. Here are a few: *Anchors: An Illustrated History*, by Betty Nelson Curryer that was published by Chatham Publishing, London in 1999. Since the British were in the forefront (to hear them tell it) of marine development, the book is mostly about the development of anchors from their point of view. It is, however, a most complete and interesting read. The book has been reprinted by the U.S. Naval Institute. *Anchoring: All Techniques For All Bottoms*, by Don

Bamford is written for the user. The author is more concerned about types of anchors and their uses. Mr. Bamford's book has good, clear illustrations and is well written. It was published by Seven Seas Press in 1985. Then there is the very old brochure by Benson's Anchors, titled *Anchors by Benson's* that carries all the basic information needed for anchor selection, including various types of anchors, load calculation, and the like.

We carried two Northhill folding anchors on our Sisu 22 and Sisu 26. One was a #8 anchor and the other was a #12. The #8 was used most of the time and the #12 was deployed when we were the race committee and the wind was up. Both were easy to stow and both held quite nicely.



New Members

Carolyn Pratt, Membership Secretary

WELCOME ABOARD to our new members since Fall 2022

Nancy & Randy Bernal, Reddick, FL

Peter Bessette, Westfield, NJ

Bud & Audrey Buckwell, Columbia, SC

William Clark & Lindsey Cohen, Watertown, MA

Norman Collins, Torrington, CT

John Ficarelli & Vicki Danberg,

Newton Centre, MA

John & Mary Ann Gibson, Troy, NY

Joe Hackler, Hatchville, MA

Jonathan & Marcy Lane, Noank, CT

John Lualdi, Cape Elizabeth, ME

Eric Lustig, Wenham, MA

Christopher MacDonnell, Norwalk, CT

Mass Maritime Academy, Buzzards Bay, MA

Dan May, Canton, MA

Frank & Kiria McMillan, Sharpsburg, GA

Dan & Helen Meaney, Ellington, CT

James & Susan Mueller, Atlantic Highlands, NJ

Michael & Sharon Normandeau, Hampden, MA

Jennifer & Joe O'Neill, St. Petersburg, FL

Barry & Susan Perkins, Mattapoisett, MA

Ryan & Mailyse Peterson, Mashpee, MA

Jonathan Pine, Miami Beach, FL

Marvin Pribble, Kennebunk, ME

John & Karen Rendall, Wenham, MA

JF "Skip" & Sabrina Sanders III, Hertford, NC

Philip Schreiber & Amy Rosenstein,

Lexington, MA

Daniel Shiplett, Crownsville, MD

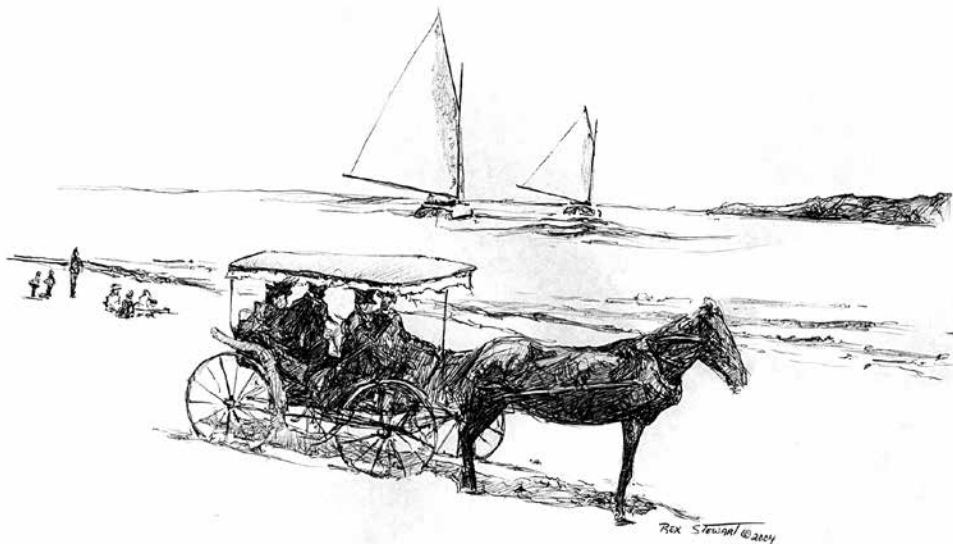
Richard & Susan Small, Lebanon, CT

David Stimson & Tamora Goltz, Warren, ME

Catherine Taylor, Chatham, MA

Jack Van Den Berg, Glenn, MI

Brian Wells, Oxford, MD



Cats for Sale

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

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

All listings must be received in writing; please do not call! Please type, print or e-mail to the address below.

Your listings must be received by December 15th, March 15th, or September 15th to insure being published in the winter, spring, or fall printed issues of the Catboat Bulletin.

Listings will not be reprinted, unless requested in writing, stating the previous issue and the ad number. If you sell your boat or equipment before the above deadlines, please notify in writing (e-mail preferred); please limit your ad to 300 words. Editors are not responsible for accuracy of content.

Spencer Day, 7 Cottage Place, Milton, MA 02186-4504, or cats4sale@catboats.org



190-2. 21' Fenwick Williams design "Lottie Cates" launched 2004, for sale by builder, Bruce Gratz. Winner, Catboat Association Broad Axe Award. White oak and cypress hull • All bronze fasteners • Marine plywood deck covered with Dynel and Epoxy • Custom cypress, mahogany and white cedar interior • Cockpit seats 4 adults, 2 kids, cushions included • 2 berths with cushions and drawer storage • Over-berth shelves • Chart table with hanging locker • Galley with portable stove, sink with bronze pump • Folding dining table • Enclosed porta potty space • Hollow spruce mast • Spruce boom and gaff • 430 sf sail made by Michele Stevens of Nova Scotia • Bronze blocks • Halyard cam cleats • 16 HP Vetus diesel • 9 gallon fuel tank • 9 gallon water tank • Kingston plow anchor • Spare Danforth anchor REDUCED to \$25,000. phone 802-793-2310 or gratz.bruce@gmail.com Photo courtesy of John K. Robson



190-4. "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



190-3. Cimba is for sale. Fenwick Williams 25, built 1965, professionally maintained by the same yard and person for the last 26 years. Excellent condition. If interested call or email Steve at 978-290-3957, catboatsteve@aol.com for details



190-6. 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, REDUCED to \$5,500. Located Sayville, NY, spudsailor@aol.com



190-7. 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



190-9. Wanted - Parts for Marshall Sandpiper. Used sail, sail cover and cushions wanted. Let me know what you have. Christiangele@yahoo.com (908)962-2289

190-10. 1990 Trinka 10 Sailing Dinghy. Includes new Karavan trailer, lightly used 2hp Honda outboard with mobile stand, rarely used Sobstad Sail with sailbag, new Shaw & Tenney oars, additional set of oars, two sets of oarlocks, complete sailing rig with boom vang, centerboard and outboard rudder. Located in Westbrook, CT. Asking \$6500. Contact Pete at 860-399-6084 or email at psjohn_064982yahoo.com



190-11. 2022 Yamaha 4hp 4stroke long shaft outboard. Less than 2 hours of use. Has internal fuel tank and external 3.5 gallon fuel tank. Includes manual. Currently winterized and stored indoors at local marine store. Will deliver within 100 miles of Beverly, Mass. For cost of fuel and tolls. Great motor for small to medium catboats or daysailer. \$1500 OBO. Contact Martin by text to 978-314-9409 or email osloson@comcast.net

190-16. 1986 Menger 17' catboat w/ diesel. Yanmar 1GM diesel inboard engine with manuals and spare parts. On roadworthy EZ trailer (needs a spare tire). Tabernacle mast. Tiller steering, with Tiller Tamer installed. Boom gallews. Wooden mast hoops, original multi-colored sail with an extra sail still in packaging. CQR anchor on wide teak bowsprit with chain and rode in chain locker. Auxiliary Danforth anchor with length of chain and rode in stored in aft locker. White fenders (4 small, 3 large) with attached lines. Thetford porta-potti. Telescoping boat hook. Origo single burner alcohol stove. Fire extinguisher. Needs berth cushions. Holly wood centerboard trunk top and interior siding. Teak rub-rails and coaming cap rails. Plug-in 12V solar charger plugs into 12V outlet. Aft locker has room for starting battery and house battery. Ritchie lighted compass mounted on bulkhead. Located 35 miles NW of Phoenix at Lake Pleasant, AZ. Asking \$8500 OBO. David Murphy (has no email). (480)232-4864

190-17. 1930s Bigelow 19'. Built mid-1930's. Mostly re-fastened. Complete with good sail. Needs a good home. Yard trailer included. Asking \$1500. Located in Kingston, MA. Contact John at 781-738-2716 or jwheble@msn.com



190-18. 1973 HERRESHOFF 19 Catboat. Professionally rebuilt cockpit, new outboard, tabernacle mast, new centerboard, recently refinished, new teak rub rail, new bronze nav lights and mast hoops. Sail cover and white tarp for storage. Fully equipped, handheld VHF, PIRP, life jackets

and all safety equipment. Includes galvanized trailer. Ready to go! Pics on request. \$9000. Located in South Alabama. respond to jimbo@jpcolemanlaw.com

190-19. 1973 Marshall 22' RED SQUIRREL for sale. We purchased her (2nd owner) from Marshall Marine in the fall of 2020. She was professionally surveyed (copy available) and all findings were addressed by Marshall Marine in spring of 2021 (invoices available). A removable solar panel was added; all running rigging, dock lines and anchor rode were replaced; and a new Raymarine speed/depth instrument was installed. The boat was transported to Oxford, MD and launched. At the end of 2021, the boat was dry stored at Gen III Marina in Cambridge, MD. In addition to normal winter preventative maintenance and numerous small improvement projects, the bottom was professionally wet blasted, faired, epoxy coated and painted. Brass rub rails and a new (Marshall) hatch were also installed. Except for the work done by Gen III, all maintenance since new was performed by Marshall Marine. She is powered by a Yanmar 2GM20 with approximately 900 hours. The engine starts and runs great. RED SQUIRREL is head turner, clean and a nice example of a vintage M-22! Extensive documentation is available. She is located in MD. We are asking \$26,900. Please contact Jeremy at 724-640-3627 or j.c.saint.p@gmail.com for additional information.



190-20. Fairclough Canvas Cover for Marshall 22. Cover has been used two seasons. Access to cockpit on both sides. Includes detachable rudder and bowsprit covers. Aluminum frame and canvas clean and ready to install. REDUCED to \$750. Delivery negotiable. Located in Maryland. Please contact Jeremy at 724-640-3627 or at j.c.saint.p@gmail.com



190-21. 1972 Marshall 22' catboat. Margaret has been very well cared for over the years and is ready to go to a new home. Custom touches here and there, including a large hanging locker and a raised forward berth for more storage and make her a unique Marshall 22. Complete with her own trailer and winter frame, she can be stored in your back yard for easy access off season. White Hull, Buff Deck, Red Boot Stripe and Blue Bottom. Yanmar 2GM20 and spare parts. Features: Depth sounder; Three blade prop; electric bilge pump; VHF radio; Compass (mounted below); Cabin lights and running lights; Dropleaf table on centerboard trunk; Porta potti; Stainless solar vent; Garboard drain plug; Braided running rigging; Lazy jacks; Rudder lock bar; Classic Edson wooden steering wheel; Custom teak cabin doors; Bunk extenders for both berths; Bronze step on rudder; Brass clock and barometer in cabin; Custom dual-axle trailer with spare tire (roadworthy); wooden winter frame with tarp; Original Manchester sail with 3 reef points; Gambell & Hunter sail with 3 reef points, Oceanus cloth (batten-less, good cond.); Thurston sail cover - white; Cockpit awning; 7 wooden mast hoops; Wheel cover - pacific blue. ACCESSORIES: Collapsible plastic swim ladder; Miscellaneous dock lines; 2 fenders; 2 throw cushions; Danforth anchor with chain and rode; Delta anchor with chain and rode; Sea anchor; Boat hook; hand bilge pump; Fire extinguishers (2); Fishing rod holders (2 - mounted); Ensign. Items new in 2022 include new cockpit cushions, a snatch block to replace the cleat at the wheel, and all new fuel lines. Located Gloucester, MA. Asking \$19,500. Contact Smitty Nauss at 843-222-8841 or snauss@ensales.com



190-22. HA-18 Centerboard for sale. \$400. Please E-mail haverlanddesign@msn.com



190-23. Herreshoff America 18 ft. Catboat - Hull #52. Builder - Nowak and Williams, Bristol, RI. Stainless Steel Centerboard. Karavan Trailer, with new tires. 8 HP Yamaha 2-Stroke Outboard Engine. New IPE Gaff Jaws, with new leather. Danforth type Anchor, 120 ft- rode, 6 ft. chain. Iconic Flag Sail and Sail cover - both professionally repaired & cleaned. Bunk Cushions - Sunbrella, new foam, professionally cleaned. Solar Vent. Porta-Potty (West Marine), Marine Radio (West Marine) VHF 160, Garmin Portable GPS 78SC. Miscellaneous: Life Jackets, Fenders, Rope. Boat currently on trailer in New Bern, NC. \$9,000. Contact: Norman Durocher - 252-631-8259 (c), 252-631-1509 (h), Normandee214@gmail.com



190-24. 1982 Marshall 18' Sanderling. On an Easy-Loader trailer built about 2007; Marshall Marine fitted trailer to boat (spring 2022). Trailer has new tires, a spare and one new wheel. The boat was restored spring of 2022 with the following: All wood stripped of old finishes, sanded and revarnished-6 coats. All white fiberglass wet sanded, waxed and polished. Decks and cockpit repainted. Bottom scraped and new bottom paint applied. Inside cabin repainted. 2 Cushions with all-new foam and all 4 covered new with medium blue denim by Sunbrella. Hinged mast, bronze deck hardware, and Porta-Potty. A strong 5hp Nissan outboard. Sail and rigging in good condition. Located West Michigan. Email for more information and photos \$15,900. Jack Vandenberg jackvdb@gmail.com



190-25. Help Wanted! I'm too old and decrepit to complete my own projects! WANTED: APPRENTICE/HELPER/PARTNER. Learn Fiberglass, Carbon Fiber, Resin, Painting and Varnishing techniques as well as have the opportunity to undertake lifting, exercising and sweating activities. REWARD: you get to keep the beautiful, awesome 15 foot catboat. Call, text or email Jonathan Wood (508) 280-8449, bassriverwoods@comcast.net



190-27. 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. REDUCED to \$8,000. Contact Keith at 917-250-2975 karithgroup@gmail.com.



190-28. 2002 COMPASS CLASSIC 14' Catboat with 2006 LOAD RITE Boat Trailer. Offered at \$6,800. dmurphy2@maritime.edu



190-29. Original H. Manley Crosby Designer Plate. To owner's knowledge it is the only HMC "Designer" (not Builder) plate in existence. Brass. Measures 2 1/8" X 2 1/2". This is an original plate. Note the impossible-to-fake multi-layered patina. It appears it may have been affixed to a spot that would have been varnished - perhaps screwed to the forward inboard center of the cockpit coaming, or in same position to forward center of the cabin interior trim. It has been in owner's collection for 40 years. Time for it to move on to its next catboat lover. PRICE: \$200. Contact John Hutchinson; 978-335-8034

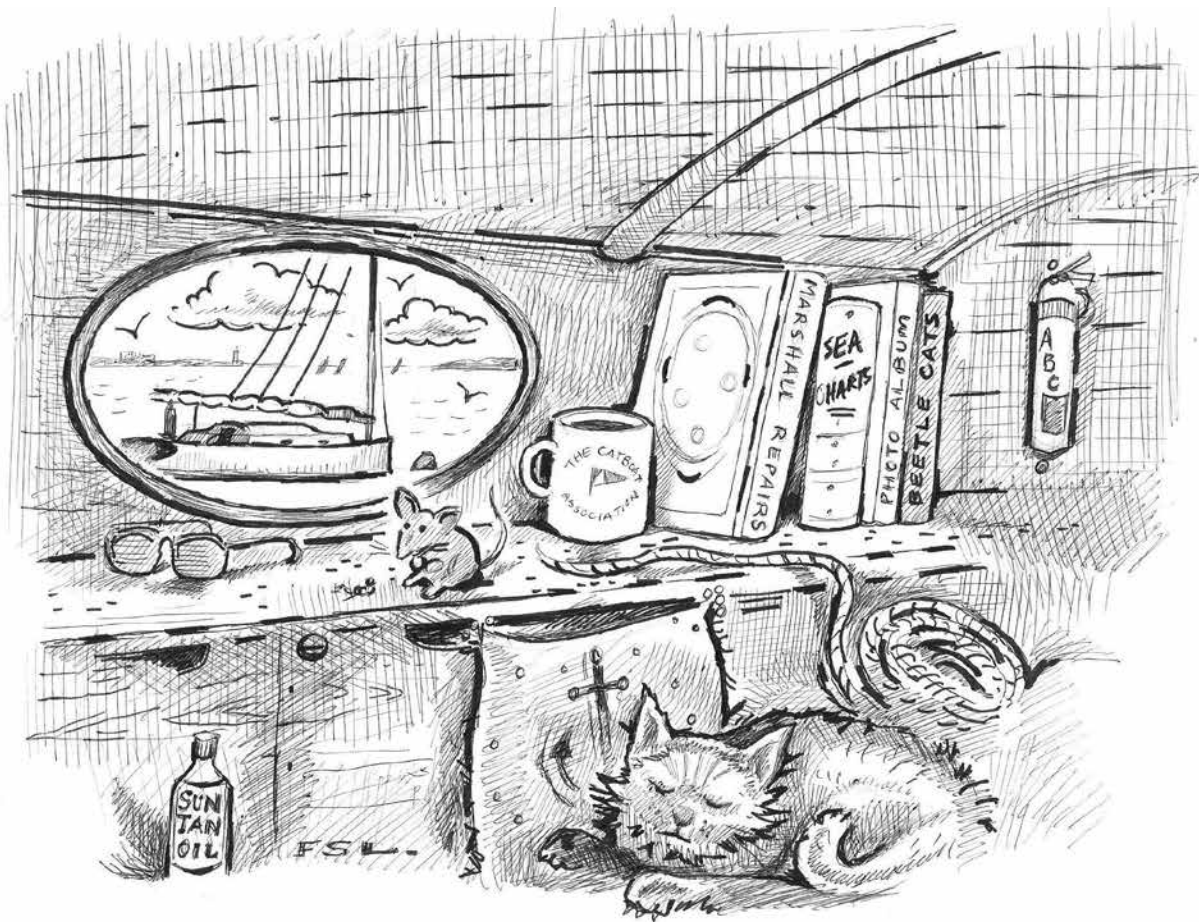


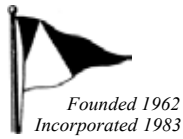
190-30. 1998 and 1996 Menger Cat Daysailer 15'. One located in Essex, CT \$5,000. another in Sarasota, FL \$6,000. Call or email for details. 516-639-6616 goped17@yahoo.com

190-31. 2011 Handy Cat 14. Rare find, believed to be one of the last Handy Cats ever built. In original condition and garage stored. Made by Stroudwater Boats with molds leased from Handy Boat Company. This Merle Hallett design, manufactured for many years by Cape Dory, is classic, gorgeous to look at and sails as good as she looks. Outfitted with Marshall Marine fabulous aluminum hinged mast. Gaff rigged sail stays furlled on boom, trailer the boat, raise the mast and ready to sail in minutes. Sail in pristine condition. Full cover for those times you want to leave her at the water. Trailer with hinged tongue for easy garage storage included. Priced to sell at \$10,995. Boat in western NC, sailed on fresh water lakes only. Contact James 301.706.6276 saildragonfly@windstream.net



190-33. 2021 Marshall Sandpiper 15'6". For sale due to health reasons. Navy Blue hull with tan top side. The boat was shipped to San Diego, CA in November 2021 and stored indoors. Used less than 12 times. Full advertisement on Marshall Marine Corp. website https://www.marshallcat.com/s/M15_2021_668_Spec-boat.pdf or call Geoff at 508.994.0414





The Catboat Association Member Registration

One-time initiation fee: 20.00
Annual membership/renewal dues: 40.00
TOTAL (to join) 60.00
*Annual dues thereafter are payable January 1st.
Includes all publications for the year joined.*

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

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

Membership Secretary, 322 Concord Road, Wayland, MA 01778-1121

Make Checks Payable to: Catboat Association, Inc.

Name: _____ Spouse: _____

Street: _____ City: _____ ST _____ Zip: _____

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

(IMPORTANT: Please provide Zip + 4 Code)

Dates mail goes to 2nd address: _____

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

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

Catboat Name: _____ Year Built: _____

Date Purchased: _____

Homeport: _____

Former Name(s) _____

Former Owner(s): _____

Designer: _____

Builder: _____

Where Built: _____

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

Description: _____

Date of Application: _____

Check here if you would be interested
in volunteering.

Put any additional information
on the reverse.

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



CATBOAT ASSOCIATION STORE MERCHANDISE ORDER FORM

<u>Item</u>	<u>Color</u>	<u>Size</u>	<u>Qty.</u>	<u>Price</u>	<u>Total</u>
NEW !! Engraved Rocks Glass 8 oz				\$18.00	
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*				\$25.00	
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	

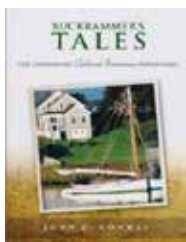
*Navy, Stone, Stone/Blue, Nautical Red, Pale Pink, Lime Green, Baby Blue (Specify Original Logo or Burgee only) Periwinkle (Orig. Only) **Total \$** _____

Name
Address
City, State, Zip
Phone

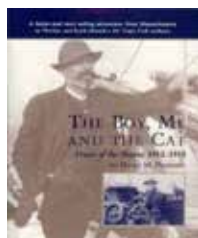
To order merchandise, specify color, size, quantity and total for each item. Make check payable to Catboat Association, Inc. in U.S. funds. Send ORDER FORM and CHECK to: Catboat Association Store, c/o Mary Crain, 17 Ocean View Avenue, Mattapoisett, MA 02739. Questions? mary.crain@catboats.org; 508 758-8081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

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

CATBOAT ASSOCIATION PUBLICATIONS ORDER FORM



Buckrammer's Tales



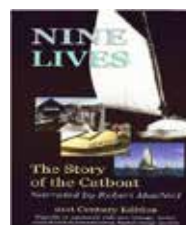
The Boy, Me and the Cat



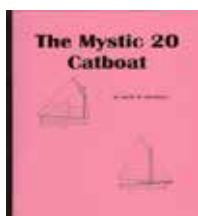
The Catboat and How to Sail Her



The Catboat Era in Newport



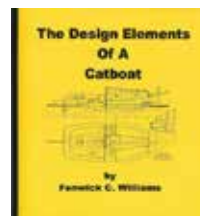
Nine Lives DVD



Mystic 20 Catboat



Rudder Reprints



Design Elements of a Catboat

Item	Quantity	Price	Total
Buckrammer's Tales by John E. Conway		\$19.95	
The Catboat and How to Sail Her edited by John H. Leavens		\$15.00	
The Boy, Me and the Cat (hardcover) by Henry M. Plummer		\$19.95	
The Catboat Era in Newport, R.I. (hardcover) by John H. Leavens		\$19.95	
Nine Lives – The Story of the Catboat (DVD)		\$24.95	
The Design Elements of a Catboat by Fenwick Williams		\$15.00	
The Mystic 20 Catboat by David W. MacIntyre		\$15.00	
Reprints from "Rudder" – Design Plans of Twelve Cat Rigged Yachts		\$15.00	
Shipping and Handling: \$4 for EACH item.*			
ORDER TOTAL			

*For International orders, please include an extra \$15 total in addition to Shipping and Handling.

Name : _____
 Address: _____

 Phone Number: _____

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

Scuttlebutt

Membership Renewals

Annual membership renewals are due the 1st of the year. Please logon to the CBA website www.catboats.org to see if your membership has expired (and, if needed, please renew it online, which saves time and effort). 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 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.

CBA Website

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

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

Catboat Association on Facebook and Instagram

Check out the Catboat Association Lounge on Facebook 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
78 River Street
South Yarmouth, MA 02664
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.



ON THE BACK COVER

Julia Lee was built by David Stimson in 2003 for Woody Bowman. Woody sails her out of Vineyard Haven, Massachusetts. She's a jewel of the harbor which boasts a bevy of wooden boats.

Photograph by Jim O'Connor

